

Hello,

My name is Paxton and I live in Bend.

I wasn't able to make it to the Bend roadshow earlier this month, but I wanted to give you my thoughts about a 2025 transportation package.

I fully support the Move Oregon Forward Coalition's stated priorities.

Oregon has over-committed to freeway and highway expansion projects in the 2017 package. I first ask that you remove the Rose Quarter, Abernathy Bridge I-205 expansion, Boone Bridge expansion, and the expansion elements of the IBR project from the State's docket. These projects should not be funded or prioritized as imagined because they continue to over-invest in a car-dependent transportation system that does not equitably serve Oregonians.

I ask that you invest in public transportation. Please expand Amtrak Cascades service frequency, intercity bus frequency, and regional transit frequency and reach. I moved to Bend earlier this year and want to visit friends in Portland. However my only options to travel to Portland are to take a once-a-day bus that is an egregious \$60 each way or chose to drive on the sometimes dicey two lane highways over the Cascades. I am uncomfortable driving this distance alone, especially at night, and wish there were more frequent bus options for a more reasonable rate.

I ask that you invest in safe routes to school, multi-use paths, and other bike and ped transportation. Oregon's highways often serve as main streets through many towns. These highways (in Bend, 3rd street and Greenwood (Hwy 20 and BUS 97)) are dangerous car-centric streets. From lane width to intersection design, these urban highways are designed for the quick flow of cars and freight. They serve to move vehicles quickly through an urbanized area. This is true throughout Oregon. The result are streets that serve as treacherous walls devoid of character for everyone. For people traveling by foot, bike, or transit they must face these car-centric streets where there are few design considerations made for their safety. I ask that you re-prioritize these main streets to focus on the safety and feel for pedestrians, cyclists, and transit users' safety and the way they feel using a street BEFORE caring about how cars use the street. This means decreasing lane widths, creating more safe raised crossings, widening and repairing sidewalks, installing street trees, and other known methods that can be used to calm traffic.

ODOT's funding is becoming insolvent. To solve this issue I ask that the State charge all road users equitably based on their vehicle size, weight, and the amount it is used on streets per year (which is proportionate to how much space is needed for each vehicle and how much wear and tear is imparted on the transportation system). This fee should be collected during registration. The state should expand the "Ore-GO" pay-by-mile program making it required in 4 years for all road users. The State should develop a fee matrix based on mileage driven per year times a factor that accounts for both vehicle

weight and size to assign a fee based on use, weight, and size. This will charge road users with heavier vehicles a higher fee because their cars impart more wear and tear on the roads. This fee will have the added bonus of increasing the cost for operating these large vehicles (which are dangerous for everyone who is not in a large vehicle).

I ask that the State begin to take road safety seriously by increasing the penalties for speeding, reckless driving, and DUIs. I ask that speed and red light cameras are installed throughout the State. And I ask that the State ban right turns on red at every intersection.

I ask that the State expand the size of the OTC and include members who do not drive (to represent the 33% of Oregonians who don't) and an OTC member that is age 30 or younger (to represent younger Oregonians).

I ask that the State prioritize transportation projects that reduce vehicle miles travelled (similar to Minnesota's or Colorado's initiatives).

I ask that the State prioritize maintaining our current transportation system - meaning pavement rehab, bridge seismic retrofits, etc. - before considering building new roadway infrastructure (unless the infrastructure serves only cyclists, peds, or transit users).

Thank you for taking the time to consider my thoughts about Oregon's transportation future.

A better world takes hard work,  
Paxton Rothwell