

March 4, 2021

Hello Chair Beyer, Chair McClain, and Members of the Committee,

My name is Stephanie Noll and I'm testifying in support of SB 395, on behalf of the Oregon Trails Coalition.

The Oregon Trails Coalition is a coalition of broad-based, statewide partners dedicated to the preservation, development, and stewardship of a statewide network of sustainable trails that provide access to outdoor recreation and active transportation for all.

Our advisory council includes representatives from more than twenty-five federal, state, and local agencies, trail user groups, outdoor industry and tourism partners, and volunteer organizations. We represent walkers, bikers, runners, equestrians, adaptive equipment users, skiers, snowmobilers, and motorized trail enthusiasts. We walk and ride on neighborhood trails, and we pay our gas tax and vehicle registration fees to travel to our favorite trailheads.

During the COVID-19 pandemic, Oregonians have demonstrated that sidewalks and bike lanes are a lifeline during tough times. In my own family, I'm mom to two 10-year-old boys totally stressed out by online school and the sudden disruption to time spent daily playing with friends. Our apartment doesn't provide much space for any of us to shake it off. Thank goodness we live in a neighborhood with good sidewalks and safe crossings so we can all get out of the house safely, and my 10-year-olds can even take a short walk safely on their own.

All Oregonians deserve safe places to walk and bike in the communities they call home.

The Oregon Trails Coalition supports SB 395, because increasing the percentage of state highway fund dollars going to bike and pedestrian infrastructure from 1%-5% is crucial for bike and pedestrian safety, and crucial for our state's scenic bikeways, trails connections and crossings, and community mainstreet development.

We believe Oregonians should be just as safe walking or biking to their local grocery store, school, or park as they are on the trails they often have to drive to access.

Additionally, the Oregon Outdoor Recreation Economic Impact Study published in January identified outdoor recreation spending in Oregon at \$15.6 billion. Improving our on-street infrastructure that connects visiting recreationists to local business districts will only increase this benefit to local communities and to the state.

While we want to be clear in our support for this bill, we do want to share that some of our members have concerns that the current electric bike and electric scooter language in the bill potentially conflicts with local statutes or administrative rules prohibiting e-bikes and scooters on local sidewalks and multi-use paths out of safety concerns. We hope to see this issue resolved in the final bill language adopted.

Thank you for your time and your consideration for ensuring safe routes for all.

Stephanie Noll,
Oregon Trails Coalition