

# Fadeley testifies on her bike bills

By DAVID HANSON  
Of the Emerald

SALEM (Special) — Two bills for the state regulation of bicycles received testimony from their author, Rep. Nancie Fadeley (D-Eugene) and several other witnesses in a House Environment and Land Use Committee hearing Monday night.

HB 2316 creates an eight-member advisory committee to advise on the regulation of bicycle traffic and the establishment of lanes and paths. It would remain in the Highway Department so that, according to Fadeley, "the bike can be recognized as a legitimate means of transportation."

"Bikers would be able to put some of their inputs into the bike programs," she said.

The other bill, HB2337, requires every bicycle operated on public property, and having a wheel diameter of more than 14 inches to be licensed at a cost of \$2. The money received above the cost of administration would then be disbursed to cities and counties according to the number of registered bikes.

Fadeley said this money would be earmarked first of all for the construction of commuter paths and for bike safety programs in elementary schools.

The registration numbers of bikes would also be used by the Motor Vehicles Department to aid in statewide theft prevention.

"I think it's the only effective way to try to deter the bike thief," Fadeley said. "It's a kind of cheap bike insurance."

Vinita Howard, representing the State Department of Motor Vehicles, presented several suggestions for amendment which derived from a similar proposal drafted by her department.

HB 2337, she said, does not provide for:

- A title, or other proof of ownership, for the transfer and sale of bikes.

- A staggered registration to prevent license renewals from falling due at the same time every two years; and

- Permits for out-of-state bicyclists who ride through the state.

She also said the department prefers a 20-inch wheel base as the minimum for registration since most bicycles under this length are used only by children.

A preliminary cost estimate by the department for the first year of administration of the bill was set at \$1.2 million, decreasing to \$800,000 after two years.

The revenue from registration was set at \$1.6 million. This would mean only \$400,000 would be disbursed in the first year.

There are over 800,000 bicycles in the state; almost half the number of all other registered vehicles, Howard said.

Rep. Ralph Groener (D-Oregon City) thought the bill would hurt Eugene if most of the University students purchased bikes in their home towns.

"This would mean the county where they live would get the money, and Lane county would get none," he said.

However, Ernest Drapela, representing three biking groups in Eugene, said that a substantial number of University students do buy their bikes in the city.

He proposed that more of the funds be allocated to constructing bike trails for recreational use.

"Our highest priority would be on a path system to parallel Highway 101," he said.

The strongest support for the bill came from Dick Waggoner representing the City of Portland. The number of stolen bikes reported there more than doubled in the last year, Waggoner said, and due to lack of statewide registration, only 21 per cent were returned.

Fadeley, who is also chairer of the Land Use committee, said HB 2337 would probably have to be rewritten, but that the advisory committee bill "may come out pretty soon."

The only new proposal for the advisory committee came from Dr. Robert Reed, president of the Oregon Cycling Association, who suggested that all its members be required to get in a thousand miles of bicycling every year.



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