

GO BY BIKE

To: The Joint Committee on Transportation Reinvestment

From: Kiel Johnson, Owner and Founder of Go By Bike

Date: June 13th 2025

Subject: Unlocking Oregon's Bicycling Potential

Fifteen years ago, we began parking and repairing bikes at the base of Portland's Aerial Tram. Since then, the Tram has become the most biked-to destination in North America. We've parked over 800,000 bikes—averaging more than 300 per day—and biking in the area has increased by over 500%. In the space it takes to park 20 cars, we can accommodate 450 bicycles. This is what a transportation system designed for people looks like: low-cost, high-impact, and sustainable.

I founded Go By Bike with the belief that Oregon would continue to lead in safe bicycling infrastructure and forward-thinking land use. While we've made progress on the latter, we're falling behind on building the kind of bike networks that serve all ages and abilities. Today, British Columbia is outpacing us: Victoria has doubled its bike mode share from 7% to 13%, and Vancouver has gone from 3% to 7%. Across the province, there are now over six bicycle valet stations funded by regional and local governments. Meanwhile, Portland's ridership has declined—from 7% to just 3%.

Go By Bike has shown that investing in secure, staffed bike parking works. In the Netherlands, the national government once covered up to 70% of the cost of bike parking facilities, with cities funding the rest. Oregon needs a similar model if we want to realize the full potential of biking as transportation.

To support this shift, I recommend the following:

- Establish a statewide fund to help local governments build large-scale bike parking infrastructure
- Increase investment in Great Streets and Safe Routes to School
- Support Senator Gorsek's proposal to fund the Oregon Community Paths Program
- Prioritize maintenance and local transportation needs over costly freeway megaprojects

- Remove the proposed amendment to ORS 366.215, which would hinder safe bike infrastructure on freight routes by requiring 12-foot vehicle lanes—despite AASHTO’s recommendation of 10 feet

Oregon has the opportunity to lead again. Let’s invest in a bike-friendly future that benefits our health, environment, and economy.

Sincerely,

-Kiel Johnson