



**Date:** Monday, December 17, 2019

**To:** Oregon Governor Kate Brown  
Bob Van Brocklin, Chair, Oregon Transportation Commission  
Alando Simpson, Vice Chair, Oregon Transportation Commission  
Martin Callery, Member, Oregon Transportation Commission  
Julie Brown, Member, Oregon Transportation Commission  
Sharon Smith, Member, Oregon Transportation Commission

**CC:** Kris Strickler, Director, Oregon Department of Transportation  
Megan Channell, Oregon Department of Transportation  
Oregon House Speaker Tina Kotek

**From:** Aaron Brown, No More Freeways Coalition

**Subject:** **327 community members' submitted testimony in support of a full Environmental Impact Statement**

Due to a clerical error, the 327 comments submitted to the Oregon Transportation Commission (OTC) from community members over the past few weeks were not properly submitted into the OTC's administrative email account. Apologies. The following emails from constituents requesting a full Environmental Impact Statement for the Rose Quarter Freeway Expansion were sent to the offices of Speaker Tina Kotek, Governor Kate Brown, and the ODOT Rose Quarter Freeway Expansion office over the past two weeks - we have compiled these comments in this letter for your convenience.

These community members join a growing number of local elected officials and community organizations in calling for a full Environmental Impact Statement on the proposed Rose Quarter Freeway Expansion.

We are attaching a copy of these emails this morning to ensure the Oregon Transportation Commission has received them in advance of our public testimony at the informational hearing this morning.

Thank you for your public service and attention to this matter.



**Name: Gwynn K.**  
**Email: [towardscarfreecities@gmail.com](mailto:towardscarfreecities@gmail.com)**  
**Address: 97201**

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the Rose Quarter Freeway Expansion?: The solution to traffic is not to create more capacity for cars; it is well-proven that this increases driving and congestion. Charging for driving during congested times reduces vehicle miles traveled, shifts driving to less congested times, and provides funding for transit--a positive feedback loop. We should be using highways more efficiently, not expanding them.

Increasing driving, especially at fast speeds, will also kill many more people through violent crashes, deadly air pollution, and climate change. There is no rational reason to move forward on this project. If the DOT is so set on destroying lives with more highways, they must do an environmental impact statement.

Widening highways is climate denial. Portland needs better solutions, not head-in-the-sand business-as-usual.

**Name: Ryan**  
**Email: [ryan.txanson@gmail.com](mailto:ryan.txanson@gmail.com)**  
**Address: 3440 SW US Veterans Hosp Rd**

Message: I demand that ODOT conduct an Environmental Impact Statement.

I recently moved to Portland for many reasons, among them: better transit, better biking infrastructure, and more people-oriented streets. I was disheartened to hear that ODOT is considering a wasteful expansion of a freeway, despite the numerous damning climate reports pointing at single occupancy vehicle emissions. The project area is already under the strangle-hold of freeways, which are almost a central feature of the landscape, second only to the hills. As such, it's surprising to find that freeway remediation isn't the starting point, focus, and immediate planning goal of the whole region.

Freeways have nearly irreversibly damaged the planet, and destroyed and displaced whole communities of people, and created massive public health crises, and exacerbated wealth and racial disparities. ODOT needs to reconcile with this long and documented history of negatives--this is not the legacy any of us alive now should want to leave behind. ODOT must release an EIS, and frame its proposed expansion within the context of global ecological breakdown.

**Name: Sandra Brown**  
**Email: [brown14232@comcast.net](mailto:brown14232@comcast.net)**  
**Address: 14232 NW Meadowridge Dr; Portland, OR. 97229**



Message: Given the existential impending threat of climate change, it is IMPERATIVE that we demand a full environmental impact study of the proposed Rose Qtr expansion project as a clear and objective input to the decision on the project.

**Name: Melissa Blount**  
**Email: melissa.blount@gmail.com**  
**Address:**

Message: Our youth deserve the safest and healthiest learning environment possible. Please do not continue the history of environmental racism against the Tubman Middle School community.

**Name: Ned Holbrook**  
**Email: ned@me.com**  
**Address: 5406 SE 39th Ave, Portland**

Message: It is simply impossible to read a story titled "Air pollution nanoparticles linked to brain cancer for first time" and somehow think that adding more lanes to our freeways is a good idea. Why are we spending any money on this deplorable project instead of projects that make our communities better, not worse?

**Name: Liev Miller**  
**Email: lievmillier@gmail.com**  
**Address:**

Message:

**Name: Jonathan Greenwood**  
**Email: jonathan.e.greenwood@gmail.com**  
**Address: 7517 N Curtis Ave Portland, OR 97217**

Message: I demand an Environmental Impact Statement for the Rose Quarter Freeway Expansion. I believe that widening freeways only indices demand, and will not solve anything. Please do not go forward with this project.

**Name: Catherine Briggs**  
**Email: catbriggs2@yahoo.com**  
**Address: 1502 SE Bybee, PDX 97202**

Message: ODOT must conduct a full environmental impact statement for the proposed Rose Quarter Freeway Expansion. We are facing a climate crisis of historic and life-altering proportions. We don't want to add more freeway lanes, and more Vehicle miles traveled in single occupancy vehicles. We need to spend more money on transit improvements, not freeway lanes. The health of the students at Tubman School should be a priority. Increasing carbon emissions even closer to the school and playground is a terrible idea. Oh, but your children probably don't attend Tubman. We have seen too many examples of freeway expansion increasing congestion. Face the future now. More transit, fewer VMT in POVs.



**Name: Ted Sarvata**  
**Email: ted@tedsarvata.com**  
**Address:**

Message: We need a full environmental impact statement for the proposed Rose Quarter i-5 expansion.

**Name: Elyssa Kiva**  
**Email: mailforelyssa@gmail.co**  
**Address: 4525 N Albina ave Portland OR 97217**

Message: I demand that ODOR conduct and environmental impact survey for the Rose Quarter Freeway Expansion. I oppose this project because not only will it not improve traffic it will be disastrous for the environment. This will worsen pollution and encourage more driving. Stop yielding to uniformed drivers and the oil and gas industry. We should be dismantling freeways and expanding public transit.

**Name: Winn Holly**  
**Email: winnwholly@gmail.com**  
**Address: 1442 NE 71 Ave**

Message: I demand that ODOT conducts an environmental impact statement for the 500 million rose quarter freeway expansion.

The community and specifically our children deserve better from you as our elected official. Freeways do not solve congestion issues. They increase carbon emissions and destroy communities, specifically that of the middle school you plan to plow through.

Winn

**Name: Vincent Griffith**  
**Email: vgrif@mailinator.com**  
**Address: 3820 SW 117th Ave, Beaverton OR**

Message: Max service to Vancouver should be a priority before road expansion! We need to take cars off the road, not allow more traffic and pollution.

**Name: Thomas Craig**  
**Email: tsherlockcraig@gmail.com**  
**Address: 7437 n newman Avenue, portland, or 97203**

Message: The world is burning and we need to change how society works. Plainly and simply: no new car-focused infrastructure should ever be built again, at least not during the next century, until we solve historical and technological problems we have today.



Faithfully performing a full environmental impact assessment will demonstrate why. Performing a true cost benefit analysis on how this construction will further decimate the earth—which we all are stewards of—will make plain and simple the damage being done.

ODOT must not bury its head in the sand. No more freeways! BRT and a tunnel under downtown now!

**Name: Colin Dabritz**  
**Email: [colin@dabritz.org](mailto:colin@dabritz.org)**  
**Address: 1603 SE Taggart St, Apt 1**

Message: Environmental and social justice regarding the ODOT Rose Quarter Freeway Expansion require a full Environmental Impact Study, EIS. I know we can count on our elected officials to do the right thing and fully understand the impact of the proposed expansion before embarking on this project.

**Name: Stephanie Byrd**  
**Email: [barksteph@gmail.com](mailto:barksteph@gmail.com)**  
**Address: SW Portland**

Message: Oregon is a beautiful state where people want to live. Please keep it different and stop listening to the special interests who don't care if it becomes an ugly wasteland of roads as long as they make money off of them. Let's take care of our city and our people's health and resist environmental destruction in the heart of Portland. Building roads has never solved any of our problems and will only make them worse. Thanks for listening.

**Name: Paulette Meyer**  
**Email: [meyer4842@comcast.net](mailto:meyer4842@comcast.net)**  
**Address: 1615 se 58th ave**

**Name: Ryan Mosier**  
**Email: [rmosier@gmail.com](mailto:rmosier@gmail.com)**  
**Address: 3303 SE Gladstone St, Portland 97202**

Message: Dear Gov. Brown, Speaker Kotek, and ODOT and OTC Representatives:

It is critical that we understand the full environmental impact that a Rose Quarter Freeway Expansion would have upon Portland. ODOT must conduct an EIS for us to have a more accurate understanding of the increased, ongoing pollution that would result from the expansions as proposed, which is the only responsible course of action if we're seriously considering the expansion. We owe it to future generations to make such a decision with eyes wide open, with an understanding of the damage caused as a result of our actions.

Sincerely,  
Ryan

**Name: Reed Buterbaugh**

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

[www.nomorefreewayspx.com](http://www.nomorefreewayspx.com)  
[facebook.com/nomorefreewayspx](https://facebook.com/nomorefreewayspx)  
[@nomorefreeways](#) | [#NOI5RQX](#)  
[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



**Email:** reedbuterbaugh@gmail.com  
**Address:** 4729 N Willis Blvd Portland, OR

Message: This is a very bad investment, will make traffic worse, pollute our air, and move us further away from the climate goals we're already behind in reaching.

**Name:** Francisco Gadea  
**Email:** frankie0004260@gmail.com  
**Address:**

Message: Our traffic issues will not be solved with more traffic. We need alternative solutions. We are failing at reaching our targets for controlling climate change. The damage to the environment needs to stop!

**Name:** Elita  
**Email:** elitatom0@gmail.com  
**Address:** 7851 SW Hall blvd Beaverton, or 97008

Message: Oregon doesn't need an expanded highway. better transportation for the masses rather than individuals on a highway.

Improve TriMet and existing roads. I know of several that have potholes that haven't been fixed.

Do an environmental impact study, release it to the public.

**Name:** Amy Iannone  
**Email:** amyiannone@yahoo.com  
**Address:** 3727 SE Carlton St

Message: Please conduct an environmental impact study on the cost to the human beings & all other life that will be impacted by creating a wider freeway. Wider freeways have never eased congestion but they do create more pollution during an existential threat to our climate. Please listen to us. Thank you!

**Name:** Trish Claffey  
**Email:** hesptrc@msn.com  
**Address:** 2527 NE Clackamas St., Portland, Or 97232

Message: Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation. It's the only sector of our economy where emissions are growing. If Oregon is serious about doing our part to mitigate against the climate crisis, we must immediately reprioritize transportation funding into a system that dramatically lowers vehicle miles travelled (VMT), particularly within the Portland Metro region. Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable neighborhoods across the region. The fires, floods, droughts, and storms are only going to get worse. The oceans are rising, so are we – it's



imperative we act on climate now and divest in urban freeways for the sake of current and future generations.

**Name: Sara Bethell**  
**Email: sara\_bethell@yahoo.com**  
**Address: 117 NE 29th Ave**

Message: To find the right solution to the issue we need a full Environmental Impact Study conducted.

**Name: Chris Thomas**  
**Email: thomasc228@yahoo.com**  
**Address:**

Message: I read the Environmental Assessment and it failed to acknowledge and account for the significant role that induced demand plays in the environmental impact of added road capacity. ODOT should conduct an EIS that addresses induced demand, and also explores the role that future tolling would play on reducing demand for freeway lanes and encouraging alternative modes of transportation. When ODOT accounts for induced demand, it will need to acknowledge that this project will encourage more driving and therefore encourage more carbon emissions. When ODOT accounts for future tolling, it may find that this added capacity isn't even necessary to improve commute times.

**Name: Eileen Stark**  
**Email: ems45@comcast.net**  
**Address: 3820 NE Wistaria Dr, Portland 97212**

Message: Please conduct an EIS for proposed the \$500 million Rose Quarter Freeway Expansion that will only add more pollution to the area.

According to a Dec. 3, 2019 article in the New York Times, "Outdoor particulate pollution was responsible for an estimated 4.2 million deaths worldwide in 2015, "while millions more fell ill from breathing dirty air. This fine pollution mainly comes from burning things: Coal in power plants, gasoline in cars, chemicals in industrial processes, or woody materials and whatever else ignites during wildfires. The particles are too small for the eye to see — each about 35 times smaller than a grain of fine beach sand — but in high concentrations they cast a haze in the sky. And, when breathed in, they wreak havoc on human [and other species'] health. PM2.5 can evade our bodies' defenses, penetrating deep into the lungs and even entering the bloodstream. It has been shown to exacerbate asthma and other lung disorders, and increase the risk of heart attack and stroke. This microscopic pollution, named because each particle is smaller than 2.5 micrometers across, has also been linked to developmental problems in children and cognitive impairment in the elderly, as well as premature labor and low birth weights."

Do an EIS! We are watching.

**Name: Bill Crawford**

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

[www.nomorefreewayspx.com](http://www.nomorefreewayspx.com)  
[facebook.com/nomorefreewayspx](https://facebook.com/nomorefreewayspx)  
@nomorefreeways | #NOI5RQX  
[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)





**Email: williamecrawford@gmail.com**

**Address: 97202**

Message: Induced demand is real. Climate chaos is real. The school that sits near the potentially expanded freeway is real. The harms of emissions are real.

Why won't you do an EIS.

I demand it.

—Bill Crawford

**Name: Jacob Hoffman-Andrews**

**Email: nomorefreeways@hoffman-andrews.com**

**Address: 3943 N Vancouver Blvd Unit B**

Message: As a soon-to-be parent, I am terrified that my children will grow up in a world made dangerous by climate change. It's vitally important that we work every day to reduce carbon dioxide emissions and mitigate the effects of climate change. I know, as someone responsible for our state's policies, that you must feel responsible for this as well.

The planned I-5 Rose Quarter Freeway Expansion has a particularly high impact on emissions, as do all land use projects, and transportation projects in particular. Transportation is Oregon's largest carbon emitting sector, and one of the hardest to decarbonize. Electric cars will not solve the problem - there is not enough clean electricity to power them all, and the automotive fleet cannot be turned over fast enough to meet urgent climate needs.

Therefore, we must do everything in our power to reduce the number of road miles travelled per person, or at a minimum keep it from rising. The I-5 expansion threatens to increase the number of road miles traveled due to induced demand, and therefore must be subject to a full Environmental Impact Statement.

ODOT's modelling to date is woefully inadequate, based on a static model of trips taken that doesn't account for the fact that people will drive longer distances if driving is made faster, and will make more trips. At a minimum, ODOT needs to present more realistic data modeling the impact the expanded freeway will have over time as people adapt their travel patterns.

Besides the climate impact, there is the pollution impact. Traffic on I-5 is a major source of PM2.5 pollution, and Portland already has the worst air in the state. Increased vehicle volume, induced by wider roads, would cause more health problems for our children and elderly, especially the children of Harriett Tubman middle school.

Please, please require a full EIS from ODOT on expanding freeways. It is the only reasonable action during this climate emergency.

**Name: Daniel Jaffee**

**Email: dsjaffee@gmail.com**

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

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[info@nomorefreewayspxd.com](mailto:info@nomorefreewayspxd.com)





**Address: 4723 NE 14th Ave**

Message: I live in Northeast Portland, not far from the proposed expansion, in an area that's already in the top 1% most polluted with diesel and other toxic emissions in the nation. As someone who has asthma (which has become much worse since moving to Portland), I am infuriated that ODOT will not carry out a complete IES for this project. Moreover, the increased CO2 emissions that would be created by this widening are completely unacceptable at a moment of extreme climate change crisis.

**Name: Evan Ward**

**Email: [evan.ward@gmail.com](mailto:evan.ward@gmail.com)**

**Address: 7601 SE Tolman St, Portland OR 97206**

Message: According to media reports, the traffic projections used to justify expanding I-5 near Harriet Tubman Elementary were based on the assumption that a new I-5 bridge would remove the existing bottleneck at the river. That alone suggests to me that the proponents of this project have not been honest about the benefits and costs. \$500 million is a hell of a lot of money to lock the region into a 10-year construction traffic nightmare. These facts together mean more traffic moving slower and spewing exhaust for years to come before we see a ribbon cutting. This unnecessary boondoggle will waste an opportunity to develop the transportation network of the future by doubling down on the past.

**Name: Brad Baker**

**Email: [bradmbak@gmail.com](mailto:bradmbak@gmail.com)**

**Address: 2301 NE Rodney Ave**

Message: I ask that you please push ODOT to do the full Environmental Impact Assessment for their I-5 Rose Quarter Expansion project.

Research has consistently shown that expanding freeways doesn't reduce congestion, it just encourages more cars to get on the roads. ODOT is claiming the opposite in this case which goes against all evidence. Given that this highway is in the backyard of a school and near where thousands of people live, they should have to do more due diligence.

**Name: Rachel Hunter**

**Email: [hunterracheld@gmail.com](mailto:hunterracheld@gmail.com)**

**Address: 7126 NE Clackamas St.**

Message: The proposed freeway expansion would be a lose-lose for our entire community and the environment. We already know it won't alleviate congestion long-term, and it will adversely affect a neighborhood that is already feeling the effects of climate change. With ten years to avert climate disaster, why would we move forward with this?? That ODOT knows this, and is still intent on moving forward with their existing environmental assessment plan (which is not at all encouraging or inspiring) without conducting an environmental impact statement is completely egregious and is a huge middle finger to climate change and public sentiment. ODOT would be far better served by investing in expanded and improved public transportation, but in the mean time, the least they could do is conduct an environmental impact statement.



**Name: Gabriella Lasala**  
**Email: sggabs@gmail.com**  
**Address: Brooklyn Neighborhood in SE Portland**

Message: I want to see a thorough and complete Environmental Impact Study before ODOT moves forward with expanding the I-5 freeway. ODOT priorities are in direct opposition to Portland priorities and instead of pushing through with your project, everyone (particularly the stakeholders in this - i.e. schools, neighborhoods, residents) needs to have an understanding of what this expansion comes with. Please stop trying to push this forward without a thorough EIS. I don't understand why expanding is the first try at a solution to the congestion when LA expanded I-405 and that did nothing. It only make it worse. In addition, expanding would make the eastbank esplanade a haven for carbon fumes from all these vehicles. Do you want to bike/walk to work next to a freeway packed with cars? No. It's unhealthy. Portland already has substantially bad air quality. Invest this funding in rail transportation and transit not in freeway expansion.

**Name: Monique Gaskins**  
**Email: moniqueg2002@gmail.co**  
**Address: 2301 NE Rodney Ave, Portland, OR 97212**

Message: Hello Representative Sanchez and Senator Frederick,  
I ask that you require ODOT to do the full Environmental Impact Assessment for their I-5 Rose Quarter Expansion project.

Research has consistently shown that expanding freeways doesn't reduce congestion, it just encourages more cars to get on the roads. ODOT is claiming the opposite in this case which goes against all evidence. Given that this highway is in the backyard of a school and near where thousands of people live, they should have to do more due diligence.  
Furthermore, as a local resident, removing Flint Bridge is detrimental to bicycle commutes. Expanding freeways goes against our goals to increase non personal vehicle trips. Finally, as a runner, I'm invested in having clean air to breath.

Thank you for your time and consideration,

**Name: Allan Rudwick**  
**Email: arudwick@gmail.com**  
**Address: 228 NE Morris St**

Message: I've been fighting this monstrosity for over ten years. Do you realize what good that activist energy could have done over that time?!? Kill this thing ASAP. We don't need an EIS, we need to stick a stake in the project.

Stop trying to expand freeways, especially ones that won't even have any positive impact. Everyone who lives near the project hates it so that should be a sign that the "local improvements" are garbage. Stop this thing NOW!



If you need to delay it some more, you could push for an EIS but that is just kicking the can down the road.

**Name: Jesse Lee Burgess**  
**Email: [jesse.l.burgess@gmail.com](mailto:jesse.l.burgess@gmail.com)**  
**Address: 56 SE 88TH AVE, Portland, OR**

Message: Oregonians deserve to know the full impacts of this project, and a full environmental impact statement must be completed. If the project is really as great as ODOT says, then what is there to hide from completing an EIS?

It's difficult to imagine that a \$500 million dollar project to expand freeways is being considered when so much of that money could have meaningful impacts on the transportation all Oregonians need, and are necessary to slow climate change.

Thank you for your consideration.

**Name: Jason Lengstorf**  
**Email: [jason@lengstorf.com](mailto:jason@lengstorf.com)**  
**Address: 2645 NE 27TH AVE, Portland, OR 97212**

Message: More freeways are not going to solve the traffic problems in Portland. They \*will\* cost us a bunch of money, degrade the quality of the air, make schools like Harriet Tubman Middle School too toxic for the children to go outside, and further contribute to climate change.

If we instead focus on public transit, congestion pricing for drivers commuting from Washington, bus-only lanes, and better biking infrastructure, we can not only reduce traffic pressure but also make Portland a model city for urban mobility, climate responsibility, and leading the charge for doing what's right instead of what's comfortable.

Adding more lanes leads to induced demand.

This project \*must\* have a more thorough Environmental Impact Study before continuing. There's far too much at stake to just hope for the best here.

Please do the right thing.

**Name: Alexis Peterka**  
**Email: [alexis.peterka@gmail.com](mailto:alexis.peterka@gmail.com)**  
**Address: 3326 NE 11th Ave**

Message: As a bike commuter and NE Portland resident for the last 23 years, I've seen many changes in my neighborhood. The increase in traffic - and the environmental impact of that increase - is one of the most troubling. Please take the time to protect the vulnerable children of Tubman middle school by conducting an Environmental Impact Statement for the freeway expansion.



