

June 12, 2025

Members of the Joint Committee on Transportation Reinvestment,

I write as a native-born Oregonian and current resident of Corvallis.

I support sections of House Bill 2025, which fund the real costs of maintaining our state road network, will improve the human-scale and multi-modal design of the state roads, and add oversight to the spending of taxpayer money.

I oppose Section 160, which amends ORS 366.215, and mandates a minimum 12-foot vehicle travel lane on freight routes.

Highway 99, a major freight route, runs through the heart of the Corvallis community. Residents walk and bike along Highway 99 to reach groceries, schools, retail stores, and work places.

In June of 2023, I spoke at the Mobility Advisory Committee meeting in support of ODOT's Harrison Blvd safety improvement project, located near the intersections of Highway 99 and Highway 20. At that meeting, ODOT's proposed intersection changes included both 12-foot and 11-foot lane widths. The ODOT proposal was unanimously supported by the Committee, including representatives of freight interests.

This example of negotiated transportation project design, satisfying all parties, and adaptable to site-specific constraints, would not be possible under the proposed Section 160 amendment to ORS 366.215

Our community just completed a transportation plan for Highway 99 in south Corvallis which is now going through the process of local approval. After extensive study, the plan calls for two 11-foot travel lanes, buffered bike lanes, and set back sidewalks. These significant safety improvements are not radical, it's based on ODOT's updated multimodal guidance which recognizes the need to slow traffic and provide space for vulnerable road users.

While the trucking industry may find this controversial, 11-foot lanes provide more than enough room for freight movement. Mandating unnecessary 12-foot lanes would waste precious space needed for the bicycle and pedestrian safety buffers.

I urge you to remove Section 160 which is out of step with other sections of House Bill 2025 that elevate safety on our state roads. Let our communities and transportation professionals design streets that work for everyone.

Thank you.

-Rob Upson