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Location:

Tigard

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

Dear Legislators,

Thank you for the listening sessions and for the opportunity for written comments on the 2025 transportation package.

I write to you as a person who does drive and who moved to the Portland metro area over 10 years ago based on the idea that drivers were respectful of pedestrians and bicyclists and that being one of these was not looked down upon nor experiencing high death rates and injuries. But this came to be untrue. Many drivers see even 11 seconds as too long of a wait. Whether I'm in Tigard or in the heart of downtown Portland. Many drivers take right turns even though they see you are in the middle of your crossing legally. Many drivers speed as well. There's an us or them attitude. But I realize in part that is due to many drivers not having the opportunity to benefit from taking public transportation once they live in a suburb like mine. I must endure a 1/4 of a mile walk in one direction or in the opposite direction a one mile walk down SW Durham Rd. to catch a bus. It's a health risk for me when it becomes 88 degrees and higher to take my needed public transportation. But it has also become a serious risk to cross SW Pacific Hwy and SW Durham rd because drivers are given the right to turn as you cross the highway. Now, I'm forced to walk a mile home because of the anxiety of crossing SW Pacific Hwy because drivers are given a green light for their turn on the one side and on the other side have the option of turning right which most will do regardless of someone walking or bicycling in their direction. This makes the colder and hotter temperatures much more difficult to go out to work, shopping for food, or any other necessity of public transportation and to the point of impossible. I can't walk a mile in that weather so I would have to risk crossing at what has become a dangerous intersection. I would also like to add that most of Pacific Hwy is very congested and dangerous for those that take a bicycle or walk. But this could be resolved by giving drivers the want and the ability to walk and ride public transit. It shouldn't be that you have to live in a designated area to take full advantage of public transit. All of my neighbors deserve an adequate choice of how to get to all places. This would mean seeing the benefit of taking public transit both by frequency of route and savings over single person car ridership and most importantly the ability to go everywhere using public transportation.

We should no longer live in an Oregon where one feels left out because they do not have a car. The current situation is that someone taking public transit does run into problems due to an outright inability to that current destination as in there is no way of getting there. Other deterrents concerning public transit is the schedules either ending too early in the evening or over a 30 minute wait time for the next bus or train to come. It must be realized that an honored citizen may not be able to endure this

hardship. I've watched someone nearly faint at a bus stop where the bus didn't have frequent service. It should also be realized that a 15-20 minute car ride should not become a near hour and a half with walking and public transit combined before and after peak road times for drivers. It is much worse during peak times but it also takes them longer than 15-20 minutes as well. That is my reality and I know many car drivers would not take public transit based on that.

It is my hope that we can work toward speed trains and light rail and I realize that's not part of the 2025 budget but so that it can be embraced, drivers need to become public transit users and that should become a priority in the 2025 transportation bill.

Safe routes for pedestrians and bicyclists should be embraced. More 4 way stops at intersections and more car free routes should be made for pedestrian and bicyclists.

I would like easy and low cost public transit to Eugene from downtown Portland and from Eugene to Portland.

We have to wait for the temperature to become too extreme for free ridership to happen or New Year's eve after 8 p.m. using TriMet. There is no reason other than the fact that TriMet claims they have no power to change this practice so they don't.

I want to live in an Oregon truly known for climate justice and that would be one where I feel it's okay to not own a car at all. Currently not owning a car makes me a second class citizen without a right to travel to many places. It's frustrating and I hope the 2025 transportation package reverses the need for a car and the inequality between car owners and non car owners in Oregon.

I leave you with an article on safety concerning cars and hope that as a pedestrian that I feel safer because the legislators of Oregon will work on reversing the deadly trend.

<https://www.nytimes.com/2024/01/10/magazine/dangerous-driving.html>

Once again, thank you for your time of reading this and attending to my needs and the needs of others using public transit, walking, or bicycling.

Best,

Mel Scott