

Dear Co-Chairs McLain and Gorsek, committee members,

My name is Rachel Philip, and I live in Beaverton, Oregon. I am a parent of a 5 and 2 year old, a software developer, and I serve as the Chair of the Central Beaverton Neighborhood Association Committee, a City of Beaverton volunteer committee. My family completes most of our transit trips by bike; I ride an e-cargo bike, and my husband rides an e-bike with a seat on the back for our 5 year old. We were faced with either buying a second car, or getting the bikes. We opted for the bikes (which ended up being less expensive than a car, even with two very nice e-bikes), and we didn't realize how much more we would enjoy biking as a family.

I am writing to express my desire to see safe, complete streets with high quality pedestrian, bicycling, and public transit networks. As our kids get older and are ready to travel more independently, we want to feel like our streets are safe for them to walk or bike, without needing us as chaperones or chauffeurs. As our parents get older, we want dignified and safe ways for them to maintain their mobility, especially as driving may no longer be a viable option for them. Supporting non-automobile transit upholds climate responsibility, safety (vehicular crashes have been either the top 1 or 2 killer of children over the years), air quality and health, and fiscal responsibility for cities (as individual cars produce significant cumulative wear and tear on roads).

One of our biggest frustrations is how difficult it can be to find safe routes in our metro area. We would bike almost everywhere if it weren't for the lack of safe options that we are comfortable having our kids on. When we try to use public transit, we often see transit times that are triple the time it would take in a car. Car ownership is expensive for individuals between the cost of the car, fuel or electricity, insurance, and maintenance. It's expensive for cities to maintain roads, enforce rules with police, and provide parking in prime real estate areas. It's statistically dangerous to drive, even though we don't think of it that way. And yet, our built infrastructure leads us towards car dependence, rather than any other healthier, less expensive option.

I hope that we will see funded projects that uphold our need to get away from greenhouse emissions, reduce vehicular crashes and deaths, and allow the non-driving public (especially kids and elderly people) to move around the city safely and with dignity.

Thank you for your time,
Rachel Philip