

I'm writing in opposition to HB-3065-8

Widening freeways is expensive and doesn't reduce traffic.

Drivers will go the speed that a street allows, based on curve radius and lane width, regardless of set speed limits or enforcement. Widening any stretch of freeway that gets clogged up is a good way to find the next bottleneck. Investing so excessively in widening freeways just contributes to the induced demand feedback loop, where cars end up being people's only transportation option, which makes traffic worse.

After poisoning the lungs of anyone nearby, the pollution from the freeway disperses into the atmosphere to raise CO2 levels and temperatures. The warm dry weather is starting earlier every year, contributing to massive wildfires like the ones we saw last year.

Car commuting, in traffic or otherwise, is unhealthy and makes people miserable. Studies (1) show pedestrians and cyclists are more positively impacted by their commutes than other types of commuters, and drivers are some of the most negatively impacted commuters. Driving also stresses people out, raising blood pressure and reducing frustration tolerance (2). Owning, fueling, and maintaining a car is a massive expense compared to a yearly bus pass or bike tune-up. Why build out infrastructure with such a negative impact on so many people when there is so much work to be done to build out alternative transportation modes?

Fund light rail and bike infrastructure through the areas which generate the traffic, and people will be happier, healthier, and have the freedom to choose the ways they get around rather than being shackled to a miserable, expensive car.

I personally have driven that stretch of 205 hundreds of times. The traffic on the road is more often caused by people racing down the straightaways to get stuck in slowdowns going around curves, which speaks more to the unavoidable flaw of any freeway than issues with the width of this one in particular. I wished every time I drove that way that I could take a bus or a light rail most of the way to my destination and bike the rest of the way, but the trains don't go that far, and the bus trip would take 1.5 hours.

Citations:

(1) Fordham, L., van Lierop & El-Geneidy, A. (2017). Can't get no satisfaction: Examining the influence of commuting on overall life satisfaction. Paper presented at 96th Transportation Research Board Annual Meeting, Washington D.C., USA.

(2) White SM, Rotton J. Type of Commute, Behavioral Aftereffects, and Cardiovascular Activity: A Field Experiment. *Environment and Behavior*. 1998;30(6):763-780. doi:10.1177/001391659803000602