

**Testimony**  
**Alice Galloway Neely, Charbonneau Resident**  
**Support for Transit & Alternative Modes of Transportation**

**Joint Committee Transportation**  
**September 26, 2024**

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

For the record, my name is Alice Galloway Neely; I live in the Charbonneau District of Wilsonville.

Today, I voice my support for increasing alternatives to driving, using a variety of transportation modes and focusing on innovative practices that promote statewide goals of sustainability, safety, and connectivity.

I am fortunate to live in a city with an excellent public transit program. The South Metro Area Region Transit (SMART) system is seen nationally as one of the most accessible systems to use, which helps build ridership by making transit more convenient for more riders. A goal of the 2025 Transportation legislation should be to improve transit and provide transit and other transportation alternatives to all Oregonians.

Public transit is not available to thousands of commuters driving from North Willamette Valley cities of Canby, Salem, Woodburn, and Keizer to their jobs in the Portland metro area via I-5. They have no other choices for transportation.

Increased legislative support for the Regional Travel Options program, the Transportation Electrification program and the Transportation Options Plan would expand transportation options, including biking, walking, public transit, driving and sharing rides. There are many opportunities, and the benefits will increase community mobility for many without the means or ability to use Oregon's highway system.

An excellent example of what a community can do to support alternate transit modes is Wilsonville's Town Center Plan. This plan envisions a community connected by a bicycle and pedestrian network that will bring families from high-density housing developments to shopping, personal services, recreation and parks. These alternatives

take cars off the road and will assist in reducing congestion, creating opportunities for healthy exercise and addressing local transportation needs where people live.

A bike/pedestrian bridge over I-5 will connect Wilsonville Town Center with the Transit Center/WES Station. A gateway plaza will provide a gathering space and gateway into the Town Center. The I-5 Bike/Pedestrian Bridge provides a more centralized, safe pedestrian and bike crossing over I-5 with a gateway plaza at its east landing in the Town Center. The Wilsonville Town Center Plan aims to reduce traffic congestion, energy consumption and pollution while connecting communities and promoting healthier lifestyles.

This committee has twice supported the WES Commuter Rail Extension study from Wilsonville to Salem with stops in Donald, Woodburn and Keizer for high-capacity transit alternative to driving I-5. I urge the committee to work with Legislative leadership to fund the WES to Salem study commuter rail to better connect the communities of the northern Willamette Valley with the Metro area and Salem. This study will identify the barriers to service and ways to improve WES ridership.

Increasing alternate modes of transportation is a win/win for Oregonians. I encourage the members of this joint committee to embrace a future where we have choices in how we move from place to place and provide efficient transport to all who need it.

Thank you for hearing me today on the important work of developing a transportation system that serves all Oregonians. I have submitted a copy of my testimony for the record.