

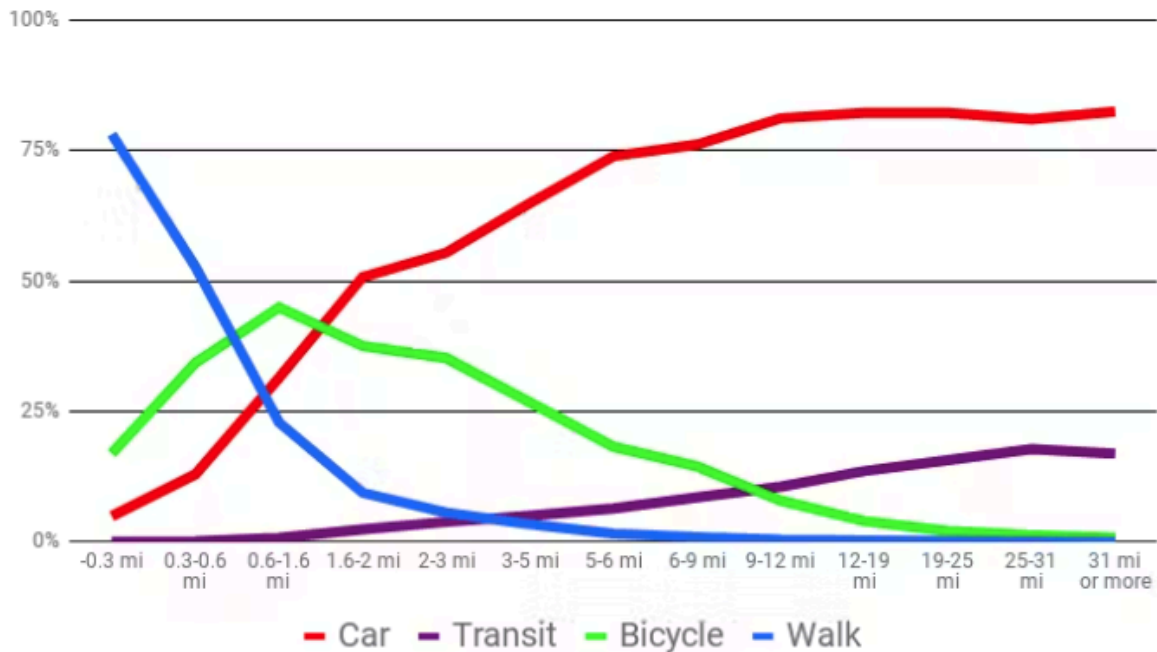
To Oregon Joint Committee on Transportation,

The mission of **BIKELOUD** is to have 25% of all trips in Portland made by bicycle. Cities around the world, from Bogota Columbia to Copenhagen Denmark, are able to reach this goal with smart transportation investments. These places have dramatically reduced their carbon emissions and unlocked health benefits for all of their residents. A place where bicycles are part of the way people move around is also less susceptible to inflation and allows for easier economic mobility.

As you plan the next round of transportation investments for Oregon, consider this graph that shows which mode is best for which trips. It makes clear the relationship between travel mode choice and distance in a country that has some of the best bicycling infrastructure in the world. **Bicycles are best for ¼ mile to 5 mile trips.** E-bikes can extend the range, but for longer trips cars and transit are more useful, and shorter trips are best made by walking.

In a place where 25% of trips are by bike, it's easiest to focus on shorter trips.

Trips in the Netherlands by mode and distance - 2008



Source: People For Bikes: [The Best-Kept Secret of Dutch Biking: The Dutch Hardly Bike at All](#)

One of the biggest barriers to short trips in Oregon has been our previous zoning laws that limited Oregonians ability to live close to where they need to go. Fortunately Oregon Legislators like you are national leaders in changing these rules with HB 2001 and other zoning changes, and have **set Oregon on the path to greater freedom for people to live where they want** – often closer to their destinations.

The next barrier is safety. Many Oregonians do not feel safe riding a bicycle next to cars, even for short trips. **We need protected and separated infrastructure for bikes on our most convenient routes.** The [Metro Regional Active Transportation Plan](#) modeled routes for their potential to unlock bike trips and found that many State Highways in urban areas have the highest potential, streets like Barbur Blvd in Portland.

Finally, we need **more bicycling representation at ODOT**, especially in Region 1. At the Transportation Roundtable on June 4, there was no bicycling representation – for the Portland stop! We have also heard that the bicycling representative from our local ODOT ACT committee has been cut. There are many business and local leaders who have a lot of knowledge about creating bikeable communities. ODOT needs to hear more from them.

Thank you for your consideration. We look forward to working together so that all Oregonians have the freedom to make one of their *short* daily trips by bike. **We invite any committee members on a short bicycle ride on our State roads that have great potential**, you can leave the pedaling to us and ride in our pedicab.

Thank you,

Aaron Kuehn, [Chair BIKELOUD](#)

Kiel Johnson, [Vice-Chair BIKELOUD](#)