

Dear Co-Chairs McLain and Gorsek, and committee members,  
My name is Steve Starcevich and I have lived in Corvallis since 2000. We face many challenges in Corvallis that require prioritizing and investing in a safe and sustainable transportation system. This investment will have immediate benefits to our community and allow us to accomplish our city goals of shifting mode share to active transportation and transit, improving community health through exercise, providing more space for housing, and reducing our carbon footprint.

The need for investing in safe multimodal streets and intersections has become clear as I have biked to school almost every day with my child from 2nd grade through now 11th grade. Even though most of our commute have been on designated “safe routes to school,” there are still too many threats to people biking and rolling that discourage active transportation: bike lanes unprotected from traffic, bike lanes endangered by door zones, blocked lines of sight at intersections, and unmanaged traffic near schools. Managing traffic and building safe multimodal streets and intersections near schools and on routes to school will encourage more students to use active transportation and build a healthy habit of exercise, but it requires prioritization and funding. To gain these benefits, I ask that you consider fully funding the Safe Routes to School and Oregon Community Paths programs.

Our transportation budget priorities should be shifted from expanding freeways (and creating more traffic) and focused on reducing car dependency and shifting mode share to active transportation and mass transit. Shifting mode share to active

transportation requires investing in a safe, dense, convenient, and attractive network for people biking and rolling and by prioritizing walkability. The Pacific Highway West (OR-99W) currently bisects our town and acts as a multimodal network killer and a barrier to active transportation, and it endangers people walking and biking and lowers quality life on the whole corridor. The City and ODOT have recently completed a multimodal redesign of the south Corvallis part of the corridor, but its implementation is currently unfunded and may take 20-30 years to complete. I ask that multimodal projects (like this one) that are designed to shift mode share to active transportation and reduce Vehicle Miles Traveled be prioritized and get rapidly implemented throughout the state. We should start with the rapid implementation of the south Corvallis multimodal redesign plan.

Additionally, Corvallis and many other cities have rescinded parking minimum regulations so that there is more space for desperately needed affordable housing. Developers will be much more likely to build housing more densely (that is, more housing and less parking) only if we rapidly transition to safe multimodal street and intersection design, rapid build-out of active transportation networks, and provide safe and attractive alternatives to driving. Currently, 20,000 people drive into Corvallis for work or school every weekday. City statistics show that half of these commuters would live in Corvallis if they could find affordable housing. This shows how housing is directly related to vehicle traffic, carbon and other air pollution, and wear-and-tear of our streets. I'd like to re-emphasize how important it is to prioritize and invest in actual Safe Routes to School, Great Streets, active transportation networks, and walkability to reduce car dependency and ease our housing crisis

as soon as possible.

To further reduce traffic and car dependency, I ask that transportation budget priorities include the expansion of intercity rail service throughout the Willamette Valley. Mass transit to Eugene and Portland from Corvallis is currently inconvenient. I would love to see these great cities connected by affordable and convenient mass transit options and I would use them frequently.

These sustainable transportation priorities could be paid for by right-sizing bloated freeway expansion megaprojects and shifting savings toward traffic reduction projects. Also, I am more than willing to help pay for this transition to a safe and sustainable transportation system and would expect that every time I drive, I'm paying my fair share. Transportation funding should be paid for by people using the infrastructure the most in the form of vehicle-weight-based fees, use of tolls, and the gas tax. Please design funding mechanisms so that active transportation and mass transit is incentivized.

Thank you so much for this opportunity to weigh in on our transportation future and for your consideration.

Sincerely,  
Steve Starcevich  
Corvallis, Oregon