

I am a long time resident and Honor's College student studying Urban and Public Affairs at Portland State University. I ride my bike daily downtown to go to my classes, but the ride can be dangerous. I've been hit by cars on numerous occasions despite being in the bike lane and obeying traffic laws. This doesn't include all the times I've had near misses. The bike lanes are frequently full of detritus due to lack of maintenance which makes biking dangerous. The busses don't have racks which accommodate bikes with slightly thicker tires, let alone people with different than standard shaped bikes. I've seen parents with infants stranded due to a lack of bike support.

As a student of Urban and Public Affairs, and a disability advocate at Portland Community College, I firmly believe the way forward is to move away from funding highways and to start funding expansive and comprehensive public transit. Many disabled people cannot drive, there comes a point when elders can no longer safely drive, cars are expensive and become too tenuous for poor people. Adding another lane has never fixed traffic problems due to the property of induced demand. Our planet is dying and we need to stop prioritizing the car. Highways are expensive to build and maintain.

Much of the North Portland I-5 back up is due to traffic to and from Washington. There currently is no reasonable public transit line to get people who live in Washington/Vancouver into Oregon/Portland. Adding a properly buffed out train line from Vancouver into Portland which leads to other towns in Oregon would significantly reduce traffic and emissions. Jana Jarvis wants to reduce emissions and costs for shipping— which I agree with. But the money she has burned lobbying for more lanes will only lead to more burned money if more lanes are added.

Not to mention the historic and on-going racism of the Rose Quarter interstate project which ODOT has seen fit to spend millions on a huckster, or the heat island effect.