**Name: Brynn Hall**  
**Email: Brynn.Hall89@gmail.com**  
**Address: 2204 NE 79th Ave**

Message: As a 30 year old who hopefully has many, many more years on this planet, I am terrified about what state the planet is being left in for my generation, my children's generation and those that come after us. It is time to invest in new ways of building infrastructure rather than investing 500 million dollars into projects that promote business as usual as if the planet isn't in an environmental crisis.

At a MINIMUM, before this project is pushed through I would like to see the results of a full environmental impact study.

Please acknowledge the overwhelming public opposition to this project. Listen to the community. 500 million dollars could do a lot of good in the community if it is used strategically.

**Name: Janet Weil**  
**Email: janet.weil13@gmail.com**  
**Address: 8320 SW Apple Way, #M204, Portland, 97225**

Message: This project is Exhibit A of environmental racism.

**Name: Leeor Schweitzer**  
**Email: Leeor.Schweitzer@gmail.com**  
**Address: 4815 NE 24th Ave**

Message: Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation. It's the only sector of our economy where emissions are growing. If Oregon is serious about doing our part to mitigate against the climate crisis, we must immediately reprioritize transportation funding into a system that dramatically lowers vehicle miles travelled (VMT), particularly within the Portland Metro region. Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable neighborhoods across the region. The fires, floods, droughts, and storms are only going to get worse. The oceans are rising, so are we – it's imperative we act on climate now and divest in urban freeways for the sake of current and future generations.

**Name: m. lee zucker**  
**Email: lee@thelocomotive.com**  
**Address: 19566 orchard st., eugene, or 97403**

Message: If this is really a good and safe project an EIS will confirm that; if not, an EIS will prevent us from making a terrible mistake that impacts citizens and the environment in a negative way.



**Name: teresa mcgrath**  
**Email: bone1953@msn.com**  
**Address: 3344 ne 15 ave**

Message: climate change is real, thus don't expand the freeway

plant more trees

protect our children from exhaust at nearby schools

quit allowing demolitions that tie in to climate change and fwy expansion

we do our part by biking 99.95 of the time, so time for portland and oregon to do so themselves...

portland used to be edgy, and preservation minded.... now you are encouraging folks to move here when our infrastructure won't work efficiently..

what about the children in generations to come?

demolitions allow portland's addiction to density to remove trees and yards, and to ruin our city

it all ties in to affordability

thus, don't expand this fwy, it's myopic and expensive

thx

**Name: Winona Ruth**  
**Email: sicksicksister@gmail.com**  
**Address: 5506 SE Oak St, Portland**

Message: It's not fair to override the wishes of the community. We do not want more air pollution and traffic in our city. We are demanding an Environmental Impact Statement to show ODOT what it means to move forward with this catastrophe of widening the freeway when we have other, better options for our future.

**Name: Alex Morken**  
**Email: alexmorken@gmail.com**  
**Address:**

Message: Hello,

I am writing to you regarding the expansion of I5 at the Rose Quarter. I am opposed to it - we do not need to expand the freeway system at all, rather we need to come up with ways to remove



cars from the road. We are only hurting ourselves through climate change, huge expenses and worsening the environment for everyone in the area.

At the very least, we need an environmental impact statement - just like what was promised to us. We, as humans, can not be this short-sighted. Please rethink your positions on this for the long term perspective.

Thank you,  
Alex Morken

**Name: Noah Hatz**  
**Email: [nwhatz@gmail.com](mailto:nwhatz@gmail.com)**  
**Address: 7920 SE Tolman St**

Message: I am writing to you to request that you support an additional Environmental Impact Study of the proposed expansion of I5 at the Rose Quarter. I am both outraged and deeply saddened by the fact that I continue to have to write to you to tell you that this idiotic idea, which has NO support from the community, will NOT improve traffic congestion, and WILL decrease the quality of air in our city, is a terrible idea. I don't know how to convey how deeply depressing it is to see false words about taking climate change seriously come out of the mouths of hypocrites who are taking steps to make the problem worse. 500 million fucking dollars can buy an awful lot of transit improvements, bike lanes, improved sidewalks, and road safety improvements, and you are pissing it away on freight companies and people who don't live in Portland or even Oregon. I am out of ways to register my disgust with you. All I will say is that no politician who supports this project will ever receive my vote again.

**Name: Lizzie Martinez**  
**Email: [lizziemartinez87@gmail.com](mailto:lizziemartinez87@gmail.com)**  
**Address: Portland, OR 97214**

Message: Dear Gov Brown and Speaker Kotek -

Oregon has long been a leader in climate justice and environmental activism. And yet, we are proposing to spend half a billion dollars on a freeway widening project that has ZERO projected positive impacts for traffic, and will have negative impacts on the environment.

I am writing to urge you to ensure ODOT conducts its due diligence by doing a full Environmental Impact Statement, rather than relying on the abbreviated version, the Environmental Assessment.

ODOT owes it to the residents of Portland, Multnomah County, and all of Oregon to ensure they have conducted a full and fair assessment of how this project will affect the environment. It will directly affect a K-8 school with majority black children. In an age where we are trying to rectify past sins committed against the black community in Portland, it is egregious to not conduct a full assessment that considers the impact increased pollution will have on our children.

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

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[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



Please ensure the Oregon Transportation Commission holds ODOT accountable at its December meeting to conduct the full assessment.

As a resident of Portland, I urge you to take this matter seriously.

Thank you,

Lizzie Martinez  
97214

**Name: Suzy Elbow**  
**Email: [suzylelbow@gmail.com](mailto:suzylelbow@gmail.com)**  
**Address: 8016 N Ivanhoe St Portland, OR 97203**

Message: To Whom It May Concern,

As a long-time Portland resident and millennial-aged human, I have deep concerns about ODOT's proposed rose quarter freeway expansion project. The larger Portland community has repeatedly echoed concerns like mine at hearings, in letters of opposition, and in thousands of comments. Freeway expansion isn't a long term congestion fix, and there are a number of good, evidence-based methods out there for addressing it that don't involve spending so many millions of dollars on an emission-increasing bandaid. It's a poor use of money both practically and morally, and this is so obviously a vital moment in time to take decisive climate actions wherever we can.

Please ensure that ODOT conducts an Environmental Impact Study for this project. The residents of Portland deserve accountability and transparency, and frankly, ODOT has not proven itself trustworthy in communications about this expansion project to date.

With Appreciation For Your Time,  
Suzy Elbow

**Name: James Thoma**  
**Email: [jdthoma@gmail.com](mailto:jdthoma@gmail.com)**  
**Address: 1534 NE 49th Ave. Portland, OR 97213**

Message: It is impossible to both take meaningful action against climate change and expand highways. \$500 million to help increase carbon emissions is \$500 million we could have spent on expanding mass transit service.

I want an Oregon I and my children can live in.

**Name: Kimberly Epling**  
**Email: [kim.epling@gmail.com](mailto:kim.epling@gmail.com)**

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

[www.nomorefreewayspx.com](http://www.nomorefreewayspx.com)  
[facebook.com/nomorefreewayspx](https://facebook.com/nomorefreewayspx)  
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[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)





**Address: 9041 N St Johns Ave**

Message: Climate change is real and we need to invest this money into alternative modes of transportation instead of expanding a freeway. It has been shown time and again that free expansion does little to curb traffic and that amount of money could be put to better use. I want my son to be able to get around Portland easily via bus, bike, and max and to have a healthy planet to live in. And I want for our public dollars to invest in transportation that acknowledges climate change and it's incredible impact on our community and our country.

**Name: Nathan ODonnell**

**Email: nathan.odonnell83@yahoo.com**

**Address: 7304 N Atlantic Ave Portland, OR 97217**

Message: Dear Representative,

I am writing to implore you to do everything you can to ensure that at the December 17th Oregon Transportation Commission meeting the OTC mandates that ODOT does a full Environmental Impact Statement for the I-5 Rose Quarter Freeway project. As you should know, this I-5 Freeway project will expand even closer to Harriet Tubman middle school which puts those students at further risk of injury from the many harmful effects of air and noise pollution from all of the cars driving on that highway. Given that there is new research that indicates how harmful air pollution is for children I believe it's absolutely imperative that this project does a full Environmental Impact Statement to ensure that we the public know the full ramifications of potential harms and impacts of this project.

Also, the verdict is in that climate change is happening and given that 40% of Oregon's emissions comes from transportation we should not be spending half a billion dollars on fossil fuel infrastructure projects that continues to promote driving. This I-5 Rose Quarter project actually projects to slow down transit times of mass transit travel options which is absolutely unacceptable if we are going to do our part to ensure more people are traveling via transit. The reality is that in order to achieve our climate goals in the Metro area we have to reduce vehicle miles in half of what they currently are and there's no way we can do this if we investing in infrastructure projects that encourage single occupancy driving and reduce transit times for people taking mass transit. Let the EIS research this!

Also, this freeway expansion will NOT reduce congestion as evidence by countless other highway expansion projects around the country that resulted in more vehicles driving via induced demand. Furthermore, this stretch of I-5 is NOT dangerous as no one in a vehicle has died in this stretch for over a decade as opposed to many other arterials in Portland that are much more dangerous and every year see casualties from cars.

I urge you to push the OTC to mandate that ODOT does Environmental Impact Statement for the Rose Quarter I-5 Expansion project.

Best,  
Nathan



**Name: Aaron Brown**

**Email:** [info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)

**Address:** 8016 N Ivanhoe, Portland OR 97203

Message: Climate leaders don't widen freeways. I request a full Environmental Impact Statement that will allow us to independently verify ODOT's dubious claims.

**Name: Mary Davies**

**Email:** [marymdavies@gmail.com](mailto:marymdavies@gmail.com)

**Address:** 306 NE 79th Ave Portland OR 97213

Message: Freeway expansion will cause more pollution, will not alleviate traffic congestion, and is unconscionable in this age of climate emergency. Please use our taxpayer money to improve and fund public transit and green energy.

**Name: Rick Ray**

**Email:** [nomorefreewayspx@rickray.com](mailto:nomorefreewayspx@rickray.com)

**Address:** 30777 NE Hurt Rd, Troutdale 97060

Message: There are lots of reason more study is needed. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. And if we build it, more will come.

**Name: Nicole Funke**

**Email:** [nicolemariefunke@gmail.com](mailto:nicolemariefunke@gmail.com)

**Address:** 3384 SE Clinton Street

Message: As a Portland resident, I demand ODOT conduct an EIS for the Rose Quarter Freeway Expansion because I am certain this will prove a negative impact on our environment with no real benefit to commuters. Us residents are demanding an end to pouring money into this dying cause. This money is way better spent funding better public transit, more bike routes and increased safety for pedestrians.

Widening freeways adds more cars and increases pollution, and does little to ease congestion.

**Name: Mark Harris**

**Email:** [mharris789@msn.com](mailto:mharris789@msn.com)

**Address:** 4515 NE 35th Ave Portland OR 97211

Message: This is crazy to not do a more involved study of the environmental impact pf the proposed widening of the Rose Quarter Freeway? Please get your heads out of the sand!

Mark

**Name: Carrie Leonard**

**Email:** [CarrieLeonard@gmail.com](mailto:CarrieLeonard@gmail.com)

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Portland, OR 97209

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[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



**Address: 6115 SE 19th Ave, Portland, OR 97202**

Message: Hi Decision Makers,

As a scientist and operations manager, I am a big fan of following 'The Rules' and also making data-based decisions. As such, I am flabbergasted at the flouting of the process and the analysis performed by ODOT in the Rose Quarter EA and by the public statements from my Governor about the specter of climate change and what we can do about it.

The reasons presented for widening I-5 through the Rose Quarter have been to increase safety and decrease travel times. However, ODOT's own analysis in the EA demonstrate that increasing travel speed increases the severity of any crashes that do occur. It appears that these reasons are at odds with each other. The simplest way to decrease travel time is to remove more vehicles from the road, but the proposed project does nothing to promote this solution.

However, I am mostly troubled by the significant shortfalls in the data analysis in the EA. The build/no-build scenarios were NOT comparing current conditions (no-build) to future conditions (build) but instead were comparing a no-build condition WITH a new Interstate bridge to a build condition without a bridge. This is not a true comparison and modelers and analysts should know better than to present it as so. This methodology invalidates all of the conclusions in the EA and subverts the entire NEPA process. The rule follower in me cannot be persuaded that this is an acceptable environmental risk because you have not shown a full comparison. I do not trust the analysis and want to see an in-depth analysis of the impacts on air quality, water quality, and transit times for ALL transportation modes before, DURING, and after project completion.

Again, I keep coming back to the project goal of increased safety and reduced travel times. We are an innovative state with resourceful people. How can we reach that goal, with \$500M, that reduces our dependence on single motor vehicles to travel through this part of the city? According to ODOT, 75% of the trips through the Rose Quarter are local travel. Removing half of those trips should be possible with the funding available by giving people honest transportation options that do not involve getting in a car. Impossible? I already ride my e-bike 11 miles each day to/from work from SE to N Portland specifically because it's faster than driving a car (or taking the bus).

Thank you for doing the right thing in following the laws as they exist and taking the time to buck the 'way we've always done things' and instead be brave enough to envision alternates.

Carrie.

**Name: Nicholas Fagerlund**

**Email: [nick.fagerlund@gmail.com](mailto:nick.fagerlund@gmail.com)**

**Address: 2056 NE Rodney Ave., Portland, OR 97212**

Message: Hey,



ODOT is planning a major expansion of Interstate 5 a few blocks away from my house, and I'm deeply concerned about the amount of additional traffic and pollution it's going to cause. I don't believe ODOT has been honest or forthright in their projections about these impacts, and I'm EXTRA concerned about what looks like some dishonest and fudged math in their justifications for why this project has to happen at all.

At minimum, I want the state to perform a complete Environmental Impact Statement for this I-5 expansion. I honestly can't believe we've managed to get this far into the project without one -- after all, we're talking about a massive added pollution load directly next to a middle school, and surely state government has a vested interest in the health of schoolkids, right?

N

**Name: Kristin Gross**

**Email: hazypictures@gmail.com**

**Address: 4429 NE 66th Ave Portland, OR 97218**

Message: So many people and organizations have already spoken up asking for an EIS. At a time when we're well aware of the effects of climate change, widening a freeway shouldn't even be a consideration, let alone one that will affect the students and staff at a middle school. Add to this all the studies that have shown that freeway expansion doesn't improve safety or congestion. It just increases demand and adds more vehicles to our roadways.

**Name: Joan A Petit**

**Email: petitdoettger@gmail.com**

**Address: 210 NE Morris St, Portland, OR 97212**

Message: The community has spoken: we want ODOT to conduct a full Environmental Impact Statement for the Rose Quarter Freeway Expansion. It's not okay to rush this project ahead out of fears that climate change worries will stall it in the future. I'm writing as a resident of the Eliot neighborhood; the parent of a recent Harriet Tubman Middle School graduate; a daily bike commuter over I5; and as a human deeply concerned about the future of our city and our planet.

When Oregon ripped through historic Albina to build what we know call I5, it tore apart our state's thriving African American community, which has never fully recovered from the devastation wrought by the state and city through this and other projects. Rather than repairing this damage, the RQ freeway expansion doubles down on this negative impact, particularly in how it will increase air pollution in the backyard of one of our state's few public schools that serves primarily brown and black kids. The optics are terrible; the impact will be tragic.

The most frustrating part of this proposal is that it won't fix congestion or reduce air pollution. I think there are lots of smart people in ODOT and in state government who know and understand this quite well, even if they're not saying so publicly.

But if not, if this is such a good, valuable, and important project, then there's no reason not to conduct a full EIS as a measure of good faith to those of us who will be breathing the exhaust. Our kids deserve it.



We demand an Environmental Impact Statement before the Rose Quarter Freeway Expansion goes forward. We need to find better ways of moving people and freight and serving the needs of our residents now and in the future. We need to understand the full impact of this terrible project.

**Name: Blake Goud**

**Email: [blake.goud@gmail.com](mailto:blake.goud@gmail.com)**

**Address: 3939 N Kiska St., Portland, OR 97217**

Message: Dear Commissioners:

As an Oregonian, a constituent and a Precinct Committee Person (District 44, Precinct 4404) I demand that ODOT conduct a full Environmental Impact Statement for the I-5 Rose Quarter widening, if not cancel the project outright. The level of dishonesty from ODOT in the Environmental Assessment, of misleading information, of intentionally omitted information and of bad faith arguments makes this project a failure for Oregonians. It is a betrayal of our climate goals. It is a betrayal of the majority-minority school (Tubman) whose air is already polluted by I-5 and would only be made worse by this project. It is a betrayal of communities in North Portland who don't want a wider megaproject Zombie Columbia River Crossing forced on our communities, something that is assumed in the projections for the I-5 Rose Quarter Project. ODOT has shown, and shows again by trying to ram this through despite community opposition, that it is an untrustworthy agency, a rogue agency. At a minimum, because they have not shown they can be trusted, there should be a full EIS required for this project, and I think it will be found through this that ODOT has willfully misled the public about this project, that should never have even been considered in the first place.

Sincerely,  
Blake Goud

CC: Sen. Lew Frederick, Speaker Tina Kotek, Gov. Kate Brown, Mayor Ted Wheeler

**Name: Brian O'Grady**

**Email: [bdograd@gmail.com](mailto:bdograd@gmail.com)**

**Address: 1606 SE Spokane Street Portland, OR 97202**

Message: 1) At a time when all credible scientists believe we need to act to save our planet, not one has suggested that expanding freeways will help reduce green house gasses.  
2) The projected budget could be applied to measures that could actually have a measurable impact if it was invested in solutions to get people out of single occupancy vehicles.  
3) Congestion Pricing should be implemented before any money is spent on widening freeways. It is the only method of congestion relief that has demonstrated to work.  
4) This project is inherently racist. The foundation of the freeway was built by destroying historically minority neighborhoods. Any expansion of I-5 continues this racist legacy.



5) ODOT is a dishonest and corrupt organization. Not only has ODOT time and time again proven incapable of delivering any significant project on budget, they have lied continually through the approval process for this project.

**Name: Angela Thornton**

**Email: [angelanthornton@gmail.com](mailto:angelanthornton@gmail.com)**

**Address: 5535 NE Alberta St Portland OR 97218**

Message: I demand that ODOT conduct a full and extensive Environmental Impact Statement of the proposed \$500 million Rose Quarter Freeway Expansion as the project as proposed poses a definitive threat to the well being of humans living, working and going to school in Portland, as well as to the overall climate. We are in a moment of climate crisis right now, with pollution from cars directly impacting warming global temperatures and all the negative impacts that come with those. Additionally, the people who will have to deal with the harshest impacts of the freeway expansion are the youth attending Harriet Tubman Middle School - the exhaust and fumes of cars on this proposed expansion will be *\*directly\** in the backyard of the school, forcing students to breathe, eat, and learn in a heavily polluted school. Any shirking of an Environmental Impact Statement would be irresponsible and harmful.

**Name: Noah Horst**

**Email: [noah@lmhlegal.com](mailto:noah@lmhlegal.com)**

**Address: 5909 NE 26th Ave**

Message: Please conduct an environmental impact statement before wasting any more money on expanding the Rose Quarter freeway next to my children's future middle school. Freeway expansion doesn't alleviate congestion - it creates it. Please lead our state in a sensible direction, or at a minimum, please use SCIENCE to inform your decisions.

Thank you

**Name: Nona Gamel**

**Email: [nona.gamel@gmail.com](mailto:nona.gamel@gmail.com)**

**Address: 725 NW 10th Avenue**

Message: It's time to start taking climate change seriously and to stop supporting automobiles over public transportation

**Name: Steve Bozzone**

**Email: [coffeeisnice@gmail.com](mailto:coffeeisnice@gmail.com)**

**Address: 1001 SE Water Ave, Portland OR 97212**

Message: Our community made it abundantly clear that the current proposal has serious impacts on local public health, congestion, climate change and creates a more toxic environment for the students of Harriet Tubman.



I ask you to publicly support a full Environmental Impact Statement for the I-5 Rose Quarter Freeway Expansion Project.

Sincerely,  
Steve Bozzone

**Name: Donald Winn**  
**Email: winndm@comcast.net**  
**Address: 5252 NE Multnomah St., Portland, OR 97213**

Message: ODOT needs to conduct an Environmental Impact Statement for the Rose Quarter Freeway Expansion. This potential expansion will only create more pollution, create larger traffic jams, cover more land in concrete, and waste \$500,000,000 doing it! Climate Change will only suffer from this last century "answer" to better transportation. Thank you for "listening".

**Name: Sarah Iannarone**  
**Email: sarah@sarah2020.com**  
**Address: PO Box 86212, Portland, OR 97206**

Message: Climate leaders don't expand freeways (and that includes states, regions, counties, and cities in addition to their elected officials). I propose we move forward differently, toward a truly low-carbon, clean-air, and equitable future for Portland:  
<https://sarah2020.com/policies/green-new-deal>

**Name: Alan J Winter**  
**Email: alanyehudah@gmail.com**  
**Address: 5707 NE 15th Ave.**

Message: There is strong evidence that the freeway expansion is not needed and will be harmful to residents and to Harriet Tubman School (where my daughter went).

