

Dear Co-Chairs McLain and Gorsek, committee members,

My name is Kent Wu, I'm 35, an Architect and I live in the South Tabor. I'm a father of two small children. Most of this testimony is drafted with a sleeping infant on me. For obvious financial reasons (car ownership is incredibly expensive) and environmental reasons (the climate chaos we, children and grandchildren will endure), we try to bike or walk/transit as much as possible and drive as little as possible. Also it's just plain fun to see my neighbors while running errands and my 3 year-old gets a kick out of it because he can see the garbage trucks better on the back of a bike vs his car seat. I think everyone should be able to feel safe and reap the benefits and freedom of being car-lite/car free.

Thus, I'm hoping the state will make significant investments in safe complete streets, and do so by justly and transparently allocating resources to transportation solutions that are resilient against the climate chaos we are in.

To be clear, what that means is our transportation network needs a dire course correction away from prioritizing private automobiles. Because resources and tax dollars are limited please consider the following:

1) Please stop expanding current and future car-centric means of transportation (Freeways) which drains funds on the state budget and families pocketbooks that have no viable transportation alternatives and negatively impacts the environment and society with fatalities and life long injuries, the cost of vehicle congestion and particulate matter. Expanding freeways only induces more congestion overtime, especially if congestion pricing is not a part of the project.

2) Please stop subsidies for vehicle owners (myself included). We should pay for the outsized damage they inflict on our existing streets, environment and health. Please support a vehicle weight x miles tax at vehicle registration with an odometer reading or miles tracker (opt in) and/or raise the gas tax. I'd be open to a one-time bike registration tax as well if it used an anti-theft ID tagging system. People who are bus and transit dependent, delivery trucks and freight should not bear the cost of via congestion caused by private vehicles clogging up streets.

3) Invest in proven transportation networks that compliments creation of healthy vibrant communities and land-use development patterns. Safe streets and intersections for all ages and abilities, reliable and frequent public buses and safe stops. Kids should be able safely play and get to schools, parks and activities with active transportation.

With the savings from not proceeding with new wasteful, dangerous, ineffective car-centric projects, there could be thousands of grants available to jurisdictions to put in sidewalks, protected or "daylight" intersections, bus stop improvements. etc. In addition it is less to maintain. This is not just a "Portland" thing. Death/injury by vehicles occurs all over the state and have taken too many of our neighbors, loved ones.

Thank you for providing the opportunity for the community to voice their concerns. Please continue to be transparent about the decision making process.

Sincerely,
Kent Wu