

**From:**

Eliza Yurkov

**Email:**

[elizayurkov@gmail.com](mailto:elizayurkov@gmail.com)

**Location:**

Brooklyn, Portland

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

2023 holds the record for the most traffic related deaths in Portland since 1986. With half of 2024 behind us already, we're on track to beat that. I myself have been a victim of car violence: I was run over in 2018 and was left laying unconscious in the middle of the street.

When we build infrastructure catered to cars, we're actively investing in death and destruction.

Investing in accessible transportation and community mobilization is not just good for the economy or city/state revenue, it saves lives.

Expanding freeways induces demand for driving instead of relieving congestion like it's supposed to. The freight and distribution industry is justifiably worried about idling trucks and longer travel times because of the bottlenecking on i5. With higher-speed and more frequent public transit, we can induce demand for buses and trains, leaving room for freight trucks on the highways. With safer bike routes and sidewalks, we can actively take cars off the road. Climate action and safety go hand in hand with less traffic and the freight industry.

I want to see an interconnected Oregon for those who can't rely on cars. We are not second class citizens! Access to cars is a class, racial, and disability issue all rolled into one. By investing in a car-centric Oregon, you're investing in exclusion.

Instead, maintain the roads we already have to make them safer and better equipped to handle the increasing natural disasters. Implement sidewalks in every neighborhood (because that somehow hasn't happened yet in 2024??). I want to see high speed rail from Portland to the coast, to Eugene, to Bend, to Hood River, to Medford.

This future is possible. This future is real. Invest in safety, accessibility, and climate action.