



DATE: April 1, 2021
TO: Co-Chairs McLain and Beyer, Joint Committee on Transportation
CC: Sponsors, Representatives Williams and Noble
FROM: Sarah Iannarone, Executive Director, The Street Trust
RE: House Bill 3304 (-1 Amendment)

Co-Chairs McLain and Beyer, Members of the Joint Committee on Transportation:

I am writing on behalf of The Street Trust, which represents thirty years of sustained transportation advocacy and thousands of members across Oregon. We work to ensure multimodal urban mobility options that prioritize safety, accessibility, equity, and climate justice. Today, we submit the following feedback on the -1 Amendments to House Bill 3304.

We support the -1 Amendment as written. As we have demonstrated in our arguments behind another bill, SB 395, our organization cares deeply about the economic health as well as public health and safety of Oregon's rural main streets. As Representative Noble pointed out during the hearing on HB 3304, meaningful improvements to state highways that serve the dual duty of functioning as commercial main streets can knit communities together rather than tearing them apart. Whether you're on a street corner in London, England or McMinnville, Oregon our human needs are the same - safe streets and crossings, healthy commerce, and a sense of community. Urban design is a tool to help us achieve the highest quality of experience for everyone occupying or moving through a place.

We believe that ensuring ODOT accountability for the implementation and efficacy of the Blueprint for Urban Design on state highway project planning, design and construction in rural communities is a positive step. Context sensitive sustainable design is an investment in the health and prosperity of our people and we encourage you to hold ODOT to the highest standards of performance and community engagement in these cases.

Onward,

Sarah Iannarone,
Executive Director, The Street Trust