**Name: BRIAN SETZLER**  
**Email: brian.setzler.cpa@gmail.com**  
**Address: 2309 sw 1st Ave, 97201**

Message: The community is overwhelmingly opposed to freeway expansion in the heart of our city. This project will increase pollution and cause harm to Harriet Tubman MS. I am writing to ask that you conduct a full EIS on the project before spending \$500 million of taxpayer money,

**Name: harriet HARGRAVE**  
**Email: HINA13@JUNO.COM**  
**Address: 814 ne liberty street**

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800 NW 6th Avenue, Suite 253  
Portland, OR 97209

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[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)





Message: HI, I have a 6th grader at Tubman Middle School. I have many friends that live in the area of the school. I am opposed to the freeway expansion & plea you to NOT expand. There are many reasons I am opposed.

The following fact leads me to believe the expansion would not make sense to approve:

It won't fix congestion. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent \$1.6 BILLION on a "freeway bottleneck" widening project only to find it made traffic \*worse.\* Thanks to the concept known as "induced demand," widening freeways only encourages more people choose to drive, creating even more congestion.

thank you , please do the right thing & DO NOT EXPAND THE FREEWAY!

**Name: Suzzanne Lohr**

**Email: [suzzanne.lohr@gmail.com](mailto:suzzanne.lohr@gmail.com)**

**Address:**

Message: I find the idea of the Rose Quarter Freeway Expansion unconscionable. It is disgusting and disturbing to think that this is a possibility in 2019. Instead of investing in more public transportation, the state is more than happy to expand a section of freeway in the middle of a city. Our planet is on fire and aiding the burning of fossil fuels by expanding roadways is a direct denial of our current climate crisis.

As an asthmatic, the many poor air quality days we experience in Portland takes a huge toll on my health. The poor air quality in the region is directly tied to car and truck traffic. How can we possibly make way for more vehicles and more pollution? The rates of respiratory illness around the world are increasing exponentially, please consider the impact on current and future generations that this project will have.

Conducting an Environmental Impact Study is essential to fully understanding what this project will do to the health and wellbeing of our city. Thank you for your time and consideration.

**Name: David Regan**

**Email: [dregan02@msn.com](mailto:dregan02@msn.com)**

**Address: 623 SW Park Ave Apt 703 Portland, Or**

Message: I believe we need to do congestion pricing instead of freeway expansion. Building more freeways creates more pollution and expanding a freeway further towards a school is remarkably callous considering what effect more pollution would have upon children.

**Name: Greg Stevens**

**Email: [gjsteve1@hotmail.com](mailto:gjsteve1@hotmail.com)**

**Address: 4923 N Michigan Ave Portland Or. 97217**



Message: Please go ahead with the full environmental impact study for the Rose Quarter expansion. Are you kidding me? Are you thinking of not doing it? This needs to be done if you want any credibility or support for this project.

Sincerely  
Greg Stevens

**Name: Tonya Roe**  
**Email: [tjf9@yahoo.com](mailto:tjf9@yahoo.com)**  
**Address: 824 N Holland St**

Message: An environmental impact statement needs to be done before you spend \$500 million of taxpayer money. What is this going to do to the schools and neighborhoods along the route? Are you ignoring this because it's a historically black neighborhood? People there are too poor to push back?

The reality is, induced demand will simply increase air pollution in this vulnerable neighborhood to allow wealthy Vancouver-ites to have a shorter commute for a few months until induced demand catches up and the commute time is the same as it was. You're avoiding an impact statement so you can push through a project that isn't wanted by many Portlanders. Get the data so we actually know what's going to happen.

**Name: Patrick Halley**  
**Email: [pmhalley@gmail.com](mailto:pmhalley@gmail.com)**  
**Address: SE 60th and Center St., 97206**

Message: I vehemently oppose the widening of I-5 through the Rose Quarter. Please consider my voice and opinions as a resident and frequent user of this transportation corridor. Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable neighborhoods across the region. The fires, floods, droughts, and storms are only going to get worse. The oceans are rising, so are we – it's imperative we act on climate now and divest in urban freeways for the sake of current and future generations. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever!

If we needed a Joe-The-Plumber solution, we would ask TRUMP.

ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent \$1.6 BILLION on a "freeway bottleneck" widening project only to find it made traffic \*worse.\* Thanks to the concept known as "induced demand," widening freeways only encourages more people choose to drive, creating even more congestion.

**Name: Polly Kreisberg**  
**Email: [pkreisberg@gmail.com](mailto:pkreisberg@gmail.com)**  
**Address: 51 NE Fargo St, Portland Or 97212**

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[info@nomorefreewayspxd.com](mailto:info@nomorefreewayspxd.com)



Message: I am writing to demand a full environmental impact survey of the Rose Quarter expansion. I live inter Eliot neighborhood which has some of the worst air quality in the nation due to poor fuel regulation in Oregon. This project will lo worsen air quality, increase congestion, and do nothing to reduce vehicle traffic . It is opposed by over 85% of groups and people who have been consulted and yet continues to be bulldozed through. The residents of NE and N Portland deserve at minimum a full comprehensive EIS to fully inform any decisions on this project.

Time: December 4, 2019 at 6:17 am  
IP Address: 75.164.240.220

Marsha Hanchrow <donotreply@wordpress.com>

Tue, Dec 3, 10:21 PM (13 days ago)

Name: Marsha Hanchrow

Email: machiya@centurylink.net

Address: 1908 SE 35th PI

Message: I bike to work in the vicinity of this proposed project, and already breathe some of the country's most diesel-polluted air. Encouraging more traffic by widening the freeway is an additional threat to my old lungs. This proposal needs to be proceeded by a full Environmental Impact Study rather than the inadequate Environment Assessment that was fed more by wishful thinking than it was by science.

I don't want my tax dollars going into freeways. Please don't keep asking for my - and the majority of other citizens' - opinions on this boondoggle if you're going to ignore them. I am your customer, and I want this proposal to die a quiet death.

Time: December 4, 2019 at 6:21 am  
IP Address: 71.36.101.149



James Ofsink <donotreply@wordpress.com>

Tue, Dec 3, 10:33 PM (13 days ago)

Name: James Ofsink

Email: james@ofsink.com

Address: 4417 SE Windsor Ct

Message: In an era of a rapidly destabilized climate, in a state where 40% of our CO2 emissions are transportation related, it's unconscionable that we are considering taking actions that will exacerbate our air quality without fully studying the impact of that decision through every environmental lens at our disposal. Until transportation infrastructure projects can be shown to be environmentally and socially positive (or at the very least neutral), we must not continue the suicidal trajectory that brought us to this point. We need a full Environmental Impact Statement/Study to know if this project is an appropriate use of our limited public resources and invaluable air.

Time: December 4, 2019 at 6:33 am  
IP Address: 97.120.207.94

Howard Silverman <donotreply@wordpress.com>

Wed, Dec 4, 6:00 AM (12 days ago)

Name: Howard Silverman

Email: howard.david.silverman@gmail.com

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800 NW 6th Avenue, Suite 253  
Portland, OR 97209

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[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



Address: 1311 SE Yamhill St. Portland 97214

Message: Dear State Representatives,  
We must clearly assess the costs of the Rose Quarter Freeway before moving forward. A full EIS is essential.  
--Howard Silverman

Time: December 4, 2019 at 2:00 pm  
IP Address: 71.237.214.143

Peter Seaman <donotreply@wordpress.com>

Wed, Dec 4, 7:45 AM (12 days ago)

Name: Peter Seaman

Email: peter.nonwork@gmail.com

Address: 8314 SW 43rd Ave, Portland, OR 97219

Message: Hello, ODOT!

During the public comment period on the Rose Quarter Freeway Expansion, you received thousands of comments in opposition to the project. In fact, from what I heard and read, the comments were overwhelmingly in opposition. Yet the project remains essentially on track. Why is that? Aren't you accountable to the people of this state?

Then we heard you would conduct the full EIS, as a way of making sure the project would cause no undue harm. Now we hear you are going back on that promise. Why? Doesn't it make sense to do the right thing for the right reasons?

I'm asking now that you conduct the full EIS. It's the least you can do to make sure your project causes no further harm to our community and to our climate. And in case you hadn't noticed, there's a climate emergency! You need to be working NOW on transportation systems for the 2020s, not the 1950s.



Sincerely yours,  
Peter Seaman  
Portland, OR

**Name: Kathryn Sundermann**  
**Email: csund5@msn.com**  
**Address: 5847 NE 31st Ave. Portland OR 97211**

Message: We just learned that carbon emissions rose again this year. We must stop expanding fossil fuel infrastructure. More and more wider and wider roads are NOT the answer. We must begin to transform our transportation system. This is urgent. Whether future generations are able to survive on this planet depends on the actions we take now.

**Name: Sarah Ryan-Knox**  
**Email: mssarahryan@gmail.com**  
**Address: 4512 SE Martins St., Portland, OR 97206**

Message: Freeway expansion worsens air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue – 40% of Tubman's students are Black, and 73% are identified by PPS as vulnerable populations. Students from Tubman MS have testified in opposition to this expansion; Portland Public Schools also asked ODOT to conduct a full Environmental Impact Statement.

**Name: Laura Emily Hanks**  
**Email: laura.hanks@comcast.net**  
**Address: 6281 SE Deering Ct**

Message: This project will disrupt and pollute the historic black district of Portland.

**Name: Peter Banka**  
**Email: peter.banka@gmail.com**  
**Address: 11125 SE 21st Ave, #206**

Message: Expanding freeways doesn't work. We need real leadership in Oregon, and that needs to focus on transportation options that do not include building out more ineffective car-based options. This project is expensive and regressive: it's bad for our health and our community and our planet. We need to actually assess the real impact of this thing before we even consider moving forward with it.

**Name: Barbara Gicking**  
**Email: bgicking@gmail.com**  
**Address: 1855 NW 137th Ave**

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800 NW 6th Avenue, Suite 253  
Portland, OR 97209

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@nomorefreeways | #NOI5RQX  
[info@nomorefreewayspxd.com](mailto:info@nomorefreewayspxd.com)



Message: Dear Sirs and Madams: As a native Portlander I am writing to request that ODOT fulfill it's responsibility for conducting an EIS for the Rose Quarter freeway expansion. The tunnel on Hwy 26 is the perfect example of expanding a freeway in one place simply creates a bottle neck downstream. With the impacts of climate change arriving faster than anyone predicted, we need to put our efforts into alternative transportation options. Improve transit with that money and people will ride. It is clear that the population of Portland is stabilizing and many of the younger generation are opting for the car free lifestyle. We should not be encouraging more car use. It also is unfair to put the burdens of more auto exhaust pollution in yet another low income neighborhood and school, where few residents have the option of moving elsewhere. We need to consider the needs of all our communities. Please do not expand the freeway, but use those funds to improve our transit options.

Thank you,  
Barbara Gicking  
John's Landing

**Name: Dr Matt Morrissey**  
**Email: morrissey.matt@ymail.com**  
**Address: 2758 NE Rodney Ave Portland 97212**

Message: I demand that ODOT conduct an Environmental Impact Statement for their proposed \$500 million Rose Quarter Freeway Expansion.

**Name: James Cooke**  
**Email: jimcooked@gmail.com**  
**Address: 6701 N. Denver Ave. Portland, OR 97217**

Message: We don't need more freeways! They won't solve traffic issues and will lead to more pollution.

The community wants to see a full Environmental Impact Study conducted!

Thank you.

**Name: Nathaniel Canfield**  
**Email: nathaniel.canfield@gmail.com**  
**Address:**

Message: The reasons why ODOT's environmental assessment is woefully, facially, blatantly deficient have already been documented in such extraordinary detail by folks like Joe Cortright (please just see <http://cityobservatory.org/?s=%22rose+quarter%22>) that I can't believe I'm even having to submit a comment demanding an environmental impact statement for this misguided project. NEPA requires an EIS for this project, and it's not even a close call.







Message: The Rose Quarter freeway expansion is a 20th century solution to a 21st century problem. We don't need more roads, we need fewer drivers, and inducing more demand solves nothing. This plan is climate denialism that will harm Harriet Tubman Middle School today and all of our children and their children tomorrow. It won't even help congestion!

Why isn't ODOT responsive to Orevonians? The response to the suggested expansion is overwhelmingly negative, and yet on it marches. We were promised a real Environmental Impact Survey; the least that can be done to serve all Orevonians is to do a full, honest impact assessment so that we can have a real conversation about how what we do today will impact all our future.

**Name: Maria Schur**  
**Email: mariaschur@hotmail.com**  
**Address: 5734 SE Flavel St**

Message: Please conduct an Environmental Impact Statement before committing to expanding a freeway that is bad for our community because:

- it won't actually relieve congestion, but will instead create more traffic
- it will create even more exhaust pollution, right next to a school!
- there are higher priority transportation projects in the region
- traffic and cars are KILLING the planet and our communities

**Name: michael Ryan**  
**Email: mpresq@hotmail.com**  
**Address: 2891 SW Fairview Blvd.**

Message: Climate change tops any business related concerns. Objective, unbiased science should prevail over money dominated decision making! ODOT needs to conduct an Environment Impact Statement.

**Name: Bailey Sauter**  
**Email: bsauter@rocketmail.com**  
**Address:**

Message:

**Name: Zachary Reyes**  
**Email: zachreyez@gmail.com**  
**Address: 17835 NW Tillamook Dr. Portland, OR**

Message: Hello,



I am writing to you today to express my anger that it is nearly 2020 and Oregon is still building and expanding freeways. Any highway expansion degrades our community. It will damage people's health, increase urban sprawl's destruction of our environment, lead to more cars, more pollution, worse public health, reduce property value, waste taxpayer dollars, and so much more. There is not a single benefit of pursuing the planned expansion of I5 through Portland. I demand that a full environmental impact study be conducted on the I5 expansion through Portland. Let the study show us how the project will do nothing but harm our community.

Kind regards,  
Zach Reyes

**Name: Cathey Briggs**  
**Email: catbriggs2@yahoo.com**  
**Address: 1502 SE Bybee**

Message: If you care about climate change as you say you do, and if you care about the health of the students at Harriet Tubman School, you will require a full EIS for this very expensive and unnecessary freeway expansion. Aren't we trying to reduce vehicle miles traveled? ODOT has been negligent in carrying out its duties.

It's time for you, Governor Brown, to speak up.

**Name: Cathey Briggs**  
**Email: catbriggs2@yahoo.com**  
**Address: 1502 SE Bybee**

Message: If you care about climate change as you say you do, and if you care about the health of the students at Harriet Tubman School, you will require a full EIS for this very expensive and unnecessary freeway expansion. Aren't we trying to reduce vehicle miles traveled? ODOT has been negligent in carrying out its duties.

It's time for you, Governor Brown, to speak up.

**Name: Val Valo**  
**Email: val.valo@gmail.com**  
**Address: 20350 sw 72nd ave**

Message: Change needs to happen to save the planet and improve our public transport. I've travelled to other countries and getting around via public transport was easy. NOT HERE.

**Name: Jay Calhoun**  
**Email: jpclhn@gmail.com**  
**Address: 9416 N. Mohawk Avenue Portland OR**

Message: Induced demand will cause freeway congestion to remain the same. We know that in order to mitigate climate change we have to provide more carbon efficient transportation. Use this money for public transportation. This is Oregon, I expect better.



**Name: Frank Shen**  
**Email: frankjshen@gmail.com**  
**Address: 17849 NW Lone Rock Dr**

Message: No matter how urgently you see it necessary, freeway is freeway--in the center of Portland. \$500 million can be used elsewhere. Can you speed up the trains so more people are taking them?

**Name: Hannah Francis**  
**Email: hannahjoyfrancis@gmail.com**  
**Address:**

Message: To whom it may concern,

As a member of the Portland community, i believe it's extremely important that ODOT conduct an Environmental Impact Statement (EIS) for the proposed \$500 million Rose Quarter Freeway Expansion project.

Freeway expansion is climate denialism. If Oregon is serious about doing our part to mitigate against the climate crisis, we must immediately reprioritize transportation funding into a system that dramatically lowers vehicle miles travelled. Freeway expansion has never once solved traffic congestion in the history of the US.

Please for the sake of Portland and especially the students at Harriet Tubman who will be impacted, ensure that this project is not approved without a full EIS study.

Thank you

**Name: Paul Rippey**  
**Email: paulrippeypdx@gmail.com**  
**Address: 9207 N. Mohawk Ave Portland 97203**

Message: Here's the way I look at it: Forget the 7th Generation - How about the third generation? Will my grandchildren look back on spending half a BILLION dollars to widen a highway as a smart good thing, or a stupid bad thing?

If we can just be honest with ourselves, I think we will see that there is no scenario under which paving cities to build huge highways will be seen as a good thing. The world is changing too fast, and that is against the tide of history. The exact same arguments apply to a new I5 bridge over the Columbia, by the way, but that's another discussion. We tore down Harbor Drive in Portland and built a beloved park there. We can't say we are visionary and then go around building highways. That's nuts.

**Name: Kayla Solsbak**  
**Email: ksolsbak@gmail.com**

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

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@nomorefreeways | #NOI5RQX  
[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



**Address: 97210**

Message: ODOT must conduct an Environmental Impact Statement for the Rose Quarter Freeway Expansion. This is the very least you can do for the kids at Harriet Tubman Middle School and all local communities affected by toxic freeway pollution.

**Name: Nathan Ramsey**

**Email: nathan@acmeaom.com**

**Address: NE 10th St, Portland**

Message: The proposed I5 highway expansion will increase traffic deaths in the Portland area by virtue of moving more, shitty commuter traffic into the heart of the city. And it won't solve, or even alleviate the existing congestion problem. Conduct an environmental impact statement, and count how many innocent people will die by virtue of increased traffic on surface streets and greater particulate pollution. Or better yet cancel the project and focus on public transportation instead of lining your own pocket chasing a delusional, disrespectful tragedy.

**Name: Melba Dlugonski**

**Email: melbajade@hotmail.com**

**Address: 6735 SE 78th Portland 97206**

Message: Do you feel that climate chaos isn't happening, or that Portland doesn't count? Other cities illustrate that congestion will continue, but just with a bigger parking lot of cars spewing poisons. Then charge drivers to drive on it. If you charge enough to discourage the poorer classes, the wealthy get more room. Except for the folks who have multiple jobs who just get poorer. I don't know what kind of Kool-aid leaders are drinking. I'd like to see real leadership that recognizes worst case scenarios are popping up. We have to roll back the clock, not pretend a little more won't hurt. Please try. MJD

**Name: R Gantz**

**Email: hrodberacht@gmx.com**

**Address: NW Portland**

Message: Please do not allow ODOT to move forward on more freeway expansion, especially without a full Environmental Impact Study! ODOT has repeatedly misrepresenting this project and lied to the public about its purported benefits. There are none. The department seems intent on ignoring overwhelming community opposition, climate science, and decades of case examples that show you can't build your way out of congestion. We need real leadership on climate change and 21st century transportation, not the same proven-failure strategies that have been making our communities less safe and more polluted, wasting tax dollars, and worsening an already dire climate future.

**Name: Kelcie Ulmer**

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

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[facebook.com/nomorefreewayspxd](https://facebook.com/nomorefreewayspxd)  
@nomorefreeways | #NOI5RQX  
[info@nomorefreewayspxd.com](mailto:info@nomorefreewayspxd.com)



**Email: alannajfaelan@gmail.com**

**Address: 617 se 16th ave**

Message: I support a full Environmental Impact Statement! Don't expand highways when the earth is already burning.

**Name: Josh Gold**

**Email: joshuabgold@gmail.com**

**Address: 1680 Ne Irving Street, Apt 57**

Message: 1. Portland Public Schools deserves at a minimum a full Environmental Impact Statement for the Rose Quarter Freeway Expansion.

2. ODOT's claim that freeway expansion in this project will help fight climate change by reducing vehicle emissions is laughable at best.

Thank you,

Josh Gold  
Portland citizen since 1978

**Name: Jennifer Seamans**

**Email: jen.seamans@gmail.com**

**Address: 5402 SW Nevada Ct**

Message: With climate change introducing a high degree of uncertainty into projections of environmental conditions, population change, and transportation demand, we owe it to our kids and future generations to be the best possible stewards of both environmental health and public infrastructure funding. Research indicates that freeway widening, rather than alleviating congestion, creates opportunity for increased car trips. We need to invest into climate-resilient forms of transportation, and infrastructure that supports fossil-fuel dependent car trips is the wrong approach. Addition of paved infrastructure also increases the urban heat island effect. An EA is inadequate to the task of evaluating the system repercussions, feedback, and changes in pressures that the proposed expansion project is likely to precipitate.

In addition to environmental health concerns, the estimated cost of the project and the fact that it is proposed for a critical pinch point in the OR & WA transportation system should point to the need for stringent review. An EIS is the only responsible way to make sure this project solves more problems than it creates. Thank you for ensuring this project receives the level of review appropriate to the magnitude of the project.

Best,  
Jennifer Seamans

**Name: David Levine**

**Email: iamstickboy@gmail.com**

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

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[@nomorefreeways](#) | [#NOI5RQX](#)  
[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



**Address: 4045 N. Commercial Ave. 97227**

Message: ODOT,

I urge ODOT to conduct a rigorous Environmental Impact Statement for the Rose Quarter Freeway Expansion project. This proposed project is too massive - in terms of both budget and climate impacts - not to take every step necessary to examine its long-term consequences.

Thank you,  
David Levine

**Name: Brendon Haggerty**  
**Email: haggerb@gmail.com**  
**Address:**

Message: We need a full Environmental Impact Statement to understand the impacts of the I-5 Rose Quarter project. The Environmental Assessment showed that any benefits from the project would be small and uncertain, while costs would be large, well-known, and unjust. The benefits of this project would accrue to users who are wealthier and whiter than the local population, while the burdens of air pollution, noise, and disruption of the neighborhood would impact them disproportionately. There may be ways to avoid these impacts by considering other alternatives. Given the extremely high stakes of climate change, no action can be justified without the most thorough possible study. We need more information, and we need to include analysis of a value pricing alternative. Please conduct a full Environmental Impact Statement on the I-5 Rose Quarter Project.

