

Submitted testimony from Aaron Wolf, Oregon City below the line:

---

My family avoids driving as much as possible. We use ebikes to commute as far as 15 miles one way. This just barely works because most of our route is on quiet streets or dedicated bike paths. My 8-year-old son bikes 5 miles to school and absolutely loves it. We would like to get more of our friends and neighbors to go this direction, to make cycling a practical way to commute on a regular basis. To make that feasible, the routes need to be good enough for younger kids to be safe and enjoy the ride. When such routes are available, they are also safer and better for everyone of all ages. Do not picture a middle-aged bike racer when you think about cycling infrastructure. Picture kids and grandparents getting around as a normal daily routine. That means avoiding mixing bikes and heavy cars and trucks. Bike lanes should only be used in places where there's no alternative routes or where traffic is slow and mild enough. Safe cycling means separated or protected lanes.

There is absolutely no justification in spending a single dollar to increase the capacity for car and truck travel today. Cars and trucks incur the most cost to infrastructure and to communities and are inherently unsafe to everyone outside of them. We have so much road to maintain already, do not add more new road to the liabilities. Adding lanes does not reduce congestion, it only encourages people to drive more (and to feel comfortable living farther from work) and thus makes even worse congestion. The only improvements for cars and trucks worth making are those that address bad designs and facilitate smoother and safer transitions around the existing roads and streets.