

Submitter: Calvin Taylor

On Behalf Of:

Committee: Joint Committee On Transportation Reinvestment

Measure, Appointment or Topic: HB2025

On May 10th I received an e-bike through the Street Trust's "Ride2Own East Portland E-Bike Program". and I am incredibly thankful for their generosity. This has allowed me to enhance my physical well-being through cycling, an activity I've engaged in regularly for the first time in over twenty years. In this short period, I've pedaled an impressive 90 miles across the expansive Outer Southeast Portland area. Prior to this experience, bike rider safety wasn't a significant concern for me. However, as my health journey with cycling progresses, I've come to realize that safety is paramount. The potential for collisions with vehicles on Portland's streets is an undeniable reality. For instance, Southeast 122nd Avenue has a dedicated bike lane. This bike lane is separated from a traffic lane by a simple white stripe of paint. The benefit of this bike lane is further compromised by parked trucks that encroach on the space. As a result, cyclists like myself are frequently compelled to merge into traffic lanes, escalating the risk factor.

The condition of many streets and bike lanes leaves much to be desired, with numerous potholes and cracked surfaces. These hazards can easily lead to a cyclist straying from the designated bike lanes. Other streets have no bike lane or even gravel nearest the lanes of traffic, increasing the risks to cyclists.

Division Street is a safer alternative for me, I have cycled between 82nd Avenue and 174th Avenue and appreciate the consistent presence of a curb barricade between the traffic and the bike lane. Along this route there are sections with an additional parking lane that acts as a buffer, further reducing the risk of accidents. Another enjoyable cycling route is the Springwater Corridor Trail, which I've explored from Foster Road to Gresham City Park. Here, my exposure to vehicle traffic is minimized, with only a few intermittent street crossings to navigate. The limited interaction with vehicles contributes to a more secure and pleasurable biking experience.

In summary, while I appreciate the efforts made to provide bike lanes, there's a clear need for further improvements in infrastructure and to ensure the safety of cyclists like me. I stand with The Street Trust and support House Bill 2025, also known as the Transportation Reinvestment Package (TRIP) under consideration as it includes a "1% for Safety" vehicle sales tax. This "1% for Safety" vehicle sales tax will fund \$250 million per biennium for Great Streets plus \$50 million per biennium for Safe Routes to School to fund safety programs and bicycle and pedestrian infrastructure. Even without school age children of my own, I am confident that "Great Streets" and "Safe Routes to School" will benefit the public at large. Safety for bicycle riders and

pedestrians will encourage more people to participate in these activities as safety is paramount.