

Submitter: Armando Zelada

On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

Co-Chairs McLain and Gorsek and Members of the Committee,
My name is Dr. A J Zelada, and I live in [City/Town]. I was previous Chair/Member of the ORegon Bicycle and Pedestrian Advisory Committee to OR Dept of Transportation during the late 2000s and early 2010s. Previously I was Board Member of the national League of American Bicycles in Washington DC. I remain board members of the Friends of the Historic Columbia River Highway and the Portland Street Trust advocate organizations.

I'm here to testify in support of House Bill 2025, particularly the investments in Safe Routes to School and the Great Streets programs.

These programs are lifelines, funding safe crossings, sidewalks, lighting, and bikeways that connect people to schools, jobs, transit, and community. Without this funding, too many Oregonians, especially children, seniors, and people with disabilities, are forced to travel dangerous roads every day. Having access which safely provides All people to get to businesses, groceries, restaurants, neighbors, parks knit our community together. Most Car trips are 3 miles or less. Using a bike and these days an e-bike makes these trips to groceries and taking young children to schools does two things: 1) Reduces obvious congestion and consumption of gasoline. 2) teaching children and oneself a stewardship of the Road encourages a new perspective for safety of ALL road users. Seeing the world through the eyes of the vulnerable road user simply makes future vehicular drivers more courtesy and an increased view that All users deserve a presence on streets.

The \$50 million for Safe Routes will save lives and ensure that our youth can walk and bike to school safely. The \$250 million for Great Streets will support local main street transformations that improve safety, support local economies, and help communities adapt to climate impacts. Amenities for streets that include ADA assets is not only for people with disabilities. Ramps simply make it easier for any parent and a stroller; any person holding a toddler's hand as they cross a street; the pedestrian activated cross walk signal allow all cyclists/pedestrians to have a chance to cross 4 to 6 lanes of a fast arterial. The painted pedestrian lanes in neighborhood invite vehicles to observe people waiting to cross the street: these stripes increase courtesy between the pedestrian/vehicle driver. In my NE Portland area, this phenomenon is observable; over the past 5 yrs, we see 6 out of ten vehicles stopping to allow pedestrian/bicycle crossings.

Finally, I want to highlight the importance of completing our active transportation

network. One aspect is analysis of speed. As we all know Speed Kills; Bigger truck blunt radiators are more likely to kill a pedestrian as the blow is on the chest; there is no chance of 'rolling off the hood.' Reducing speed takes analysis by both PBOT/ODOT. We want reduced speed on all streets. A side effect of speed is anonymity. Making eye contact with a 40 mph vehicle driver compared to a 25 mph sighting of that driver allows one to see their face and recognize them. Recognition allows connection btwn people. The Driver in a vehicle understands they are not invisible in their speeding thru red lights; they are identifiable.

We hope you will vote for these On-street investments and for off-street routes investments as well. Please include support for the Oregon Community Paths program to help fill these critical gaps.

Please pass HB 2025 and ensure these safety programs are fully funded.

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