**Name: Ronald Buel**  
**Email: ronbuel77@gmail.com**  
**Address: 1810 NE 70th Ave.**

Message: We demand an EIS on the foolhardy Rose Quarter freeway expansion that will impact Harriet Tubman school and which Portland Public Schools opposes.

**Name: Amelia W**  
**Email: ameliaw@wayfindingacademy.org**  
**Address:**

Message: I stand with others who demand to see a full Environmental Impact Statement from ODOT concerning the proposed Rose Quarter Improvement Project. The project is costly, unproven to work, opposed by the community, and will further contribute to air pollution and the destruction of our planet.

I am a college student in Portland, and I speak for many people in my generation when I say that climate change is a terrible reality that must be confronted, and that we need to take action today if we intend to make any positive change.





40% of Oregon's carbon emissions already come from transportation. The RQIP would only increase that at a time when we desperately need to DEcrease it instead. For the sake of our earth, our future, and the future of our children, it's time to stop building freeways and to stop putting money into them. It's not a price the planet can pay any longer.

**Name: Keith Olenslager**  
**Email: kolenslager@gmail.com**  
**Address: 2640 SE Ankeny St #203 PORTLAND, OR**

Message:

**Name: Dan Gold**  
**Email: dango13@gmail.com**  
**Address: 2333 NE Holman St**

Message: My kid went to Tubman and we live close by. Please conduct the Environmental Impact Statement.

**Name: James Rankin**  
**Email: jim.rankin@oregonstate.edu**  
**Address: 111 NW 11th St**

Message: Instead of widening or expanding the freeway in any way, additional alternative forms of transportation should be considered that will reduce pollution & greenhouse gas emissions & give convenient options to paving our land with environmentally hostile concrete & asphalt & using highly polluting gasoline-powered cars, so that we can start to wean ourselves off of these unsustainable products & use cleaner alternatives. We desperately need a well-developed, comprehensive rapid transit system throughout the Willamette Valley & beyond so that I can get from my home in Corvallis to health facilities in Portland within 2 hours, rather than 6 as things are now, without using a car.

**Name: Sawyer johnson**  
**Email: johnsonsawyer@gmail.com**  
**Address:**

Message: Real climate action isn't building more freeway, it's expanding public transit

**Name: abraham sutfin**  
**Email: avsutfin@gmail.com**  
**Address: 3508 N Williams Ave**

Message: Hi,

I am a local business owner here in Portland on William's Ave. I've been here for 10 years. I work within close proximity to the I5 and I live even closer to it. I am writing because I want ODOT to complete a FULL Environmental Impact Study. This is too large of a change for us as a community to not seriously consider the human and environmental health effects.

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

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[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



The air quality is horrible in the Willamette Valley and we need to do something to curb it. I'm frustrated that my kid can't go outside because the air quality is so bad. This is not acceptable for living.

Consider the possibility that your kid or some kid you love will spend 8 years at Tubman.

Again, as a business owner and community member, I am urging you to complete the full environmental impact study.

Please stop prioritizing the economy over the health of the people and the place we live.  
Abraham Sutfin

**Name: Benjamin**  
**Email: ben@bentomas.com**  
**Address: 6021 s**

Message: 02

**Name: Anna Cowen**  
**Email: annaysun@yahoo.com**  
**Address: 4235 Se 99th Ave.**

Message: Please invest in more public transportation. Better yet, free public transportation! This will for sure reduce vehicle on freeways. Thank you.

**Name: Benjamin**  
**Email: ben@bentomas.com**  
**Address: 6021 SE Bush St, Portland, OR 97206**

Message: Climate change is the single biggest issue facing us today and we're going to consider spending \$500 million dollars on a project without doing our due diligence and conducting an Environmental Impact Statement??? We need to make sure we understand what this project will do. Do the EIS.

**Name: Dean Sigler**  
**Email: muchcatfur@comcast.net**  
**Address: 18845 SW Vista St**

Message: Poisoning our populace is a foolhardy way to grow prosperity. What does it profit a man (or woman) to gain a whole world not worth possessing?

**Name: Amanda Wickham**  
**Email: manda.wickham@gmail.com**  
**Address: 7020 NE Stanton Street**



Message: I demand that ODOT conduct an Environmental Impact Study, and I am strongly opposed to the I-5 expansion.

This project will not reduce carbon emissions or improve air quality for the students at Harriet Tubman and the residents of this city. Widening roads is a ridiculous misuse of funds, considering the freeway will just fill up with more cars as soon as it's completed (increasing emissions, lowering air quality, and wasting valuable money and time that could otherwise be spent fighting climate change). An Environmental Impact Study will investigate these issues and show the true cost of the expansion.

As a person who bikes on city streets with my small child, extra drivers on the road are a huge concern for our safety. ODOT should be focusing on increasing public transportation and lowering speeds to create safer, more environmentally friendly alternatives that have actually been proven to reduce congestion and smooth traffic flow.

**Name: Stephen Marcotte**  
**Email: faster503@yahoo.com**  
**Address: 5702 NE 12th Ave**

Message: Rethink how we move around our city!

**Name: Paul Sheprow**  
**Email: p.e.sheprow@protonmail.com**  
**Address: 8523 SE 29th Avenue**

Message: As a parent of three children and a taxpayer I want to know what the true effects of this project are going to be. I want to see an EIS conducted. We know that expanding freeways does not ease congestion. We know that this way of moving people around is unsustainable. What will the air pollution effects be on the city around the site? What effect is this going to have on carbon output?

**Name: Brian Click**  
**Email: brianhclick@gmail.com**  
**Address: 4557 SE Brookside Dr, Milwaukie, OR 97222**

Message: Hello,

I'm an Oregon citizen and voter writing today to demand a full Environmental Impact Statement from ODOT on the I-5 Rose Quarter expansion. In our current climate emergency, it is absolutely imperative to apply strict scrutiny to any proposal to expand fossil fuel infrastructure - whether that be a LNG pipeline or a freeway. Unfortunately, it seems as though ODOT and our state government are reluctant to apply that level of scrutiny to this project. The agency's current self-assessment of the project has been thoroughly criticized by community stakeholders - from Portland Public Schools to neighborhood associations to the Audubon Society - as patently insufficient and misleading.



For one thing, it does not appear as though ODOT has taken into account the phenomenon of induced demand. Urbanists and environmental scientists have long known that adding lane capacity simply increases the number of cars on the road without long-term change in traffic speeds.

While working in Seattle last year, I witnessed a perfect illustration of induced demand in action. In the period between the closure of the Alaskan Way Viaduct and the opening of the new US-99 tunnel underneath the city center, local politicians and the news media predicted a hideous snarl of traffic as cars were confined to only one highway. Nothing of the sort happened - because commuters switched to public transit or adjusted their departure times to avoid sitting in traffic. There was no significant difference in traffic volumes before, during, or after the one-highway period. It was immediately clear that Seattle could simply have demolished the Viaduct without replacement, saving billions of dollars and sharply reducing their city's carbon footprint without inconveniencing commuters.

Since the 1970s, Oregon has led the country in environmental assessment and careful, long-term growth planning. With this rushed freeway expansion and a massive LNG project both on the docket, it seems as though our state agencies, Governor Brown, and the state Democratic leadership are willing to throw that reputation away. Let's not sit on our laurels. We need a full EIS - now.

Thank you,  
Brian Click

**Name: Matthew Moore**  
**Email: [matthew.kyle.moore@gmail.com](mailto:matthew.kyle.moore@gmail.com)**  
**Address: 6401 E Burnside St**

Message: It is downright absurd that anyone still thinks that expanding freeways will help. Look at the 405 freeway expansion in Los Angeles! The problem got better initially, but then worsened, due to induced demand.

If the state wants to reduce traffic congestion and still use cars, we should be looking into smarter infrastructure. Why is anyone waiting at a stoplight when there are no obstructions? Anyways, the future is autonomous drivers and we'll feel very dumb when we find that the amount of freeways and roads we have are already enough.

**Name: Sam Grover**  
**Email: [samgrover@gmail.com](mailto:samgrover@gmail.com)**  
**Address:**

Message: We cannot afford to make decisions that put the future population of Portland at environmental risks. So if you feel like there is no cause for concern by the citizenry, then prove it with a full environmental impact study. Until then, such a significant project must not proceed.



**Name: Kate Walker**

**Email: [katewalks@gmail.com](mailto:katewalks@gmail.com)**

**Address: North Portland**

Message: I want to see a full Environmental Impact Study conducted - following are my reasons:

The overwhelming community opposition to the project. ODOT's plans were loudly opposed at their community hearing this past March. Over 2200 comments were received by the agency during the public comment period for the project, and 89% were in opposition. Letters of opposition (and requests for ODOT to conduct a full Environmental Impact Statement) were submitted from a wide set of community leaders, government agencies and elected officials including Portland Public Schools, the Albina Vision Trust, Metro, Portland Commissioner Chloe Eudaly, State Representative Karin Power, Oregon Environmental Council, The Street Trust, local neighborhood associations, 350 PDX, Neighbors for Clean Air, Portland's Pedestrian Advisory Committee, Disability Rights Oregon and many others.

Freeway Expansion is Climate Denialism. If Oregon is serious about doing our part to mitigate against the climate crisis, we must immediately reprioritize transportation funding into a system that dramatically lowers vehicle miles traveled (VMT), particularly within the Portland Metro region. Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable neighborhoods across the region.

It won't fix congestion. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent \$1.6 BILLION on a 'freeway bottleneck' widening project only to find it made traffic \*worse.\* Thanks to the concept known as "induced demand," widening freeways only encourages more people to choose to drive, creating even more congestion.

**Name: Judith Arcana**

**Email: [ja@juditharcana.com](mailto:ja@juditharcana.com)**

**Address: 2034 NE 40th Avenue #416/Portland**

Message: There's no reason or excuse for facilitating an expansion of one of the greatest sources of poison and danger in our lives.

Given the rapid devolution of the planet's health and the health of all species living on it - hastened by the insistence on profit over everything, the attitudes/arguments of those who want to expand the freeway cannot be allowed to prevail. Their attitudes/arguments are completely unacceptable.

The Harriet Tubman School is an extraordinary icon in this case: A small school, serving young children of various colors and ethnicities, trapped in the path of relentless "planning" --- doomed by the folly of those who cannot allow themselves to (as we say in other contexts) get real. This city/community is against the expansion plan; the experience of other cities/communities has



already demonstrated the folly of expansion, which results in MORE traffic and MORE poison in the air.

No freeway expansion. No more "planning" that denies reality.

**Name: Alex Preston II**

**Email: [al3xtec@gmail.com](mailto:al3xtec@gmail.com)**

**Address: 3733 SE 43rd Ave PORTLAND OREGON 97206**

Message: Our great state's land is more important than a freeway. We won't need a freeway if there is no longer any beauty to bring visitors to Portland. We must conduct an EIS before moving forward with any freeway expansion.

**Name: Joseph Jannuzzi**

**Email: [jdj@teleport.com](mailto:jdj@teleport.com)**

**Address: 97217**

Message: I believe that we need an EIS to demonstrate the fallacy of the assumption that increasing the size of an expressway will somehow magically decrease its usage. This idea is not only counterintuitive but has been repeatedly proven wrong in the real world. I am among the countless people who avoid using those facilities at peak hours because of the delays which function as an internal, automatic governor on excessive use of that modality of travel. People respond with increased auto use because it, today, is one of the few available ways to get around. Real leadership would provide less environmentally destructive alternatives rather than doing the same thing hoping for a different result, which has been used as a definition of insanity.

Please use our funds responsibly by giving us environmentally sound transportation alternatives.

**Name: Matt Lachmann**

**Email: [matthew.lachmann@gmail.com](mailto:matthew.lachmann@gmail.com)**

**Address: 2744 SE 34th Ave, Portland, OR 97202**

Message: Do the EIS for the proposed I-5 Rose Quarter Expansion! You'll conclude that the expansion is NOT the right thing to do.

**Name: Karla Gostnell, MPH**

**Email: [lu\\_francine@yahoo.com](mailto:lu_francine@yahoo.com)**

**Address:**

Message: As a resident of the Eliot neighborhood and a native Oregonian, I am writing to urge the leaders at ODOT and the Oregon Transportation Commission, and Governor Kate Brown to please hear the voices of the thousands of Portlanders who oppose this \$500M I-5 highway expansion project in their city. Please don't ignore the overwhelming research that shows that expanding highway capacity only leads to increased demand and increased carbon emissions. Please be true to Oregon's commitment to reducing carbon emissions, and to protecting the



health of our neighborhoods, our schoolchildren, and our planet. Oregonians demand LEADERSHIP FOR THE FUTURE, not the regressive transportation policies of a car-dominant past. Please, transportation leaders: tap the brakes, and vote to conduct a full Environmental Impact Statement before any further steps toward this proposed highway expansion.

**Name: Stephen Bachhuber**

**Email: [srbachhuber1@gmail.com](mailto:srbachhuber1@gmail.com)**

**Address: 3428 SE 9th Ave., Portland OR 97202**

Message: A full EIS is necessary for the Rose Quarter Freeway expansion. The current assessment doesn't adequately examine carbon impacts or air pollution impacts. It feels manipulated and in denial of the full impact of the project. No city has ever built itself out of congestion. It just doesn't work and traffic congestion will not be relieved by the project. Other solutions are cheaper and more effective, such as congestion pricing. My home in inner southeast Portland will be affected adversely with more carbon, noise and fine particulate pollution. I am personally affected, air quality declines, carbon impact rises, and traffic remains congested, all at an outrageous monetary cost. I and the community are opposed to this project, and demand a full evaluation rather than a rubber stamp. A full Environmental Impact Study is necessary fiscally, morally, and democratically. ODOT will manipulate any lesser document.

**Name: Chris McCraw**

**Email: [gently@gmail.com](mailto:gently@gmail.com)**

**Address: 6446 NE Cleveland Ave, Portland OR 97211**

Message: Hi folks,

I live 2/3 of a mile from Interstate 5 at Rosa Parks. I commute through town on a bicycle, and my partner commutes through the rose quarter in a car on I-5, and I don't support widening the freeway without more thorough environmental impact studies. Incredible amounts of community support for a different or more researched solutions which is being ignored by ODOT makes me feel like ODOT is not interested in the future of our planet or what the community wants: we all know that widening freeways does not help with climate change which is the most important issue facing our entire planet, right now.

All studies show that freeway widening does not meaningfully reduce commute times in even the medium term - please address how you can think this will not result in induced demand:

<https://www.vox.com/2014/10/23/6994159/traffic-roads-induced-demand> !

Thanks for your continued work to provide a planet for our children to breathe on over temporarily improving commute times.

**Name: Guthrie**

**Email: [stuka101@gmail.com](mailto:stuka101@gmail.com)**

**Address: 907 NE Going Street**

Message: I demand that ODOT conducts a full Environmental Impact Statement for the Rose Quarter Freeway Expansion project because true courage in administrative leadership is being willing to accept in the face of facts, that the status quo can be, and in this case is, wrong.

Do the right thing for your friends, loved ones, and future family - make the decision to approach this project with the mindset of how your decisions will impact not only yourself, your career, or your children, but their loved ones for years to come.





It is scientifically and rigorously proven that widening freeways does not reduce congestion (induced demand).

Rather than bury your head in the sand and ignore that as our understanding of the forces that shape the world changes, so must our policies (and if we want a better world to live on with our children, widening freeways will only subtract from this potential).

Anything short of a full EIS is an acknowledgement that you don't work for the people, you choose to work against them.

Your salary and conscience may be able to bear that burden, but sick elementary kids, and a planet in climate crisis cannot abide.

Respectfully,

- Guthrie Straw

**Name: eric mandel**

**Email: [ericwrightmandel@gmail.com](mailto:ericwrightmandel@gmail.com)**

**Address: 3109 NE 21st Avenue Portland Oregon 97212**

Message: This is a classic example of why people lose faith in government institutions and the politicians that support them: they claim one thing (Significant Impact!) when speaking with one group, and claim another thing (Not Enough Impact!) when speaking with another group. It's hard to believe that a \$500 million spend on the "biggest traffic bottleneck in Oregon" with "some of the highest traffic volumes in the state" with the "highest crash rates" in an area critical to "all modes of transportation", supporting economic development and freight movement, in a "Protected and enhanced cultural heritage" area, will not have significant impacts that should be studied through the outline provided in an EIS.

ODOT consistently points to recent freeway widening projects that have improved traffic flow and eased bottleneck congestion. The time frame used is often 6 weeks after the completion of the project. This timeframe is far too short to use to be making decisions about infrastructure whose ramifications will last decades into the future. Where are the reams of research showing that other cities have made these same improvements with lasting effects? Surely another city has tried this before and has been successful in the long term? Those longterm studies should be included in ODOTs presentations along with the computer modeling and ODOTs short term studies.

If on the other hand ODOT is truly a transportation pioneer, where are the researchers and delegates from all over the world who should be coming to learn from ODOTs methods? Coming to Portland just as they did when Portland led the way with light rail, urban growth boundaries, and smart growth. Either there should be significant real world evidence that adding more lanes to freeways will have lasting positive impacts on transportation system and land use, or we should be inundated with people looking to study ODOTs solution.

The lack of either should raise red flags for anyone paying attention.

The Environmental Assessment provided the public, business, interests groups, and agencies at all levels of government an opportunity to understand the Project's benefits and impacts. The reaction from those groups was overwhelmingly negative. It was difficult to understand the traffic



projections as ODOT buried the data and refused to elaborate on their assumptions. The assumptions and results were repeatedly challenged and called out as being wrong without rebuttal from ODOT. The process was misleading as ODOT took simple terms - freeway widening and safety - and turned them into technical terms: auxiliary lanes and crashes without injury. The Albina Community and Harriet Tubman Community repeatedly said that the measures of mitigating the project's impact were not thoroughly studied or sufficiently mitigated. Witness after witness came forward to testify against the plan and to ODOT's wrongs. Instead of fully engaging in a democratic process, as laid out by NEPA for projects that have significant impacts that are difficult to measure and/or mitigate, and producing an EIS, ODOT seems determined to withhold information that the community is asking for and not address the challenges put forth by the community. They are refusing to show up to be questioned or to testify.

The Youth are pleading with ODOT to listen to their concerns of the impact that the project will have on their future. They are the ones that will be paying off the debt used to pay for the project and their lives will most be impacted by climate change and the other environmental impacts this project will have.

My daughter is in preschool, learning to write her letters, and she comes home enthusiastic about the work she did at school that day and what she discovered – two plus two is four! A fundamental instruction from her teachers is 'always do your best.' While she is too young to fully comprehend the impacts of climate change and may be too young to vote before her climate fate is sealed, she already understands the importance of doing her homework and doing her best.

Why is ODOT refusing to do their homework and complete an EIS? Why are the politicians that direct ODOT not holding them accountable? The community stakeholders, yielding mountains of research, have come out loudly that ODOT got their Environmental Assessment wrong, they got their math wrong, they got the community interest wrong. If ODOT was a preschooler, their teacher (Oregon Politicians) would point out that maybe they should check their work, constructively encourage them to put a little more effort into their work, maybe not be so self-assured that they know everything and don't need to listen to others or see what has / hasn't worked elsewhere: to do their best.

ODOT - Do Your Homework: Complete an EIS.

ODOT - Do Your Best.

**Name: Marjorie Nafziger**  
**Email: [marjorie.nafziger@gmail.com](mailto:marjorie.nafziger@gmail.com)**  
**Address:**

Message: Due to widespread opposition to freeway expansion in this time of escalating climate crisis, it is essential that at the very least ODOT submit an EIS.

Marjorie Nafziger  
Westmoreland

**Name: Matthew T Meskill**

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

[www.nomorefreewayspx.com](http://www.nomorefreewayspx.com)  
[facebook.com/nomorefreewayspx](https://facebook.com/nomorefreewayspx)  
[@nomorefreeways](https://twitter.com/nomorefreeways) | [#NOI5RQX](https://twitter.com/NOI5RQX)  
[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



**Email: mtmportland62@gmail.com**  
**Address: 1222 NW 18TH AVE, APT 509**

Message: It's the 21st Century. We have a good scientific understanding of global climate change and the part we play in it. We know what we need to do. Primary among those things we need to do is to drive less. Therefore, the thought of widening a highway to accommodate more car traffic is really a breach of the public trust placed you as our leaders.

I believe that an environmental impact study/statement will open your eyes to your negligence.

Thank you.

**Name: Susan Rosenthal**  
**Email: susanfroenthal@gmail.com**  
**Address: 9601 Nw Leahy Rd**

Message: Dear leaders,

I am writing to express my opposition to the Rose Quarter Freeway Expansion. This project will be very expensive and will lead to an increase in congestion and pollution. It will not solve traffic problems. It will negatively impact air quality and increase pollution. Local streets that are already choked with traffic will become more crowded.

Please oppose this project and also insist the ODOT perform a comprehensive Environmental Impact Study.

**Name: Danny Dunn**  
**Email: dannydunn582@gmail.com**  
**Address: 235 SW Hooker St**

Message: Hello There,

Please do a complete Environmental Impact Study on the Rose Quarter Freeway Expansion. Our city and state have made it clear we desire to fight climate change and improve our cities well being. This study will force ODOT to understand the impacts they will be having on the city and our future.

Thanks for your time,

**Name: Marisa Morby**  
**Email: me@marisamorby.com**  
**Address: 2645 NE 27th Ave**



Message: Honestly I'm extremely tired of writing in to all of you, yet again. Why do you insist on moving forward with something that is so obviously harmful to the children of Harriet Tubman Middle School? You are okay with hurting kids? That is the only conclusion I can come to.

