



August 25, 2025

## **LC 2: Investment Needed in Off-Street Paths and On-Street Safety**

Dear Chair Wagner, Chair Fahey, and members of the committee,

We understand the urgent need to prevent critical cuts to the maintenance and operations of our transportation systems in the short term, but we hope in the upcoming legislative sessions, the Governor and legislature will act with the same urgency to curb the epidemic of traffic fatalities and serious injuries on our roadways and modernize our transportation system to provide mobility for all Oregonians.

The legislature came very close to passing a package with meaningful safety investments in HB 2025, and recognized the call from Oregonians across the state to invest in transit, off-street paths, Safe Route to School, and Great Streets. If the legislature passes this budget patch now, don't reduce the urgency to act on the good work done throughout 2024 and 2025 to modernize our system while Oregonians continue to suffer from traffic violence, greenhouse gasses, and isolation from a system that doesn't adequately support the mobility of non-drivers.

**More than 80% of Oregonians report using local trails and off-street, multi-use paths, and the demand across Oregon for safe, off-street routes has been clear. In its first two cycles, ODOT's Oregon Community Paths program was oversubscribed by more than four to one. The need is urgent and statewide:**

- Coastal communities cannot use local transportation dollars to build trails parallel to Highway 101 to help kids get safely to school—but they could with Oregon Community Path funding.
- In Eastern Oregon, the communities of Elgin, Wallowa, Lostine, and Enterprise cannot build a safer alternative to Hwy 82 with Great Streets dollars—but they could with Oregon Community Paths funding
- The Newberg-Dundee Bypass Trail to keep walkers and bikers off Hwy 18 in Yamhill County can't be funded with highway dollars—but it can with Oregon Community Paths funding.
- Southern Oregon communities can't use highway maintenance funds for restoring Bear Creek Greenway infrastructure post-fire, but they could with Oregon Community Paths funding.

**Please invest in off-street alternatives for Oregonians walking, biking, running, scooting, and skating in a comprehensive transportation package that centers safety, health, transit, climate, and affordability.**

Thank you for your leadership,

Stephanie Noll, Director, Oregon Trails Coalition