

Co-Chairs Frederick and Nathanson, and Members of the Committee:

My name is Robin Ye and I am a Montavilla resident who lives right off the intersection of 82nd Ave and Glisan Ave, [one of the deadliest intersections in all of Portland](#). Our streets are not safe, and they are not becoming safer because our government is not prioritizing safety on our local streets.

I believe that the current trajectory of ODOT's tolling regime is one bent on the pursuit of revenue to backfill their expansion of highways and facilitate more cars, faster cars, and dangerous cars through our communities. I believe this because of the funding priorities that ODOT and the legislature choose time and time again. I am terrified for my family, for my neighbors, and for Portlanders when ODOT's tolling system diverts even more cars onto our urban arterial streets, like 82nd Avenue that runs parallel to I-205 through much of the city.

Six of the city's top-30 high crash intersections are *already* found on 82nd Avenue. In 2021, after years of trying, the legislature provided funding to transfer 82nd Avenue from the state to the City of Portland. But this action only came after a gruesome series of pedestrian deaths occurred so closely together that it became impossible for politicians to ignore the problem. I fear that the hard fought safety investments that have finally come to 82nd avenue communities will be undone if inequitable tolling pushes even more commuters onto our worn down and dangerous roads.

Will the legislature continue to ignore communities throughout Oregon as our state continues to [suffer from an alarming \(and growing\) epidemic of traffic fatalities](#)? We continue to set statewide records for the number of people who die driving, walking and biking on streets in both our big cities, and in our rural small towns which see the highest death rates. The Oregon Health Authority and I both believe this is a public health crisis.

I drive, I bike, and I walk throughout my neighborhood to make health appointments, shop for groceries, and access the park. No person should have to worry if their loved one will make it to the other side of the street alive when they cross. Our roads, walkways and infrastructure design should ensure that basic fundamental need for safety.

Tolling programs to support the goal of reducing congestion have their place, if the revenue is shared with local governments and directed to safety projects, public and active transportation; not towards paying debt on highways. If the goal is to reduce congestion and the number of cars on the road, then how we use toll funding has to reflect that. It's imperative that instead of freeway expansion, we build infrastructure that structurally lowers our vehicle miles traveled (VMT) and provides equitable, affordable and accessible alternatives to driving.

Thank you for this opportunity to comment. Please prioritize street safety and community well-being in your policymaking.

Sincerely,
Robin Ye

Robin Ye
he/him/his