Everyone knows that the freeway is actively hurting these children and you want to add to that because you're too lazy, shortsighted, and uncaring to do the right thing and find a better solution.

ODOT needs to do an environmental impact study. In fact, we already have a lot of information about how harmful the current freeway is and we ALL KNOW that an EIS would show that any freeway widening would be harmful.

It is ridiculous that we are still having this conversation. Perform the EIS and shut this stupid project down. We can reallocate the money to things we actually need and that provide wide public benefit like increased service and access to public transit.

Marisa Morby

**Name: Kristina M. Ricks**

**Email: tinaricks@gmail.com**

**Address: 16187 NW Audrey Drive, Beaverton, OR 97006**

Message: Spending \$500 Million on the Rose Quarter freeway expansion is the height of backward thinking in the middle of a climate crisis. It's not like people enjoy driving on congested roads—they do it because transit takes three times as long to get anywhere, and biking without protected infrastructure is dangerous. Spending this money will not fix congestion. These kinds of projects every single place in the US where they have been attempted increases the number of cars. A simple trip to Google to look up Induced Demand will show this from reliable sources—university planning programs all over the country. Take that \$500 million and give it to TriMet to increase bus frequency all over the metro area. Paint dedicated bus lanes. Build real, Dutch-style protected bike lanes so ordinary people could send a responsible 12-year-old to bike alone. Give all those drivers some other options. Put in express buses all over metro Portland. Give a grant to PCC to run their inter-campus shuttle service every 20 minutes (instead of 90 as it is now). Put your creative minds to work to figure out every way possible to make transit faster, easier, cheaper, and more sensible than driving. We don't have another ten years to waste while the planet burns, animals go extinct, and we keep building freeways.

**Name: Michelle DuBarry**

**Email: dubarry@comcast.net**

**Address: 4074 N Longview Ave.**

Message: As the mom of a toddler who was killed by a careless driver on an ODOT road (N. Lombard St.) in 2010, I find the agency's supposed commitment to "safety" via the Rose Quarter Freeway expansion absurd and insulting. I have lived in North Portland for 15 years and while it's true that traffic on that stretch has gotten much worse (I was even involved in a fender bender while merging onto the freeway earlier this year) I do not fear for my safety on I-5 the



way I do when I step into basically any crosswalk in ODOT's jurisdiction. And what about the safety of the students at Harriet Tubman Middle School forced to breathe air made toxic by pollution from the freeway?

Perhaps ODOT would have more credibility on the safety issue if they took measures to improve infrastructure where people actually dying - on the highways running through our neighborhoods (N. Lombard, Powell, 82nd, etc.) Had the agency listened to the communities affected by these roads by lowering speed limits, improving lighting and crosswalks, building sidewalks and protected bike lanes - we might think the agency cares about safety.

But initiating a freeway expansion that invites MORE cars into our communities and degrades air quality for Harriet Tubman students, while calling it a "safety" project, only adds further insult to communities affected by displacement, pollution, and traffic violence.

I suspect ODOT leadership knows that an Environmental Impact Statement would detail multiple harmful effects of freeway expansion on the surrounding neighborhoods, perhaps enough to kill the project. But far better to kill a project than another child, neighborhood, school, or planet.

Sincerely,  
Michelle DuBarry, (mom of Seamus who was killed on an ODOT road at 22 months)

**Name: Gloria Gostnell**  
**Email: [gloriagostnell@gmail.com](mailto:gloriagostnell@gmail.com)**  
**Address: 292 3rd Street, Manzanita, OR 97130**

Message: The decisions being proposed by ODOT regarding the expansion of Highway I-5 are of great concern to me as a taxpayer, a long time Oregon resident, and most importantly as a grandmother concerned with the health and wellbeing of my grandchildren and that of generations of Oregon's children to come. This is a clear opportunity to take measures that are either in the short and long term interests of all Oregon Citizens, or to willfully ignore the environmental impact of expanding Highway I-5.

I appeal to the leaders of ODOT and the Oregon Transportation Commission and to Governor Kate Brown to be true to Oregon's commitment to protecting the health of present and future generations of our children, and of our neighborhoods and our planet. PLEASE LEADERS YOTE TO CONDUCT A FULL ENVIRONMENTAL IMPACT STATEMENT before any further steps are taken on this proposal. The health and future of my grandchildren (and yours as well) are a high stakes issue, we can't afford to get this wrong.

**Name: Brian Belica**  
**Email: [belicabw@gmail.com](mailto:belicabw@gmail.com)**  
**Address: 1222 SE Yamhill**

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the \$5

**Name: Kevin Teater**

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

[www.nomorefreewayspx.com](http://www.nomorefreewayspx.com)  
[facebook.com/nomorefreewayspxd](https://facebook.com/nomorefreewayspxd)  
[@nomorefreeways](https://twitter.com/nomorefreeways) | #NOI5RQX  
[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



**Email: kevinrteater@gmail.com**  
**Address: 4545 SW Angel Avenue, #209**

Message: If you truly believe that expanding the road will support the environment, then let the data prove it. If you push this forward with an environmental study, then you cannot in good conscience say you are a climate leader.

If you truly want to improve mobility and accessibility, then fund more transit and bike infrastructure.

**Name: David Gostnell**  
**Email: davidgostnell@gmail.com**  
**Address: PO Box 1057**

Message: Although my wife and I now live in Manzanita, we lived in Portland between 1978 and 2015, raised 3 kids there, and they now have kids of their own, all impacted by the air quality in Portland, most recently during the recent advisory. It is so environmentally regressive to continue to prioritize car infrastructure. Please do the appropriate research on environmental impact before further freeway expansions.

**Name: Katherine Jones**  
**Email: katherined78@gmail.com**  
**Address: 5036 NE MALLORY AVE**

Message: We need a full Environmental Impact Statement for the freeway expansion. My children are future Harriet Tubman MS students and students and parents deserve to know the health and environmental impacts of the expansion. ODOT has already severely, negatively impacted the school and the neighborhood.

**Name: Catie Gould**  
**Email: catherine.e.gould@gmail.com**  
**Address: 1634 NE 41st Ave**

Message: The state government of Oregon seems hellbent on ignoring the science and the experts on the climate emergency. The chair of the Oregon Global Warming Commission explicitly stated in 2017 that widening highways will not reduce emissions overall, but was completely ignored. In the wake of the 2016 election I turned my focus to more local news, hoping that in a blue city and blue state we could do some really good things, but I feel betrayed at every turn. Oregon repeatedly says that we are committed to climate action, while continuing to invest and accommodate the biggest source of greenhouse gas emissions in the state- automobiles. This betrayal has eroded my hope of a safe future at a time when I might consider having children. I often cry after public meetings. I do not sleep well. Not because of Trump and whatever disaster is in the national news- but because of your actions here at home.

The environmental assessment ODOT provided previously had a few major flaws. A futuristic CRC project was included in the analysis, but not congestion pricing which is moving forward at a much quicker clip. Congestion pricing has had a significant impact in other cities where it has





been implemented, and ODOT should be evaluating a no-build option with this pricing mechanism. Ignoring this option and pretending it does not exist is a reckless waste of our tax dollars, and makes me question the competency of the OTC, the state legislature, all the way to the governors office. You are fools or dining too much with the contractors who expect big payouts because of these wasteful projects.

Also hidden in the analysis is that most buses will be slower after the project than now. Why is public transportation not at the forefront of our improvements here? Why will ODOT not consider running buses on the shoulder like WSDOT across the river or converting a lane to transit & freight?

There was no such thing as an Environmental Impact Statement when the freeways were originally built. Would it have mattered to you then? If it was clearly laid out how much worse the air quality would get? That outdoor spaces in the neighborhood would exceed standards for ambient noise? How much it would increase driving and emissions? All signs point to it wouldn't. Its time to reckon with how harmful these highways are, and start repairing the harms the state of Oregon has inflicted. Concluding that we can keep expanding this polluting, wasteful system without further assessment only illustrates how little you care about the people living here or the science on vehicle travel and highway miles. I would like to believe otherwise, but until you show with your actions that this isn't the case, I have no choice but to vote each and every one of you out of office.

**Name: LYDIA SWAGERTY**

**Email: lydiaswagerty@gmail.com**

**Address: 1206 NE 78TH AVE UNIT A**

Message: I feel strongly that the Environmental Impact Statement be conducted, because I believe that it will clearly show that this project would negatively impact the health and wellbeing of residents of Portland. There are efforts to encourage alternative transportation options for residents and visitors to Portland- support those alternatives. Support a healthier environment for Portland.

**Name: Sean McClintock**

**Email: pmunkey@gmail.com**

**Address: 7515 SE Lounsberry Ln, Portland, OR 97206**

Message: This project has been highlighted in national news articles as one of the many highway-widening boondoggles that are occurring throughout the country. I expect better of Oregon and of you, our elected leaders. Climate leadership does not involve expanding freeways. And to say this stretch of highway isn't "safe" and that you're just improving the flow of traffic is laughable. When was the last serious accident on this stretch of freeway? That is a slap in the face to the family and friends of the 40+ people killed on the streets of Portland this year alone. The HALF A BILLION dollars (and likely more) you plan to spend on this project would be much better spent in so many different areas of transit and in ways that would actually yield improved safety AND increase traffic flow without dumping more pollution (dedicated bus lanes, more bus service, electrified bus fleet, LIT infrastructure, etc.)





If you move this project forward without completing a full EIS, then be prepared for the wrath of your constituency.

**Name: Elizabeth Borte**  
**Email: libertada@gmail.com**  
**Address: 3716 SE 28th Ave**

Message: We absolutely need to conduct a full environmental impact statement for the Rose Quarter freeway expansion. There is a lot of research showing that adding capacity only increases use and therefore pollution. This has two major effects, 1. The people in freeway adjacent neighborhoods will be exposed to even more pollution, especially the children who aren't Harriet Tubman elementary and are required by law to suffer the fumes. 2. Continuing to encourage single occupancy vehicle transport at a time when we are finally beginning to understand the impact of fossil fuel choices - speeding climate change when it is already threatening our lives. As for cost, pushing this ridiculous expansion through will haunt us as we pay for the massive healthcare impact in the future...

Thank you,

Libby Borte

**Name: Lore wintetgrern**  
**Email: wintergreen.lore@gmail.com**  
**Address: 28070**

Message:

**Name: Mary Middendorf**  
**Email: marygoosegirl@gmail.com**  
**Address: 3360 SW 116th Ave, Beaverton**

Message: I grew up protesting the proposed west side bypass in my childhood, and it seems it's time to raise my voice on this issue again. We don't need more freeways in Portland. They don't reduce congestion, instead they just encourage people to live further from the places they need to go, this increasing barriers to public transportation use, biking, and walking. Now, as then, we need sensible transportation options for people. We need to be weaning ourselves off of fossil fuels, not doubling down on more fossil fuel infrastructure.

ODOT needs to conduct an Environmental Impact Statement for the Rose Quarter Freeway Expansion. We need to consider both the local impacts of this project, like further degradation of air quality for vulnerable communities, like the students of Harriet Tubman Middle School, and also global impacts of the impact this induced demand for driving in the Portland area will have on our impact on climate change.

Portland should be leading the way on climate justice, not doubling down on freeway expansions. Greta said it best, "How Dare You?"



**Name: Neon Brooks, Ph.D.**

**Email: [neonbluebrooks@gmail.com](mailto:neonbluebrooks@gmail.com)**

**Address: 1741 NE 37th Ave, Portland OR 97212**

Message: I am a Portland resident, driver, bicyclist, and pedestrian, and the mother of two small children. As I have watched the accelerating stream of bad news about climate change over my lifetime and especially the last 5 years, it has become increasingly clear to me that Oregon must not only do its part to fight climate change, but find every opportunity to lead that fight – our actions affect not only our own emissions but the actions taken by other states, cities, and countries going forward. It is absolutely imperative that we establish an aggressive forward momentum at fighting climate change. The costs of inaction – or insufficient action – are far too high.

I am deeply concerned about the Rose Quarter Freeway expansion project because it moves in the opposite direction of reducing emissions. However, at present, we do not even fully understand what the consequences of this project will be. We must conduct a full Environmental Impact Statement to understand the full picture of how this \$500 million project will affect carbon emissions, not to mention air quality in the Portland area.

Reducing emissions must be the guiding star in everything we do as a state. But this project is particularly painful to consider because of the extremely high price tag and the expected impact on the problems it claims to solve: any benefits for congestion are expected to last no more than a few years before induced demand returns trip speeds to their previous pace (but now with extra emissions), and ODOT's branding of the project as a "safety measure" is insulting - unlike ODOT-owned roads like 82nd avenue where people have recently died as a result of unsafe traffic conditions, these "safety improvements" would prevent low-level fender benders that don't even involve serious injuries. I have no doubt that ODOT could spend this money in ways that would have serious positive consequences for safety AND emissions, and improve citizens' lives in the process, but this project does the opposite.

An Environmental Impact Statement is a critical step to evaluate the costs and benefits of this project and understanding what Oregon is paying (in addition to at least \$500 million) for this temporary congestion fix.

Oregon desperately needs to lead on climate, and we are counting on our leaders to do so. Please do not allow this project to go forward without being fully informed of its costs.

Sincerely,  
Neon Brooks, Ph.D.  
1741 NE 37th Ave  
Portland, OR 97212  
[neonbluebrooks@gmail.com](mailto:neonbluebrooks@gmail.com)

**Name: John Dwyer**  
**Email: [jgdwyer@gmail.com](mailto:jgdwyer@gmail.com)**  
**Address: 1741 NE 37th Ave**



Message: I'm writing to voice support for ODOT to conduct a full Environmental Impact Statement for the I-5 Rose Quarter Expansion.

I have a PhD in Climate Science and I know how dire climate change is for people in our communities. This project will increase our greenhouse gases emissions (despite what ODOT's biased Environmental Assessment had claimed), worsening our climate future. We need to be doing everything we can to reduce our carbon footprint, for our sakes and for our children's sakes, not finding ways to expand it. Moreover if we go forward with this project as is, Oregon will also lose credibility on any climate-related issue and will forfeit an opportunity to be a climate leader.

This \$500 million project will also add dangerous pollution to our neighborhoods. As a father of two young daughters in Northeast Portland, I'm concerned that this will harm their young lungs or developing brains. Multnomah County already has one of the highest levels of diesel pollution of anywhere in the country, and adding more diesel trucks to our roads will only endanger our community's health. It's especially disappointing that these impacts would be felt the most on African-American neighborhoods and furthers a sad history of institutionalized racism in Albina/Rose Quarter.

Traffic congestion along the I-5 corridor is a problem, but there are other solutions that could help alleviate it without as many negative side effects. Some combination of decongestion pricing, increasing transit frequency, adding dedicated lanes for buses and cars with several passengers, and building a network of safe bike lanes could reduce congestion, make our communities safer and healthier, and cost a fraction of what expanding freeways would.

OTC should vote for a full Environmental Impact Statement because it is what is best for our community.

**Name: Jil bunnimit**  
**Email: jilbunnimit@yahoo.com**  
**Address: 1819 birch at forest grove Oregon**

Message: This seems like a short sighted solution that has a big impact that is not sustainable and I want my state to stay clean and future forward options to be explored.

**Name: Brayden Donnelly**  
**Email: braydenndonnelly@gmail.com**  
**Address: 1305 SE Yamhill St, Portland, OR 97214**

Message: I demand that ODOT conduct a full EIS for the Rose Quarter Freeway Expansions because induced demand is a huge problem that we continue to fall for. If we build more lanes and bigger volume freeways, all we will get is more ridership, and more traffic congestion, which snowballs into the same problems of air pollution and wasted time and money, both in construction, and it time lost while sitting in traffic. Instead! We could allocate those funds for better mass transit, better education, better public planning and zoning codes to allow for less urban sprawl so that less commuters have to take a car on our already choked freeways to get to their job. Please complete a full EIS and please consider how we can stop the terribly cyclical



process of inducted demand with our freeway projects. And, invest in public transit for our future and the future of our kids! Thank you for listening!

**Name: Scott Jones**  
**Email: tg@thousandpetal.net**  
**Address: PO Box 11884**

Message: You need to crawl out of the corporate pockets you've been buried in, stop being climate deniers, and listen to the people and to science!

Expanding our freeways is NOT the way to reducing our contribution to climate change!!

**Name: Daniel Frye**  
**Email: danielfrye@gmail.com**  
**Address: 9326 NW Murdock Street, Portland, OR 97229**

Message: Climate change is the most important economic, public safety, and national security problem extant. Transportation is a huge driver of Greenhouse Gas (GHG) emissions, which are driving climate change. The only proven way to reduce GHG emission from auto is to reduce miles driven. Expanding the freeway will increase miles driven. To state that widening the freeway will reduce GHGs is simply ignoring the facts and denying the scientific evidence at hand. ODOT should be beyond climate denial.

We need ODOT to perform a legitimate EIS for the Rose Quarter Freeway Expansion along the way to canceling the entire project and diverting that spending to renewable-energy fueled public transit.

Thanks.  
Dr. Daniel D. Frye

**Name: Sharon G Miller**  
**Email: Smilertoo@aol.com**  
**Address: 1501 NE 89th Ct**

Message: Freeway expansion worsens air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue – 40% of Tubman's students are Black, and 73% are identified by PPS as vulnerable populations. Students from Tubman MS have testified in opposition to this expansion; Portland Public Schools also asked ODOT to conduct a full Environmental Impact Statement.

This is our rendering of what ODOT's plans would do to the Eastbank Esplanade. We were only able to learn about the impacts to the waterfront after ODOT begrudgingly released data sets six weeks after citizen advocates requested them.

**Name: Garrett Helm**

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

[www.nomorefreewayspx.com](http://www.nomorefreewayspx.com)  
[facebook.com/nomorefreewayspx](https://facebook.com/nomorefreewayspx)  
@nomorefreeways | #NOI5RQX  
[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



**Email: garrett.helm@gmail.com**

**Address: 5711 NE 32nd place, Portland OR 97211**

Message: For the love of god, please stop expanding highways. At the very least, complete your due diligence and provide factual data regarding the viability and consequences of such an action.

I want to see the FULL environmental impact study!

The world is burning and your response is... more car emissions?

#carsrcoffins

**Name: Aliah O'Neill**

**Email: aliah.oneill@gmail.com**

**Address: 5605 NE Everett St.**

Message: We can no longer deny the effects of climate change, and the projects that will exacerbate its effects. The people of Portland, especially young folks and people of color who will be more impacted by this project, deserve accountability and insight into the Rose Quarter Freeway Expansion. We deserve honesty and we deserve to make a decision about the impacts of this project. For these reasons, I demand that ODOT conduct an Environmental Impact Statement before moving forward. Anything less would be openly deceitful to the people of Portland.

Thank you,

Aliah O'Neill

**Name: Lloyd Vivola**

**Email: nouveladam@hotmail.com**

**Address: 12120 SE Foster PI**

Message: I am writing to inform you that I stand with Student Climate Justice, the Harriet Tubman Middle School, and fellow citizens in the Rose Quarter and across the city of Portland by demanding that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion Plan. As I have stated before, I am against all freeway expansion in the Metro Area since doing so betrays a myopic ecological strategy that runs counter to promoting good health and enhancing our regional public transport system. Moreover, the metrics put forth as a reason for doing an about-face on an EIS are nothing less than an insult to sound, holistic, scientific evidence and effective public discourse, not to mention a cynical disregard for future generations during this time of climate emergency. Resistance to this project is not going to wither away and die. Time to roll up our sleeves and get creative with alternative strategies as if the life of all our relations depends on it. Which just might be the case.

**Name: Sue Ellen Liss**

**Email: sueellen@heartspace.us**

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

[www.nomorefreewayspx.com](http://www.nomorefreewayspx.com)  
[facebook.com/nomorefreewayspx](https://facebook.com/nomorefreewayspx)  
[@nomorefreeways](https://twitter.com/nomorefreeways) | #NOI5RQX  
[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)

**Address:**

Message: I demand an extensive Environmental Impact Statement regarding your freeway expansion proposal. Are you ignorant or denying climate change, or in the pockets of the fossil fuel industry? You should already know more freeways are a bad idea. Our lives, and those of our children and grandchildren are dependent on turning around climate-changing greenhouse gases. Freeways for more cars are not the solution, they are the problem. This freeway will negatively impact the health and well-being of children at Tubman School and residents near your proposed freeway. Plus who wants to walk or bike along the river on the esplanade with a freeway over head? The answer for the city of Portland now that masses of people are flocking here is to have few to zero cars in the center of town by creating more mass and alternative transit of all kinds and going completely to an electric transportation system powered by sun, wind and other future inventions. Can't you see that fossil fuel corporations are killing us by polluting the air, heating the planet, burying us in plastic garbage, and poisoning our planet with chemicals? PLEASE be smart and follow a different path. Don't be lemmings and follow a freeway plan over a cliff!

**Name: Aliza Tuttle****Email: [alizatuttle@gmail.com](mailto:alizatuttle@gmail.com)****Address: 6080 NW Mountain View Drive, Corvallis, OR**

Message: I recently started commuting from Corvallis to Portland to balance work and supporting aging family members. The wage I receive in Portland is livable while similar opportunities simply do not exist in Corvallis. Currently I commute via I-5. I make this choice because gas is cheaper than the bus or train, the train is not reliable, and carpooling does not fit with my work schedule. So, I waste 3-4 unproductive hours a day on the road, doing nothing, and contributing to climate change. Please, do not expand the freeway. Please use these funds to support alternative transportation. Please support Amtrak in increasing service reliability and frequency and decreasing fares. More lanes on the freeway does not equal a shorter commute time, nor a more productive commute. More trains on the tracks and more frequent bus service does.

