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Submitted written testimony to the Joint Committee on Transportation for the 6/4 Roadshow Hearing:

While freeway expansion can provide some short term congestion easing benefits appreciated by freight traffic these rapidly disappear, often before construction has even completed.

Through Colorado's policy of stopping freeway expansions, at the behest of Executive Director of Colorado DOT (CDOT), Shoshana M. Lew, Colorado has far surpassed Oregon in recognizing that that short-sighted freeway expansion that enriches the few developers

(<https://www.nytimes.com/2024/05/31/headway/highways-colorado-transportation.html>).

By instead prioritizing livability, transit, walkability, bike-ability, and prioritizing local communities over pass-through traffic, Portland and Oregon in general can reassert ourselves as leaders in climate and transportation.

To allow this freeway expansion to continue with the existing debts is fiscally and civically irresponsible. To instead invest in transit and our communities may not be as profitable in the short term for some key players, but they will be hailed as luminaries sooner rather than later. I leave you with this quote from the proposed Mt Hood Freeway construction in the 1970's:

"By the time planners began to think seriously about building the Mount Hood Freeway in the 1970s, the neighborhoods in and near its path mobilized grass-roots efforts against the freeway. The movements gained citywide and local support which changed the political landscape in local elections. Soon, it seemed as if the Federal government and some in the Oregon State Highway Department (now the Oregon Department of Transportation) were the only ones who wanted the freeway."