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**Location:**

Brentwood-Darlington, Portland

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

I am a Portland senior citizen and licensed driver who does not own a car and happily uses walking and Trimet public transit to access shopping, doctors, social and recreational engagements in my neighborhood and throughout the city. I am also relieved to see sidewalks and greenways coming to Brentwood-Darlington, not only for myself, but for those fellow citizens who have special mobility challenges. In general, I strongly believe that it is long overdue that Oregon seriously rethink automobile-oriented urban and suburban planning. Electric-vehicles may be the future, but renewable energy development will be hard-pressed to meet the demand of our private vehicle culture as it stands and without changing the associated land-use projects that will continue to deepen the overall ecological deficit with regard to climate disruption challenges. Accordingly, I oppose all freeway and large vehicular thoroughfare expansion and the land-use environmental costs that would be better reserved for green projects in adjacent communities. Moreover, evidence shows that roadway expansion only encourages a greater volume of problematic vehicular traffic. Transportation funds would be better directed toward maintaining our current road systems for purposeful transport of necessary goods, services, and through-traffic. We do not need to wrestle steering wheels from the cold, dead hands of all car drivers, but we do need to alter public transportation behavior with increased access to climate-friendly buses and trains, even no-fare ridership plans. Transportation funds would also be better directed toward enhancing safer, quieter streets for pedestrians, bicyclists, and local, slow-go vehicular traffic. Cities around the world are already forwarding initiatives that limit and even ban automobiles in designated areas, even citywide! Creative taxation and thoughtful, holistic policy-making is key to any such project, along with assuring all citizens that the long-term benefits will outweigh the challenge of changing our transportation behavior. Failing to address these issues now will only burden future generations with evermore complex ecological problems. Thank you for receiving public comments.