**Name: Martha Van Dyke****Email: [martha@aromas.org](mailto:martha@aromas.org)****Address: P. O. Box 1276**

Message: I still own a condo in the Pearl but had to move out of town as the air is so dirty and was messing up my lungs so bad. Now you want more freeway when all the studies say more makes more auto use. Take out the I-5 along the river and you can build more beautiful, healthy, and prosperous Portland.

Martha Van Dyke

**Name: Clyde Alan Locklear****Email: [gardeneral@comcast.net](mailto:gardeneral@comcast.net)****Address: 6222 SW 36th Ave, Portland OR 97221**





Message: It is imperative that ODOT conduct a full and thorough Environmental Impact Statement for its proposed Rose Quarter Freeway Expansion. It is beyond absurd that, knowing what we do about oncoming global climate change, our government is proposing to waste over HALF A BILLION of our tax dollars on such tragically wrong course of action.

**Name: Anna Cowen**  
**Email: annaysun@yahoo.com**  
**Address: 4235 Se 99th Ave.**

Message: We Oregonians take pride in our environmental leadership and our vast natural areas and resources. It is irresponsible and criminal at this stage of climate change crisis to not conduct an EIS. EIS should be required for all public projects. Without it, you are part of the problem and behave like a private entity that choose to ignore possible negative impacts to the people by your actions and decisions. Speaking on behalf of your children, please conduct an EIS. thank you.

**Name: charlie bow**  
**Email: charlie@freedomfever.com**  
**Address: 5405 NE 41st Ave Portland, OR 97211**

Message: Please at least conduct an EIS prior to making the terrible decision of expanding the I-5 freeway. I cannot fathom that our city would seek a freeway expansion as a means of improving conditions for citizens. It seems to oppose every intuition and certainly opposes scientific analysis of similar projects on other cities. Having grown up in Los Angeles, I can assure you that creating more space for cars does not reduce the amount of cars taking up space. I will join the thousands of Portlanders who will oppose for life any politician who signs on to this terrible idea. An EIS is obvious. Why wouldn't we conduct every analysis necessary to determine the best route forward?

**Name: Damian Hinman**  
**Email: damianhinman@gmail.com**  
**Address: 11615 S.W. Center St., Beaverton, OR**

Message: Another freeway expansion that ignores the obviously destructive impacts to our atmosphere will doom the legacies of all whose names are attached. Please detach my name from freeway expansion.

**Name: Karen Callahan**  
**Email: karenacallahan@gmail.com**  
**Address: 2914 NE 8th Avenue, Portland OR 97212**

Message: As a member of this community, and every day bike commuter, I find it unconscionable that you would be making decisions to expand the freeway at all, given what we continue to learn about the health risks of air pollution. The fact that you would be doing it without a full EIS is criminal. Please respect the health of your community and complete the study before moving forward.





**Name: Scott Cohen**  
**Email: scottbencohen@gmail.com**  
**Address: 2613 N Russet St, Portland, OR 97217**

Message: The Rose Quarter/I-5 project is a significant undertaking. We deserve an Environmental Impact Statement to ensure that the impacts are more fully understood. Only then can we, as a community of neighbors, businesses, commuters, schools, and governmental agencies, come to an informed decision about this project.

Please don't leave the next generation to fix our mistakes. Let's take the time to really understand what this project will achieve and the stakes for building and not building it.

Lastly, I submit that any assessment of the project that doesn't account for congestion pricing impacts is willfully neglecting the future the state of Oregon has firmly committed to. The Environmental Assessment done to date doesn't account for a congestion pricing future. Congestion pricing will have significant impacts on the need for this project and we must understand how those impacts interact.

Thanks for reading and doing the right thing.

**Name: Brandon Narramore**  
**Email: brandonnarramore@gmail.com**  
**Address: 2003 NE 10th Ave, Portland OR 97212**

Message: Hello,

I am writing to ask for your support in requesting that ODOT conduct an Environmental Impact Statement for Rose Quarter Freeway Expansion.

I am sending this ask, as I am concerned about the project's impact on the environment given that 40% of Oregon's emissions come from transportation. I am also concerned by the proximity of the freeway to Harriet Tubman Middle School.

Given the potential environmental and air pollution impacts this project will likely have, the responsible action would be to conduct a full Environmental Impact Statement.

Thank you for your time,  
Best,  
Brandon Narramore

**Name: Rob McRae**  
**Email: rob.d.mcrae@gmail.com**  
**Address: 5926 NE 16th Ave, 97211**

Message: ODOT must conduct an Environmental Impact Statement for the I-5 Rose Quarter project.



The scope of this project is massive and the study of its impacts needs to reflect that scope. I support PPS and the idea of not harming children by expanding a freeway in the backyard of a school.

I support the massive public opposition the has been voiced throughout this process.

I support the planet and our need to protect it now more than ever. We need to work on transportation options that get people out of their vehicles and reducing emissions on a massive scale.

Lastly, building this expansion will not reduce congestion due to induced demand! We need the full EIS conducted to review all options and alternatives.

Thanks,  
Rob McRae  
Lifelong Oregonian

**Name: Jeffrey Kaufman**  
**Email: jeff.kaufman1984@gmail.com**  
**Address: 26110 NE 209th Street**

Message: WHO would vote or even consider such a proposition in an already GROSSLY overburdened corridor!?? Do an Environmental Impact Statement and you'll see what the situation really is. Think long and hard on this one.

**Name: Seth Alford**  
**Email: setha45@gmail.com**  
**Address: 8915 SW Rosewood Way**

Message: I opposed HB2001. You passed it anyway, in the name of reducing GHG by promoting more compact neighborhood. OK, if you are going to do that, then you MUST also look at reducing GHG by NOT building a wider freeway in the Rose Quarter. Do that by demanding that ODOT conduct an EIS.

The only thing that has been shown to reduce congestion is tolling. Widening freeways has been shown, contrary to intuition, to increase congestion. There's no reason to not believe that about this widening too. In addition, this widening will create a roof over the eastside esplanade, which will result in more homeless camping there.

**Name: Chris Smith**  
**Email: chris@chris-smith.us**  
**Address: 2343 NW Pettygrove St**

Message: Portland's Pedestrian Advisory Committee, Bicycle Advisory Committee and Planning Commission have cited defects in the surface transportation elements of the EA, and accordingly called for a full EIS. Please respect the judgement of these bodies and conduct a full EIS.

**Name: Dr. Sarah Voruz**  
**Email: phoenix.voru@gmail.com**

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

[www.nomorefreewayspx.com](http://www.nomorefreewayspx.com)  
[facebook.com/nomorefreewayspx](https://facebook.com/nomorefreewayspx)  
@nomorefreeways | #NOI5RQX  
[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



**Address: 2802 NE Fremont Dr. Portland, OR 97220**

Message: What Portland and the world needs IS NOT more freeways and more cars. Please do what's right and conduct an EIS so the citizens of Portland can be informed about their choices.

**Name: Hazel Light**

**Email: lighthazel16@gmail.com**

**Address: 3922 SE 32nd Ave, Portland, Oregon**

Message: ODOT must perform an EIS. They are using discredited data to push an environmentally disastrous plan to worsen air quality, our city life and climate emissions. And on top of that they will worsen traffic during the years of construction and overshadow the Eastbank Esplanade. Please require more study! I work on the Eastside and more cars from a wider freeway will make things worse for everyone!

**Name: Robert Hemphill**

**Email: hemphill.robertm@gmail.com**

**Address: 80 NE 14th Ave Apt 336, Portland, OR 97232**

Message: Dear ODOT,

I'm a future planner, in school to focus on the connection between Land Use and Transportation. People ask me often if I would work for ODOT. I wish I could say yes. I wish that our statewide transportation agency actually cared about the things that drive planners. We are supposed to consider the impact of individual decisions on groups, to consider the externalities of actions, to think about the distributional effects of decisions, and to properly inform decision makers of policy decisions. When you look at these four key roles, ODOT is failing on all of these, and an EIS would be a start in trying to make right.

Driving automobiles is a terrible individual action in the context of our communities. They take up a disproportionate amount of space compared to other modes, they are disproportionately used by wealthier residents, and of course they pollute. Without road usage pricing and congestion pricing, we aren't creating the system that actually prioritizes the community over individual actions. The result is this unequal transportation system that doesn't work well for anyone.

And then, there's the unpriced externalities. 40% of our region's carbon emissions come from transportation. This project does not work to meet our climate goals but rather makes them worse. I know you believe sincerely that this project will improve emissions, but that's a case of missing the forest for the trees. Sure, for a couple years, the pollution per individual car may decrease, but the induced demand of making free driving easier will only lead to more driving and more emissions. You need to be a partner in achieving our climate goals, and you need to think seriously about how you can build a just transportation system.

Then there's the unequal distributional effects of this plan. I-5's history is full of racism. And with the sheer amount of research coming out showing the horrible health impacts of air pollution, we need to think about who that's impacting. In case you don't know, it's impacting low income communities and communities of color disproportionately. An equitable state means that we need to recognize these issues and take steps to improve. This project does not consider that. Lastly, there's serving as an source of information for policy makers. The amount of falsehoods in the EIS is astonishing. You hide the fact that the project assumes that the CRC will be built,



even though that's a completely separate project that doesn't have funding secured. You claim bicycle and pedestrian improvements, except all of the bicycle and pedestrian advocacy organizations can't find any improvements. You propose routes that exceed ADA recommendations. There's no mention of impact to the Willamette River even though you'll be doing construction over the river. And so much more. We need honesty from our institutions, we need transparency, and we need collaborative partnerships to meet our pressing issues.

I ask you to conduct a full EIS because I believe that's the only way we can reckon with these big issues and find a solution that meets all of our goals. We need an EIS that looks at multiple alternatives and balances all of the needs of the community. And we need a state transportation agency that's ready to be a partner in climate action and building a just and equitable transportation system.

Sincerely,  
Rob Hemphill

**Name: Mary Wallace**  
**Email: mollywallace@yahoo.com**  
**Address: 4606 NE Cleveland Ave., Portland, OR 97211**

Message: I am deeply concerned about the proposed I-5 expansion project here in Portland for two main reasons: 1) We have under 12 years to turn the global (and local) economy around and to wean it off of fossil fuels to avoid the worst effects of climate change. Highway expansion, which would simply enable more car-use and CO2 emissions, would be taking us in the exact opposite direction, and this is simply not acceptable. 2) My two young kids are slated to attend Tubman Middle School in a few years, and this highway expansion will directly negatively affect their health (and their ability to play outside). Please do the responsible thing and conduct a full Environmental Impact Assessment on this I-5 expansion plan, and then take the money you would have used for this plan and invest it in clean transportation infrastructure to make Portland part of the solution instead of part of the problem.

I'm putting my confidence in you, on behalf of my two kids (Joanna and Wesley) and their Oregon and global siblings.

Thank you.  
Sincerely,  
Mary (Molly) S. Wallace

**Name: Love Jonson**  
**Email: lovepjonson@gmail.com**  
**Address: 11 blocks from I5RQ**

Message: Back-of-the-napkin math shows that the 17.5 million additional vehicle miles traveled per year caused by this project would vastly, vastly outweigh the emissions from total minutes saved for the original freeway users...because induced demand brings more to fill the gap.

Black and brown children's lives are at stake. If that sounds dramatic, it's because it is. This would amplify generations of trauma and health disparities. They would die years sooner from



asthma and other respiratory diseases, as research has shown they do when highways are expanded next to institutions that serve them.

Active transportation is not compatible with freeway exits. We don't need surface "improvements" that put vulnerable, jelly-filled human bodies on bikes and their own two feet against angry hunks of metal rapidly exiting a high-speed separated interstate.

We don't NEED to spend this money. It's okay if it goes away.

Please proceed with the original plan to conduct a full EIS. Thank you.

**Name: Teri Seaton**

**Email: tlseaton28@gmail.com**

**Address: 4923N Michigan Portland Oregon**

Message: An EIS is essential to the Rose Quarter Expansion Project. As a resident of N Portland who lives within 3 blocks of I-5 I believe that the expansion will greatly increase traffic which will be a detriment to my wellbeing and quality of life. The increase in pollution is not worth the extra lanes of freeway. A decision this monumental needs scrutiny. Follow through on the promise of an EIS.

**Name: Joseph Stenger MD**

**Email: joseph.stenger@gmail.com**

**Address: 4420 NE 36th Ave, Portland 97211**

Message: We must shift to public transit and other low-carbon transport! I work at Emanuel and cycle past Tubman regularly. This affects me directly. But I mostly worry about our kids whose health is affected now and whose future is being damaged. Every major action we take must move us to a more sustainable future, not repeat the carbon-wasteful practices that got us into this catastrophe.

**Name: Sara Simon-Behrnes**

**Email: sjsimon9@gmail.com**

**Address: 7331 NE Sacramento St**

Message: I demand that ODOT conduct an EIS for the Rose Quarter Freeway expansion because I work in the Rose Quarter and want to make sure that the air that I am going to breath in the future is not negatively impacted by your possible freeway expansion.

**Name: Diane Hodiak**

**Email: dhodiak@comcast.net**

**Address: 3143 nw melVille dr**

Message: I live in Central Oregon and we get pdx particulate air blowing in. Without question more traffic from cars and trucks make pdx #airquality unhealthy.

We need better transportation alternatives like public transportation, not more roads. Consist an EIS to determine the extent of these concerns.



Thank you

**Name: Kai McMurtry**  
**Email: kai.mcmurtry@gmail.com**  
**Address: 822 NE 72nd Ave, Portland, OR 97213**

Message: Freeway expansion is climate denialism, and in this case, it's at the acute expense of a group of middle school aged children at Harriet Tubman forced to breathe polluted air. The communities impacted spoke overwhelmingly against this expansion, which won't fix congestion. Over 2200 comments were received by ODOT during the public comment period for the project, and 89% were in opposition. The world's scientist have advised that we have 10-12 years to avert climate catastrophe. We need every ounce of energy and every dollar going towards a habitable future for our kids, not a wider freeway for greenhouse gas emissions. Do the right thing.

**Name: Katy Wolf**  
**Email: katyewolf@gmail.com**  
**Address: 1118 N Beech Street Portland, OR 97227**

Message: There are significant reasons to do a full Environmental Impact Statement for this project. ODOT has lost public trust to defend its analysis of climate impacts, as shown in their previous reports and in other projects. We must demand they follow the process and show their work.

**Name: Michelle Fawcett**  
**Email: mf567@nyu.edu**  
**Address: 1803 SE Washington St., Portland, OR**

Message: Please move forward with an Environmental Impact Statement for the Rose Quarter Freeway Expansion. All the evidence shows that freeway expansion does not improve congestion, negatively impacts the health of our communities, and increases emissions of, and reliance on, fossil fuel, which is the major contributor to the climate crisis. It is beyond obvious that we need to move forward with a modern public transportation system that does not rely on cars and fossil fuel. That time is now, and you can be the leaders in this just transition.

**Name: Sara Walker**  
**Email: sarajeon25@gmail.com**  
**Address: 6849 N. Boston Ave.**

Message: Please fulfill your commitment to our Portland communities by working toward a complete Environmental Impact study for the proposed freeway expansion.

There is vehement opposition to this expansion among people who care about our children's health and a habitable planet.

This proposed expansion will not address traffic congestion. It will produce greater pollution that will disproportionately affect the health of children and people of color in our city.





Thank you for your urgent consideration of this matter.

**Name: Leon Porter**

**Email: leonporter@yahoo.com**

**Address: 1822 NE Wasco St. Portland OR 97232**

Message: Please make sure that ODOT conducts a full Environmental Impact Statement for the Rose Quarter Freeway Expansion. ODOT's existing Environmental Assessment is based on obviously false and misleading assumptions, as detailed at length by economist Joe Cortright in his City Observatory blog. All empirical evidence suggests that the freeway expansion will grossly increase particulate air pollution, endangering the health of nearby residents and of students at Harriet Tubman Middle School. It will also increase carbon emissions, worsening the climate crisis that we urgently need to stop. As demonstrated by other freeway expansion projects, it will likely do nothing whatsoever to reduce traffic congestion or improve safety. If ODOT is confident that any of my statements above are incorrect, why are they so afraid of conducting an independent Environmental Impact Statement to reveal the truth? If ODOT feels that it's too difficult or expensive to conduct the EIS, then it's certainly also too difficult and expensive to launch this nightmarish Rose Quarter Freeway Expansion boondoggle at all. Ideally, we should spend the money instead to improve public transit, perform seismic upgrades, and install traffic-calming devices to eliminate pedestrian fatalities on Portland's many dangerous roads. But if that's too much to ask, then at least let's get our facts straight with a full Environmental Impact Statement.

**Name: Gregory Monahan**

**Email: gregorymonahan29@gmail.com**

**Address: 7225 SW 13th Ave, Portland, OR 97219**

Message: An complete environmental impact study will show that expanding I5 will increase traffic and pollution. It is clear to anyone paying attention that we need to reduce fossil fuel emissions if we are to have any chance of creating a future in which our children and grandchildren can thrive. I urge you to follow a science based process and require an EIS for this proposed expansion.

**Name: Eric Wilhelm**

**Email: ewilhelm@pobox.com**

**Address: 6925 SW Terwilliger Blvd**

Message: This freeway widening project will have unacceptable impacts on local street traffic, including compromises to safety and convenience for people walking, biking, or riding transit. It will also bring more emissions and noise closer to residences and Tubman school.

Ultimately, the project will also fail to meet it's stated goal of reducing congestion because induced demand is a universally observed phenomenon. Any increase in free-flowing traffic will generate more car trips and more emissions (even electric car emissions such as micro plastic particles and brake dust.) Widening and lengthening merge lanes will increase the opportunities for conflicts between poorly-trained and uncooperative drivers (who are demonstrably unable to





zipper-merge), leading to more fender-benders and associated slowdowns. During construction, freeway traffic will spill over into adjacent neighborhoods, increasing danger, congestion, and emissions as unfamiliar drivers use GPS navigation to cut through on surface streets. The dishonest and misleading claims made by ODOT to sell this project warrant a thorough study and return to the conceptual design or termination of this boondoggle project.

We are facing a climate emergency and crisis levels of people being killed with cars on our surface streets (many of which are operated by ODOT) while a growing population is increasingly stuck in car traffic due to a lack of state investment in transit operations, housing, and safe bike/walk infrastructure. This attempt to create free-flowing car traffic by widening interstate highways before peak-hour tolling is irresponsible at best.

**Name: Paul Galullo**  
**Email: g.maschio@gmail.com**  
**Address: Portland, OR**

Message: Freeway expansions do not solve the problem of traffic congestion. Experience has shown that, when freeways are expanded, more people are encouraged to drive, hence the term "induced demand".

As a close-in SE Portland resident I have noticed a deterioration in the air quality in my neighborhood. I am no longer free to spend Autumn and Winter evenings outdoors unless I wear a mask. It is affecting my health and the health of the children in this neighborhood. On a recent walk even my niece commented that "the air smelled bad".

What is it going to take to make legislators understand that we are in a climate emergency?

Thank you for your help in being part of the solution.

Paul Galullo

**Name: Steve Hanrahan**  
**Email: steve@lshanrahan.com**  
**Address: 2718 SE Brooklyn St**

Message: I've paid attention to and have read about traffic issues for many years. It has been proven that widening highways leads to induced demand which leads right back to the congestion - except now there is a lot more concrete and emissions.

I'm also very concerned about the emissions that will add to the already heavy impact on Tubman School.

Sincerely,  
Steve Hanrhana

**Name: Eric Gold**  
**Email: egold05@gmail.com**  
**Address: 1309 N Killingsworth St, Apt 2**

Message: I live near I-5. Every day thousands of vehicles pass by, many commuting from and back to Vancouver, polluting my neighborhood. I am concerned about air quality for myself and



the rest of the community. I demand an Environmental Impact Statement for this incredibly misguided freeway expansion!

**Name: Daniel Costantino**

**Email: [daniel@jarrettwalker.com](mailto:daniel@jarrettwalker.com)**

**Address: 2409 SE 51st Ave, Apt. 9, Portland, OR 97206**

Message: There are so many reasons why freeway expansions in urban areas are a terrible idea, but among the more compelling ones in my opinion is that despite all the costs (in public resources that could have been better spent elsewhere, in pollution and public health, in added GHG), they always fail at their most basic stated goal, reducing congestion.

Solving the Rose Quarter bottleneck with the proposed "auxiliary" lanes will just create additional capacity, which in the absence of any disincentives to driving will just induce additional demand and effectively just create a larger traffic jam than we have now. And higher pollution and GHG emissions.

Now I understand that ODOT is mandated by HB 2017 to develop the Rose Quarter Freeway Expansion. So even if I believe firmly that the project should just be dropped, I understand why ODOT can't do that while fulfilling its mandate to the legislature.

Given that you can't drop the project, I believe ODOT should at minimum do the next best thing, which is to explore in depth the myriad potential costs and impacts of the project through a full Environmental Impact Statement (EIS).

I actually find it quite shocking that I need to write a letter about this now, considering ODOT already publicly committed to an EIS. But it sounds like ODOT has been attempting to pull back from that commitment, so here we are.

I also find it quite shocking that the recent statements of the new ODOT director to the legislature suggest that he thinks the auxiliary lanes will provide GHG benefits from improved traffic flow, against all evidence. But here we are.

Please conduct an EIS. We at least need to be honest with ourselves about what we are doing when we make 8 figure investments, and it's not too much to ask for a 6 (or even low 7) figure study to stare at the real consequences head on before we plow forward.

