

6/25/2020

Testimony in Support of HB 1601:

With the following amendments from community activist and protestors in Portland:

1. Allow funding be extended to the operations and maintenance of the Max Light Rail. The Max line with service to Oregon's only dense Urban population is a program of Statewide Significance. The Max Line should be defined as Statewide Significance and access to operational funding mechanisms within ODOT allowed.

And in response to Travis Bauer presentation (6/9/2020) on status on state funding issues please consider the following recommendations.

Black Lives Matter Funding Adjustments in Transport Enforcement:

1. Close Vision Zero Programming and direct all funding to operations and maintenance of the public transport system across all of Oregon.
2. Rebrand Safe Routes to School / Safe Routes to Medical and Senior Facilities: Amid COVID adjustments, schools will likely be closed in Urban areas make immediate adjustments in support of safe access to medical facilities.

State Funding for new construction projects: Moratorium on Freeways

Climate leaders do not widen freeways. Efforts should go to help elderly, young and old, Black and Indigenous navigate the transport system safely.

The funding presentation and legislative education by ODOT employees have not been honest and forth right at the Rose Quarter. ODOT staff has hidden community concerns for years.

ODOT auxiliary lane ramp mistakes are too expensive, they won't work and they haven't worked in the past.

1. Recommend all State Highway projects identified in HB2017 and similar projects like auxiliary lanes on I-205 at Willamette Falls are known to increase GHG emissions be halted immediately and equitably across the entire state.
2. Seismic Upgrades and Bridges funding buckets are over stacked with OTIA money for the last 3 decades. Redirect those funding buckets to build up protected bike lanes and pedestrian right of way.

Introduce Legislative Congestion Management Concepts:

The freeway is a network of connections. Direct ODOT to manage the freeway network with the following guiding principles that are basic principles of transport planning:

3. 45 mph is the maximum speed for the maximum number of cars to get through any freeway lane. Slow down traffic and more vehicles move through the entire network.
 - a. **Slow Streets Safe Streets** educational campaign, add **Merge like a Zip**. Merging patterns are notoriously difficult to model in transport models and therefore not a valid argument for decision makers and elected officials.
4. The more connections on a network the slower it goes.

- a. Direct ODOT to draft options to remove some ramp access to prioritize freeway congestion relief. Direct ODOT to review I-64 (5) ramp closure in St. Louis. Same geography at the Rose Quarter I-5: they closed 5 ramps, freed up congestion AND built a new sports stadium for a fraction of the cost.

Organizational Adjustment

I call for the removal of Travis Bauer and Michael Strickland from ODOT. These two top level professionals have engaged in a long-term program of community disengagement and illegal maneuvering of NEPA guidelines and standards to the detriment of our community in Portland. The Governor directed ODOT and the OTC to hire and advocate for change, however they hired an insider.

Strickland is unable to change and is known for failure at the CRC 2013 fiasco. Strickland dropped the community ball in Vancouver Washington in 2013, now he's doing it again at the Rose Quarter.

We do not need the solution Strickland and ODOT is proposing. The protestors have taken over the freeways 3 times in the last 3 weeks. They are saying things ODOT doesn't want to report back to you. I'm here to do that for them.

I'm waiting for your leadership in actually building something the community wants versus something the persistent patterns of racism at ODOT want to build. Social Equity has not permeated ODOT as required and requested by the Governor. The new Social Equity Director was hired from out of state and not grounded in Oregon equity issues.

A good old boy was chosen who seems more comfortable rebuilding Pendleton bridges then he is reporting on why the protestors are taking over the freeways he is supposed to be managing. I call for the immediate removal of Bauer and Strickland from ODOT so the community can bring forward true leaders of change. Michael doesn't have the capacity nor trust to rebuild our Urban environments.

Travis Bauer needs to be removed for using gun language like "No Silver Bullet" and taking a "Sawed off buckshot approach". It is dangerous for an ODOT spokesperson to advocate transport planning with a gun. Please do something about the racism that persists at ODOT and is contributing to a riot mentality in Portland.

We demand action now.

Kind Regards,

Roberta Robles



Multnomah County resident, future mother of Harriet Tubman MS students, activist in the following groups: Black Lives Matter, Rose City Justice, PDX Bike Swarm, BikeLoudPDX, NoMoreFreeways, Kidical Mass, Cargo Bike Gang, and Moms Demand Action for Gun Safety.