

Dear Oregon State Legislature,

I'm writing this to first reactions to the transportation bill.

**The good:**

Transit funding, congestion pricing, Safe Routes to School funding, Powell Blvd jurisdictional transfer, gas tax increase

and

**The Bad:**

\$1.1bil on highway widening in Portland Metro, transit funding doesn't go far enough, SRTS funding is a drop in the bucket, Powell's "dowry" is a pittance, gas tax increase is insufficient to shift behaviors, bicycle "sin" tax sets a bad precedent, there is still no studded tire tax) may outweigh the good.

My main two points are the freeway widening and the bike tax. Two ideas that don't help Oregonians. There simply should be no disincentive to biking when biking helps reduce carbon footprint, reduce congestion, reduce parking demand. Regarding freeway widening I've copied an excerpt from a BikeLoudPDX email from Soren Impey:

Economist Joe Cortright notes the idea that "fixing bottlenecks" by widening freeways does not encourage driving has proven to be fallacious time and time again:

The new word of the day is bottleneck: Supposedly, adding a lane or two in a few key locations will magically remedy traffic congestion. But the evidence is always that when you "fix" one bottleneck, the road simply gets jammed up at the next one. As the Frontier Group has chronicled, the nation is replete with examples of billion dollar boondoggle highways that have been sold on overstated traffic projections, and which have done little or nothing to reduce congestion.

As we all know, widening freeways to reduce traffic congestion has been a spectacular failure everywhere its been tried. From the epic 23-lanes of the Katy Freeway, to the billion dollar Sepulveda Pass in Los Angeles, adding more capacity simply generates more traffic, which quickly produces the same or even longer of delays. The case for what is called induced demand is now so well established that its now referred to as "The Fundamental Law of Road Congestion."

<http://cityobservatory.org/happy-earth-day-oregon-lets-widen-some-freeways/>

A link to a report that details some of the copious evidence that "fixing bottlenecks" encourages more driving and results in further neglect of our transportation priorities:

<http://frontiergroup.org/reports/fg/highway-boondoggles-3>

Adding lanes encourages driving and enables those who want to expand freeways further because the expansion creates a new "bottleneck". I strongly urge you to oppose this \$1.1 billion dollar freeway widening proposal.

Thank you,

Rob Mumford  
SE 41st and Woodward St