Thank you,

Daniel Costantino

**Name: Andrew Shaw-Kitch**

**Email: [andrew@b4hpdx.org](mailto:andrew@b4hpdx.org)**

**Address: 5604 SE 86th Ave Portland**

Message: I oppose the expansion of 1-5 through the Rose Quarter for myriad reasons:



- 1) Students at Harriet Tubman Middle School already suffer from poor air quality from I-5. 1 lane more of stop and go (or moving) traffic, will worsen the air quality, and bring the source of emissions CLOSER to students
- 2) Part of what makes Portland an amazing place is the legacy of limiting freeway expansion, and, in the case of the Harbor Freeway, removing freeways.
- 3) Accommodating more cars, and inducing greater use of I-5 is the OPPOSITE of what we should be doing in the face of a climate crisis.
- 4) This money could benefit our communities, create opportunities for alternative transportation, or otherwise make our city healthier

**Name: daniel sloan**

**Email: dslovn@gmail.com**

**Address: 715 NE 81st Ave, Portland 97213**

Message: If ODOT wants to proceed with the Rose Quarter Freeway Expansion project, they must conduct a full Environmental Impact Report to prove that the expansion doesn't adversely affect the people living in the area. As of now, all signs point to it harming the environment without solving long-term for the congestion it claims to address. For Portland to be a leader in progressive policy, it must embrace progressive transportation ideas that work for all citizens and reduces emissions.

**Name: Simran Kadam**

**Email: simranrkadam@gmail.com**

**Address: 12980 SW Birch Hill LN**

Message: Hello,

I am sure you have received numerous letters regarding the plans to expand the Rose Quarter Freeway, and I hope most of them have been in opposition. As a 19-year-old, the threat that climate change and environmental degradation are posing for my future is something that I continuously think about. So you can imagine the stress and concern I first felt when I learned about this expansion.

Expanding this freeway shows blatant climate denialism. In the political climate today, it is hard enough to try to get climate positive action pushed forward. As a progressive, forward-thinking state and city it is our obligation to lead by example. This freeway is going to increase emissions, and for no reason, as it has been proven time and time again that expanding freeways does not lessen traffic congestion. Instead, it will contribute to climate change and worsen air pollution. These funds should instead be pushed towards improving and expanding our public transit system- for that is a real solution.

I hope this letter effectively conveys the urgency I feel about this topic. I think it is essential that at the very least, a full Environmental Impact Study is conducted.

Thank you,

Concerned citizen Simran Kadam

**Name: Mike Manzi**

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

[www.nomorefreewayspx.com](http://www.nomorefreewayspx.com)  
[facebook.com/nomorefreewayspx](https://facebook.com/nomorefreewayspx)  
@nomorefreeways | #NOI5RQX  
[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



**Email: manzi@bora.co**

**Address: 720 SW Washington, Suite 800**

Message: There's only one reason ODOT would want to avoid a full Environmental Impact Study, because it will show just how irresponsible this project is. We know widening highways just increases traffic, which is absurd given our need to drastically reduce automobile use for all sorts of reasons. Do the EIS, listen to the community, and find a more comprehensive way to spend this \$500 million that acknowledges the urgency of climate change and the negative impact of more driving on the livability of our great city.

**Name: Becky Hawkins**

**Email: hawkins.becky@gmail.com**

**Address: 97215**

Message: I'm 35 years old, and for my entire life, I've been hearing about pollution as a serious issue to be solved (and, in the meantime, to be mitigated with personal choices like walking/biking instead of driving). I feel angry, tired, and a little hopeless that we're still discussing whether to invest in infrastructure that encourages business-as-usual for cars and trucks in the coming years.

I'm concerned about the Rose Quarter Freeway Expansion for several reasons:

1. Widening a road doesn't lead to reduced congestion in the long term. This project is literally expected to fail its intended purpose.
2. Almost half of Oregon's carbon emissions come from transportation. If Oregon is going to be a "Climate Leader," we need to tackle this, not ignore it.
3. As a taxpayer and a bicycle-commuter, I wonder how much we could improve public transit (and by extension, reduce congestion and improve pedestrian/cyclist/driver safety) with \$500 million!

I want to see a full Environmental Impact Study conducted for the proposed Rose Quarter Freeway Expansion.

Thank you,  
Becky

**Name: Carolyn Main**

**Email: carolynmain@gmail.com**

**Address: 4557 ne 118th ave, carolynmain@gmail.com**

Message: I demand you conduct an environmental survey. Don't expand the freeway. Make trimet free.

The environment matters more than cars.

Spend the money on sidewalks in NE portland.

I shouldnt have to tell you how to do your job. Morally.

Reflect on your personal failings before you meet your maker.



**Name: Paul Richards**  
**Email: PaulRichardsPhotography@gmail.com**  
**Address: 7917 N. Wall Ave**

Message: OR

**Name: Joshua Baker**  
**Email: baker4887@gmail.com**  
**Address: 4126 SE Washington St, Apt A, Portland OR 97214**

Message: Hello, as ODOT staff are not automatically recommending conducting a full Environmental Impact Statement (EIS) after receiving overwhelming community opposition to the project earlier this year, I hope you will join me and others in pushing ODOT to conduct a full EIS. Over 2200 comments were received by the agency during the public comment period for the project this year (and 89% were in opposition), letters of opposition (and requests for ODOT to conduct a full EIS) were submitted from a wide set of community leaders, government agencies and elected officials including Portland Public Schools, the Albina Vision Trust, Metro, Portland Commissioner Chloe Eudaly, State Representative Karin Power, Oregon Environmental Council, The Street Trust, local neighborhood associations, 350 PDX, Neighbors for Clean Air, Portland's Pedestrian Advisory Committee, Disability Rights Oregon and many others...yet ODOT has still neglected to support a full EIS.

Even without the overwhelming community support for full EIS, this project is a perfect candidate for one. To start, this \$500 million freeway expansion is likely to worsen air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue – 40% of Tubman's students are Black, and 73% are identified by PPS as vulnerable populations. Students from Tubman MS have testified in opposition to this expansion; Portland Public Schools also asked ODOT to conduct a full Environmental Impact Statement.

Additionally, this project likely won't fix congestion. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent \$1.6 BILLION on a "freeway bottleneck" widening project only to find it made traffic \*worse.\* Thanks to the concept known as "induced demand," widening freeways only encourages more people to choose to drive, creating even more congestion.

Lastly, we need to make sure that ODOT is actually accountable to the public interest. The agency's claims that their freeway widening proposal will somehow improve traffic congestion, lower carbon emissions and improve air quality are all based on traffic projections that were not originally distributed to the public. When the public finally got access to these projections a full three weeks into their public comment period, independent traffic researcher consultants found numerous inaccuracies, all of them conveniently designed to justify this unnecessary project. ODOT denied multiple requests for an extension of the public comment period, and the agency has an abysmal track record of public engagement: terrible transparency, significant cost



overruns, and outright lies to justify exorbitantly expensive freeway projects that don't end up achieving their ostensible outcomes. Metro's staffers wrote that claims in ODOT's Environmental Assessment were "not objectively true and is potentially misleading," and Joe Cortright's City Observatory has written numerous stories demonstrating the agency's malfeasance. This agency has proven itself completely disinterested in community engagement around their megaprojects, and is apparently willing to present misleading evidence about the impacts these expansions will have on carbon emissions, air pollution or traffic congestion.

Thank you,  
Joshua Baker

**Name: claud gilbert**  
**Email: claudgilbert@gmail.com**  
**Address: 2110 se 12th ave portland, or 97214**

Message: Dear ODOT leadership,  
Please recognize that freeway expansion is not a choice that we should be making as our climate hurtles irrevocably over the cliff. It is necessary to conduct a full EIS.

Thank you for your attention, Claud Gilbert

**Name: Michael Andersen**  
**Email: mike.andersen@gmail.com**  
**Address: 924 NE 65th Ave Unit B Portland OR, 97213**

Message: Even if there were some slight benefits to expanding auto throughput and speed at the Rose Quarter - which is unlikely, since this freeway capacity isn't going to be the first freeway capacity in history that never fills up - there is no possible way they justify half a billion dollars of expenditures. We desperately need to be spending every available public dollar improving the alternatives to driving: mass transit, walking, biking and living closer to things.

The IPCC estimates that even if we are able to rapidly electrify our entire vehicle fleet, we'll still need a 20 percent drop in per-capita driving by 2050. This will be extremely difficult without further investment in auto infrastructure; it will be impossible with major investment in additional auto infrastructure.

It is obvious why this freeway expansion has been proposed: people assume that widening freeways will make their lives better. The public deserves a careful weighing of the case for and against this project.

I think every day about how the choices we make today will shape the life of my young son. I hope you'll think about the children in your lives as you make this decision, too.

**Name: Noelle Studer-Spevak**  
**Email: noellest@gmail.com**  
**Address: 4757 NE Going St.**





Message: Dear OTC, ODOT, Speaker Kotek and Governor Brown,  
Every student in a basic microeconomics course learns that freeway expansions never solve traffic problems. The demand for new lanes quickly increases to meet supply.

Before investing \$500 million in the Rose Quarter expansion, our family prays that, at a minimum, ODOT is required to conduct a full Environmental Impact Study to fully understand the consequences of this project. I do not believe this project is in the best interest of our children, the students at Harriet Tubman Middle School, and it certainly will not help Portland face the reality of our carbon constrained future. Better to spend large sums of money on seismic retrofits for bridges and tolling infrastructure like other major urban centers in the US. Please lead us into the 21st century; don't pretend like we're under the same constraints as the 20th century. It's a new world now - and we've got a climate emergency on our hands.

Thank you,  
Noelle Studer-Spevak

**Name: Stephen Onisko**  
**Email: [stephen\\_on@hotmail.com](mailto:stephen_on@hotmail.com)**  
**Address: 3744 N Overlook Blvd**

Message: I live near the choke point of the I 5 Freeway and air quality concerns me greatly. I demand that ODOT issue an EIS wrt this issue

**Name: Lisa schmidt**  
**Email: [lkayschmidt@yahoo.com](mailto:lkayschmidt@yahoo.com)**  
**Address: 1510 SE Tacoma street, Unit 7**

Message: Its just not the solution! It will make it HARDER NOT EASIER to get around the different neighborhoods. We need MORE TRAINS!! WITH MORE STOPS!! AND MORE BIKE PATHS!!

**Name: Sarah Jurgensen**  
**Email: [serafaery@gmail.com](mailto:serafaery@gmail.com)**  
**Address: 1680 NE Irving st #57**

Message: Citizens of Portland deserve a Full Environmental Impact Study to be conducted before any decision is made for the \$500 million Rose Quarter Freeway Expansion. Other options, such as tolling, need to be considered. The people who live and have been raised here deserve to not have their air quality worsened by making more room for more cars. We need fewer cars on the road, and more incentives to use alternative transportation. We need this locally. We need this globally. I hope to live out my life in Portland. I can't see doing so in health and well-being if more and more cars are driving here and catered to. We can do better, for our children and our future, and for the present!

**Name: Paige Gyldersleve**  
**Email: [galeogirl@comcast.net](mailto:galeogirl@comcast.net)**  
**Address: 10177 SW Trapper Terrace, Beaverton, OR 97008**





Message: Freeway expansion is not the answer to transit issues in Portland. Increased access to mass transit is a more just and environmentally sound method of addressing the needs of the community. And poor communities should not bear the pollution burden.

**Name: Joseph DeBin**  
**Email: joedebin@gmail.com**  
**Address: 4214 NE Glisan St, Portland, OR**

Message: Wider freeways lead to more cars and pollution. We need urgent action for climate change, which requires incentivizing public transit (fareless TriMet) and disincentivizing single occupant cars.

We demand an EIS that takes carbon pollution into account.

**Name: Nancy Phelps**  
**Email: ncamlair@msn.com**  
**Address: 4115 NE 68th ave Portland 97218**

Message: THE ROSE QUARTER FREEWAY EXPANSION IS TERRIBLE FOR AIR POLLUTION, CLIMATE AND TRAFFIC SAFETY, AND IT WON'T EVEN FIX CONGESTION. I demand that you, our elected officials, become accountable to we, the citizens, and provide a complete and thorough Environmental Impact Statement, as we prepare for a low-climate, clean-air, congestion free future.

**Name: Joseph Vasicek**  
**Email: me00up@gmail.com**  
**Address: 11010 SW Eschman Way, Tigard, OR**

Message: This project will not fix the congestion problem on I-5, you would be better off lighting half a billion dollars on fire. Instead of building one lane on a freeway for a few miles, which will create more VMT and pollution in our city, invest that money into alternative transportation options for our urban core and feeder suburbs. Expand transit access, build protected bike highways, greenways, sidewalks everywhere in the city that needs them. It would be money much better spent and save us from destroying our ecosystem and our future. Be smart and bold please, our children's lives depend on it!

**Name: Lily Cool**  
**Email: lily.a.cool@gmail.com**  
**Address: 1611 SE 60th Ave**

Message: Hi,

I am sending this letter to people who have promised to do their best for our community and our state, to do the looking ahead and the long-term planning that we need. I am asking you to stand up for your promises, and look to the long term --- a freeway expansion is a short term solution. It does nothing to promote better air, healthy children, or a livable future. Support a full environmental impact assessment, and face the real impacts. I am frankly terrified for my



children's future, and it is both infuriating and incredibly frustrating that in a progressive state we can't even get this one simple thing right. Please, for the climate, for the future, for the kids who have to breathe our air ... Do the right thing.

- Lily

**Name: Emily Guise**

**Email: [emilykguise@gmail.com](mailto:emilykguise@gmail.com)**

**Address: 3720 SE 54th Ave, Portland OR 97206**

Message: I want an EIS because the environmental affects of a project at this scale haven't been adequately assessed. At the open houses for this project I attended, staff couldn't answer my questions about impacts to the air quality from the extra vehicles, many diesel-fueled, that would be moving through due to the expanded "auxiliary lanes". How could this crucial aspect of the project not have been modeled? It seemed as though ODOT engineers and other consultants hadn't had enough time or gone to the effort to do a thorough study on a project that would significantly affect air quality for the schools, businesses, and neighborhoods closest to the freeway, plus all those who pass through the area. With such a significant project that would have ramifications for many decades, ODOT can't afford to be so cavalier. It must conduct an EIS!

**Name: Steve Daggett**

**Email: [724csaw@gmail.com](mailto:724csaw@gmail.com)**

**Address: 2535 NE 23rd Ave, Portland, OR 97212**

Message: I strongly oppose the I-5 Rose Quarter freeway expansion project. Decades of freeway expansion around the US clearly show that freeway expansion puts more cars on the freeway. The only solution is to decrease auto use. I encourage state and local government to actively and aggressively pursue such strategies.

An EIS must be completed for this project to fully examine the potential consequences.

Thank you for your work for Oregon residents.

**Name: Gabriel Leon**

**Email: [gleon@pdx.edu](mailto:gleon@pdx.edu)**

**Address: 5930 SE Milwaukie Ave Portland, OR 97202**

Message: What a ridiculous waste of my taxpayer dollars. Do the full EIS so I know exactly how much more smog my children will be forced to breathe.

**Name: Lauren McDonnell**

**Email: [llynnmcd@gmail.com](mailto:llynnmcd@gmail.com)**

**Address: Apt. 8**

Message: I want a full environmental impact study because more highways mean more cars, in a time where we should be encouraging public transit, not investing in 1950s infrastructure.



There's no way the impact of the additional traffic won't have a detrimental impact to the communities and schools in the surrounding neighborhoods.

**Name: Adam Zahn**

**Email: adam.r.zahn@gmail.com**

**Address: 3637 NE Ainsworth 97211**

Message: I work at 44 NE Morris St, just 600 meters from the proposed freeway expansion. I breathe the air that comes off the highway on a daily basis. It is appalling that ODOT is planning to increase the traffic through this area without conducting an EIS. The original proposal has been debunked as misleading and based on falsehoods. I demand to know the real impact to my health that this construction will pose.

Further, ODOT's refusal to provide any alternative option to reducing congestion is a moral failure and a corrupt use of taxpayer money. While I am a white person, it is obvious that ODOT's disregard is built on a long history of institutional, environmental racism against the largely black community that lives in this neighborhood.

This project does not represent the needs or values of my community or generation. We vote. We are loud. And if this is forced on us, we will find elected leaders that will come for your jobs

**Name: Brian Rousseau**

**Email: rousseaubrian@gmail.com**

**Address:**

Message: OR

**Name: NATHAN MIZRACHI**

**Email: nmizrachi1990@gmail.com**

**Address: 9120 N Tioga Ave**

Message: I am 29 years old. I live in North Portland and one day, my partner and I hope to have a child. Climate change scares us because it has the potential to destabilize society. I'm worried about the future that my child will have to live in if we continue to rely on fossil fuels to power our civilization. Expanding I-5 through the Rose Quarter will not solve congestion in the long term, because more cars will use it -- this is the principle of induced demand in action. More critically, it will cause our local consumption of fossil fuels to increase. That's bad for Portland and it's bad for our planet's climate. Let's look for smarter, more sustainable ways to spend that \$500 million. Not on expanding the freeway.

**Name: Anna Kemper**

**Email: anna.m.kemper@gmail.com**

**Address: 5075 SW 56th Ave, Unit 201, Portland OR 97221**

Message: I was 13 years old, the same age as the brave Harriet Tubman Middle School Students, when I first learned about Climate Change. When I was 13, I thought that by the time I was "grown-up" it would all be figured out. Well- I'm 23 now, and the adults failed to take proper action against Climate Change. The IPCC says we have 10 years to take proper action, or else



we're going to suffer the worst impacts of Climate Change. People- especially people of color and marginalized communities- will feel the worst impacts of it. And we need to act like it.

The Rose Quarter Freeway is a terrible idea for Oregon. I've grown up in Portland, and I'm aware of how bad the traffic has gotten. HOWEVER, the answer to congestion is NOT widening the freeways. We've seen in city after city (including our own!) how this DOES NOT solve traffic problems. It's a go-to answer because its the way things have been done before, but I'm looking to 2020 as a year to take on bold, new ideas- things like investing in better public transportation, better walkable and bikeable roads- safer choices for Oregonians. We KNOW these ideas work because we see them work all over the world- better options for transit lead to fewer cars on the road, and better lives for people living in them.

I love living in Portland, and you have a real opportunity here to let funding that might have gone to widening freeways to instead fund safer options. Doing this will require political courage- it will be a conscious choice to go against the "status quo". But making this choice will not only provide safer options and allow funding for transit that will reduce congestion, it will also be investing in MY future and my children's future- because car pollution leads to Climate Change. 40% of Oregon's emissions come from transportation. HOLY. COW. To know that statistic, and to continue investing in choices that aid in Climate Change, is nothing short of intergenerational theft.

I'm pleading with you today to consider my future. Conduct an EIS for the Rose Quarter Freeway Expansion, consider the environmental impacts of your decisions.

My generation's future is on the line. Our house is on fire. Act like it.

**Name: Charles N Townsend**  
**Email: [charlesntownsend@gmail.com](mailto:charlesntownsend@gmail.com)**  
**Address: 623 NE Morris St.**

Message: I am an Eliot neighborhood resident and bicycle and pedestrian commuter that travels through the proposed I5 Rose Quarter project area daily. There are so many things wrong with this project it is hard to even begin. Below are the reasons I do not support this project.

Studies have shown that any capacity or increase in ease of use of a roadway will not address the capacity issues in this transportation corridor. There are also many examples where freeway expansion did nothing to reduce congestion and travel time. If the capacity is there auto users will fill it. This is a no win for everyone.

With increased capacity comes an increase in the number of vehicles that are on the road. That equates to more air pollution in an area that already has some of the worst air quality in Portland. I do not live right by the freeway but I am close enough to hear I5 traffic from my home and ride and walk through the pollution it creates almost daily. This is bad for the environment and bad for residents and visitors of the Eliot neighborhood. We need a full Environmental Impact Statement completed for this project. That is a must!



I do not feel that ODOT has been transparent in providing details and data on the project in order for the public to adequately comment on it. These are actions of an agency that either has something to hide and/or needs to manipulate data in order to make the project look appealing. For example the traffic data in documents provided by ODOT show a larger “estimated” traffic volume in 2015 versus 2016. Why would you need to use estimates or modeled data for 2015 when real traffic data exists? The \$500 million dollar estimate attached to this project is a lot of money. We need to know exactly what we are going to get for our money and why we actually need this project completed.

As primarily a bike and pedestrian commuter I feel the design is flawed and does not address the needs of non-automobile forms of transportation. The design essentially rebuilds the existing infrastructure we have making no improvements and in some cases making it worse. For example the Hancock-Dixon crossing has a 9-10% grade, which is steeper than a lot of hills professional cyclists use for training. That is completely unacceptable and introduces a physical barrier to entry for people taking up cycling for the first time. Also where are the safety improvements for cyclists like protected bike lanes and wider corners?

Finally you have multiple community and city organizations that have come out against the current design: PDOTs Bicycle Advisory Committee, PDOTs Pedestrian Advisory Committee, and Portland Public School Board.

All in all the negatives highly outweigh the positives. It only benefits auto users and is in direct conflict of city and state planning goals including Vision Zero and the Transportation System Plan. This \$500 million dollar project is a mistake and ODOT needs to concentrate on projects to increase pedestrian and cyclist safety on streets like 82nd and 122nd where we have already had multiple car related injuries and fatalities this year.

We must have an Environmental Impact Statement prepared for this project. The impacts are just too high to be swept under the table and ignored.

**Name: Max Nonnamaker**  
**Email: wmn@pdx.edu**  
**Address: 1922 NE 15th Ave**

Message: An EIS needs to be done in order to be transparent about the negative health impacts and increased congestion to be caused by the Rose Quarter Freeway Expansion. Many have already expressed opposition to the Rose Quarter Freeway Expansion and if an appropriate EIS is not conducted, the same people will feel neglected and powerless to a system that doesn't value their voices. As a student in urban planning and public health I have studied many examples of the negative health impacts and social injustice spurred by freeway development through the heart of thriving communities and am disheartened by this projects proximity to Harriet Tubman Middle School. Please reconsider this expansion - it is inequitable, negates the City's goal of climate leadership, and discourages choice in transportation.

Thank you,



Max Nonnamaker

**Name: Connor Kearns**

**Email: cbkearns@comcast.net**

**Address:**

Message: I am writing to demand that ODOT conduct a full Environmental Impact Statement for the Rose Quarter Freeway Expansion. The people have a right to know how this proposed freeway expansion will impact our already fragile climate. 40% of Oregon's carbon emissions come from transportation. This needs to be addressed if we have any hope of preventing a serious climate disaster. Not only will this expansion further damage our environment, ODOT's own experts agree that it won't fix traffic congestion. Over 2200 comments were received by the agency during the public comment period for the project, and 89% were in opposition. This expansion doesn't solve any problems, it would only cause more.

**Name: Doug Klotz**

**Email: dougurb@gmail.com**

**Address: 1908 SE 35th Place, Portland, OR 97214**

Message: ODOT should absolutely to an Environmental Impact Statement for the Rose Quarter Freeway project. The EIS information was misleading, counting emissions reduction, based on a "build everything" scenario, including Columbia River Crossing and I-205 widenings that are only in planning stages. ODOT has already been confirmed as falsifying figures about how widening in Clackamas County would reduce emissions, which have found to be a false results, and would instead raise emissions. I urge ODOT and OTC to begin a thorough EIS process, including the option of congestion pricing without any expansion or auxiliary lanes, to compare to the proposed build option. Thank you. Doug Klotz

**Name: Aubree Holliman**

**Email: aubree.holliman@gmail.com**

**Address: 3104 SE 78th Ave**

Message: Building more freeway never relieves congestion. We must focus on reducing traffic for climate and health reasons.

**Name: Inna Levin**

**Email: innalevinpdx@gmail.com**

**Address: 5680 NE Sandycrest Terrace, apt 3**

Message: I demand that ODOT conduct an Environmental Impact Statement for the \$500 million Rose Quarter Freeway Expansion because Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation. It's the only sector of our economy where emissions are growing. If Oregon is serious about doing our part to mitigate against the climate crisis, we must immediately reprioritize transportation funding into a system that dramatically lowers vehicle miles traveled (VMT), particularly within the Portland Metro region. Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable





neighborhoods across the region. The fires, floods, droughts, and storms are only going to get worse. The oceans are rising, so are we – it's imperative we act on climate now and divest in urban freeways for the sake of current and future generations.

On top of all that, it won't even do the thing it's supposed to do, fix congestion! Freeway expansion has never solved traffic congestion, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent \$1.6 BILLION on a "freeway bottleneck" widening project only to find it made traffic \*worse.\* Thanks to the concept known as "induced demand," widening freeways only encourages more people choose to drive, creating even more congestion.

Thank you,  
Inna Levin

**Name: Kevin Teater**

**Email: kevinrteater@gmail.com**

**Address: 4545 SW Angel Ave. #209, Beaverton, OR 97005**

Message: PLEASE! Instead of investing so much money into a program that doesn't even ameliorate the problem it hopes to solve, invest it in better-connected neighborhoods, transit, and bike lanes.

Adding lanes to highways does not reduce congestion. It does not improve the environment. It does not make our cities more sustainable. This is based on real evidence. Listen to it. At the very least, look at the evidence yourselves and conduct an unbiased EIS.

**Name: John Carter**

**Email: jcartera88@gmail.com**

**Address: 811 NE 92nd Ave, Portland OR**

Message: The negative environmental impacts of this project are obvious to me and anyone who understands car traffic - if you build it they will come. More lanes = more cars. Every highway expansion project in the world has led to this result, so why would Rose Quarter be any different? ODOT should be transitioned from a highway agency into an actual transportation agency - with the transportation goal of creating a state that can be navigated at human scale by default. Cars, bikes, and buses can exist in this environment of course, but the default goal should always be human-centric planning. Reinvest this money into Albina Vision so the neighborhood that ODOT demolished can be brought back to life, and create a new neighborhood that can be navigated at the human scale.

**Name: Judy Henderson**

**Email: judyjudydpdx@gmail.com**

**Address:**

Message: We deserve a full report on the environmental impact of the Rose Quarter freeway expansion. Climate change is here. We need to face it openly, not with evasive information. Do the work!





**Name: Kelsi Villarreal**

**Email: kelsi.villarreal@gmail.com**

**Address: 7816 N. Portsmouth Ave #5 Portland, OR 97203**

Message: I want to see a full Environmental Impact Study conducted into the I-5 freeway expansion. Expanding a freeway is a gross waste of money that will only negatively impact people living here. That money should go toward increasing the frequency and reach of public transportation, because transportation should be accessible, and because the most important thing in the whole world is cutting CO2 emissions and combatting climate change. It is absolutely wild ODOT wants to do this at all; it would be incredibly negligent to do it without an EIS.

**Name: Peter Warton**

**Email: peter\_warton@hotmail.com**

**Address: SW Packard Ln 97008**

Message: With climate change accelerating at an alarming rate, it's literally insane to spend \$1/2B on a freeway project which will do nothing more than increase driving (induced demand). Imagine how many miles of sidewalks we could add with \$1/2B; protected bike lanes; no-fee public transportation.

It's far too late to apply this old thinking to the problems facing our city, state, country, and planet.

**Name: Josh Hetrick**

**Email: joshuahetrick@gmail.com**

**Address: 3818 SE 16th Ave, Portland, OR 97202**

Message: The Environmental Assessment (EA) for the Rose Quarter Freeway Expansion was rife with critical omissions, delays, and dubious conclusions. It's clear that this project would have an environmental impact that is far more expansive than originally stated, and a full Environmental Impact Statement (EIS) is essential to providing the public with a full accounting. For a project of this magnitude — half a billion dollars, and that's before the inevitable overruns — it's the right of current and future generations to fully understand what it will cost our climate, neighborhoods, and citizens. I stand with the many elected officials, neighbors, and organizations in calling for a full EIS.

**Name: Daniel Chandler-Klein**

**Email: danuck@gmail.com**

**Address: 4716 N Montana Ave Portland, OR 97217**

Message: With climate change coming at us fast, we cannot be spending money on a freeway expansion without fully understanding its impact to the environment and the air quality of the people who live near the freeway. With the low price of gas we are not moving towards electric cars with any meaningful speed. We cannot wait 20-30 years for our cars to be fully electric. The time to act is now. Do not expand this freeway without fully understanding the implications.



**Name: Brian Belica**

**Email: belicabw@gmail.com**

**Address: 1222 SE Yamhill Portland Or 97214**

Message: As a Portland resident, we must lead the nation in being sustainable and healthy. New highways are NOT the answer. It will only encourage more driving, until such a point traffic is back to where it is today. Please instead use these funds for public transit, walking and biking infrastructure

**Name: Catherine Burke**

**Email: catherine.bee@gmail.com**

**Address:**

Message: To Whom It May Concern,

I am a resident of inner NE Portland and I ask that ODOT conduct an Environmental Impact Statement for the Rose Quarter Freeway Expansion.

I drive, but I also bike, walk and use Trimet. I am middle aged and anxious about climate change. You likely know far more details than I that 40% of Oregon's carbon emissions come from transportation. If our state is to meet climate goals, we have to tackle this aggressively.

You are in a leadership position to make change happen. I ask that you lead, thinking 30 years from now, and do the transformational hard work to turn things around and curb disaster. We should not be investing millions of dollars into freeway upgrades; that money should be going towards transit and city infrastructure that is street-level pedestrian friendly (as well as getting large trucks to emit fewer pollutants).

As some one who drives, I want my government leaders to work on getting me out of my car. Please. Give me better options. Not just a short section of a freeway that is wider.

Sincerely,  
Catherine Burke

**Name: Philip M Longenecker**

**Email: philip.longenecker2@gmail.com**

**Address: 1235 SE Salmon St**

Message: Freeway expansions are not 21st-century solutions. An environmental impact statement is absolutely the bare minimum that needs to be done. I urge you to conduct an environmental impact statement for the rose quarter freeway expansion.

**Name: Jay Cosnett**

**Email: jaycosnett@gmail.com**

**Address: 3735 SE Cora Street Portland, OR 97202**



Message: Our planet's climate is in crisis. A major percentage of Oregon's greenhouse gas emissions come from transportation. In EVERY SINGLE CASE EVER, adding lanes to an urban freeway INCREASES vehicle miles traveled, INCREASES driving, and INCREASES emissions, but it has never, EVER, reduced congestion. A full, fair, and evidence-based EIS is needed to show that this is true for the Rose Quarter freeway expansion as well.

Pedestrians are being injured and killed on Oregon roads, but not on this stretch of freeway, so the "safety" argument doesn't hold water. An African American neighborhood was destroyed by I5 and other projects in this EXACT spot, but this half a BILLION dollars will do NOTHING to restore what was taken or preserve what remains of that community.

We need trains. We need transit. We need protected bike lanes. We need to ensure EVERY HOME is within WALKING DISTANCE of healthy food, medicine, social business establishments, and transit. Driving everywhere is a dead end--for us and our climate. Cars have come first in our transportation and land use planning for at least 90 years. Our gridlock, sprawl, and increasing emissions as far as the eye can see are the direct result of that one size fits all mindset.

I urge you to look beyond the policies of the past that are literally killing us and our children. Let us leave our state, if not better than we found it, at least on a path to a better future.

NO to expanding freeways. YES to a full EIS.

Sincerely,

Jay Cosnett

**Name: Mark Colman**  
**Email: colemanpix@yahoo.com**  
**Address: 828 SE Ash St, Portland, OR, 97214**

Message: The health of the citizens are at stake. Never has widening a freeway eased congestion. I spent 16 years in LA and I speak from real world experience. Sadly, Oregon's air is already worse than Downtown LA's. At the very least, an Environmental Impact Study should absolutely be made. Otherwise you are condemning the most vulnerable, kids and seniors to ill health and death. Please do the right thing.  
Thank you.

**Name: Susan Westby**  
**Email: susan.westby@gmail.com**  
**Address: 608 NE Thompson St**

Message: I and my two kids live near the proposed freeway expansion, in the Eliot Neighborhood. I don't see how adding a lane to I-5 will improve the congestion in that area. More people will just fill it up, people who have other alternatives. Most folks on I-5 are single cars with one person. Widening the freeway will be incredibly costly, cut up our neighborhood



even more, and increase pollution. Many families with kids live in the corridor and can't play outside without risking their longterm health. Why make this worse?

**Name: Tina Teeter**

**Email: [tinateeter97@gmail.com](mailto:tinateeter97@gmail.com)**

**Address: 7120 ne Killingworth st Portland or**

Message:

**Name: Audrey Groce**

**Email: [audrey.groce@gmail.com](mailto:audrey.groce@gmail.com)**

**Address: 3221 SE 77th Avenue Portland, OR 97206**

Message: Hello,

I am writing to you in opposition of the Rose Quarter Freeway Expansion. I was very disappointed to learn that this project will be moving forward without a full Environmental Impact Statement, and I implore you to do better for the people of Portland. To spend \$500 million dollars on a project that we don't know the impacts of is a misuse of Portland's money, and we deserve better. Climate change is no longer something we can ignore, and blindly moving forward with this project is not an appropriate choice. Portland has to push itself to be a leader in mitigating regional climate impacts, and expanding freeways will not get us there. The people of Portland have spoken out in great numbers about this before and we'll do it again and again until we are heard. As a cyclist, this project does not support me. As a bus rider, this project does not support me. As someone who deeply fears what the continuing changing climate will do to my city and my world, this project does not support me. Time is running out, and we have to start making bold choices that support future generations. I want to see a full EIS on this project. Please stand up for what is right.

Thank you,

Audrey

**Name: Loran Starr**

**Email: [go4walk@hevanet.com](mailto:go4walk@hevanet.com)**

**Address: 97217**

Message: Conducting an EIS for the proposed Rose Quarter freeway project is the right thing to do.

Freeway expansion is not in line with addressing climate change.

Portland has the potential to be a progressive leader.

**Name: Brian Johnson**

**Email: [nogmo55@centurylink.net](mailto:nogmo55@centurylink.net)**

**Address: 16994 SE Fragrance Ave, Milwaukie, Or, 97267**

Message: Your so called "critical infrastructure" caused my asthma! My kids asthma too. And their mom my soulmate even worse. Doctors don't even have a clue what you've done to her. All they can do is prescribe multiple meds with many other dangerous "remedies" compounded. When will you speak up and say enough, it's enough?? How many classes of marginalized



Harriet Tubman students will you endanger for a high cost/zero gain, dirty carbon, planet-choking project? How much collateral damage are you willing to ignore before you realize and must confess how ignorant you were/are?

**Name: Carver Akiteru Oblander**  
**Email: Carver@CarverOblander.com**  
**Address: 4040 SE 75th Ave, Portland, OR 97206**

Message: Re: Rose Quarter Freeway Expansion

Now is exactly the wrong time to be doubling down on last century's transportation infrastructure. Widening freeways will only compound congestion and pollution at a time when we are desperately trying to prevent a climate catastrophe and move to alternative forms of transportation. Furthermore, I-5 has a history of unjust, inequitable impact in our communities, but we have an opportunity to choose another path.

Please conduct a full Environmental Impact Statement for this project. If we are going to double down on the past, we should at least go in with eyes wide open.

Thank you for your consideration,

Carver Akiteru Oblander

**Name: Victoria Clark**  
**Email: victoriack100@gmail.com**  
**Address: 432 SE 18TH ST**

Message: I'm with Sunrise PDX and we want you to conduct an EIS. You know why.

**Name: Whatsitt Goodson**  
**Email: whatsitt@heartheearth.org**  
**Address: 2231 SE 148th, Portland, OR**

Message: Please conduct a full EIS for the Rose Quarter Freeway Expansion. I have heard many people advocating for this freeway expansion using debunked claims, and I believe that a full EIS will allow us to consider the true costs of this proposed expansion. If it is truly the right way to move forward it will hold up to full scrutiny. If the full EIS saves us from making a terrible mistake, better we find out now than before committing to this project. I personally oppose this project on environmental grounds. We need to get more people out of cars and off the roads. We don't need more pollution next to schools. We are facing a climate emergency and need to act on it now. A full EIS will allow us to fully consider the proposed freeway expansion, and is really the least you can do.

**Name: Jesse Lopez**  
**Email: yosoyjay@gmail.com**  
**Address: 2250 NE Flanders St., Portland, OR, 97232**



Message: Chair Van Brocklin and Members of the Oregon Transportation Commission,

Given the general lack of rigor and attempts to obfuscate methods and assumptions in the environmental assessment for the I-5 Rose Quarter Project, it is essential that ODOT perform a thorough and complete environmental impact statement (EIS) for the project to fully understand the scope and impacts on active transportation networks, transit networks, air quality, and emissions.

A few points that must be considered for this project that have been curiously ignored in previous analyses, but have strong evidence in literature:

1. Increase in highway capacity results in more traffic [e.g. Noland, 2001, Hymel, K. 2018]
2. Emissions from vehicles are function of speed AND acceleration, you must consider both when estimating emissions [e.g. El-Shawarby, et al. 2005; Ahn, K., 2002]
3. Air quality and health impacts of increased traffic will not improve with electric cars because they have the same effects on air quality (PM 2.5 and PM 10) as internal combustion vehicles [e.g. Timmers, V & Achten, P., 2016]
4. Road pricing is the only method guaranteed to reduce traffic congestion [e.g. Xing, J. et al. 1997]

I'd also strongly suggest that a complete analysis of the project must estimate the integrated time delays during construction for each car user, individual transit user, and active transit user and it should then be used to identify when, if ever, there is an overall time savings for people transiting through the area.

Given the regional importance of this area for transportation, the increasing emissions due to transportation, and increasing travel times in the region I urge you to complete an EIS in a rigorous and transparent manner for a substantially altered plan that decreases travel times for users of all modes, increases safety especially for vulnerable road users, and will guarantee a reduction in emissions.

Respectfully,  
Jesse Lopez, PhD

Noland, R. B. (2001). Relationships between highway capacity and induced vehicle travel. *Transportation Research Part A: Policy and Practice*, 35(1), 47–72.  
doi:10.1016/S0965-8564(99)00047-6

Hymel, K. (2018). If you build it, they will drive: Measuring induced demand for vehicle travel in urban areas. *Transport Policy*. doi:10.1016/j.tranpol.2018.12.006

Ahn, K., Rakha, H., Trani, A., & Van Aerde, M. (2002). Estimating Vehicle Fuel Consumption and Emissions based on Instantaneous Speed and Acceleration Levels. *Journal of Transportation Engineering*, 128(2), 182–190. doi:10.1061/(asce)0733-947x(2002)128:2(182)



El-Shawarby, I., Ahn, K., & Rakha, H. (2005). Comparative field evaluation of vehicle cruise speed and acceleration level impacts on hot stabilized emissions. Transportation Research Part D: Transport and Environment, 10(1), 13–30. doi:10.1016/j.trd.2004.09.002

Timmers, V. R. J. H., & Achten, P. A. J. (2016). Non-exhaust PM emissions from electric vehicles. Atmospheric Environment, 134, 10–17. doi:10.1016/j.atmosenv.2016.03.017

Xing, J., Takahashi, H., & Kameoka, H. (2010). Mitigation of expressway traffic congestion through transportation demand management with toll discount. IET Intelligent Transport Systems, 4(1), 50. doi:10.1049/iet-its.2009.0032

**Name: Roberta A Cade**  
**Email: robertaanne1@gmail.com**  
**Address: 1321 CHEMEKETA ST NE**

Message: I oppose the mega-project to expand the freeway near the school. I am a climate change believer - we MUST think outside the box when it comes to (accommodating?) traffic. At least 40% of carbon emissions come from the transportation sector so carbon denial is no longer an option.

Other cities have proven the hard way that making more freeways is not the answer. If you build it, they will come and fill the lanes, so traffic congestion is not decreased and it increase air pollution. That is not a sustainable, workable, solution.

There must be a full environmental impact study. Help Oregon become a leader of how to do the right thing for the right reasons.

**Name: Maia Hixon**  
**Email: maiapaia@gmail.com**  
**Address:**

Message: OR

**Name: Muciri Gatimu**  
**Email: muciri.gatimu@gmail.com**  
**Address:**

Message: I understand how important transportation is to everyone. However if we ever plan to tackle the larger issues of climate change and how it is connected to the movement of goods we need to push back on the easy and clear solutions.

I think we should not build and expand the current freeway system but find solutions to get more people to take public transportation. Why do we not have reliable frequent service to the terminus of people's journey off the freeway? Allowing them to retain their car but use the park and ride system or even better complete the entire journey with public transportation alone.





I wish the leadership of the State was actually going to be more forward thinking on a subject like this but having been born in Portland and lives most of my life in Portland, I see a consistent theme of State government letting the communities down that need their help the most simply due to lack of funding or the fact the community which will benefit the least is contributing the least due to economic boxes they have been placed into.

**Name: Mark Harris**

**Email: mharris789@msn.com**

**Address: 4515 NE 35th Ave Portland 97211**

Message: Please do the sensible thing and conduct an EIS! It's hard to stay polite, but please do the right thing!

Thank you

Mark

**Email: mulysa@resiliencedesign.com**

**Address: 5523 N. Detroit Av.**

**Message: Dear ODOT, OTC, Speaker Kotek and Governor Brown,**

I'm writing in opposition of the proposed freeway expansion. We need to be putting our best efforts right now into climate-smart solutions, not more freeways.

My family lives near the proposed expansion site and we are already suffering from poor air quality. I have developed asthma since moving to this neighborhood 10 years ago and I am concerned for my 7-year old son and all the young people and vulnerable populations in this area.

I'm also a business owner here and do not want this project to add more traffic (as freeway expansions are shown to do) to our area.

Please do the right thing and scrap this outdated project. Let's get creative with positive, clean solutions.

Sincerely,

Mulysa Melco

Overlook Neighborhood, 97217

**Name: Aaron Choate**

**Email: aaronnchoate@gmail.com**

**Address: 3535 SE Tibbetts St #3 Portland, Oregon 97202**

Message: To Whom It May Concern at ODOT. Please do the right thing and conduct an EIS for the proposed Rose Quarter Expansion Project. The people deserve to know whether this project will be good for the environment, our air, and future generations or not. If so, and adding lanes

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

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[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



actually reduces congestion and idling as claimed, fine. If not, then we'll know not to build it. It seems to me investing in infrastructure dependent on fossil fuels is the wrong direction to go. But with an EIS at least we'll know for certain what the numbers are. Thank you,

-Aaron Choate & Family-  
SE Portland

**Name: Rabbi Ariel Stone**  
**Email: [rabbi@shirtikvahpdx.org](mailto:rabbi@shirtikvahpdx.org)**  
**Address: 3282 NE Fremont St Portland 97212**

Message: I raise my voice with those demanding a thorough environmental impact study before any widening of any freeway especially the Rose Quarter freeway expansion. There is no proof that widening freeways improves congestion, the opposite is true. There is proof that widening freeways depresses use of mass transit and harms the health of the environment and the people who live there. Please do a thorough and honest and transparent assessment for the sake of our community

**Name: David Lewis**  
**Email: [David.Lewis@pobox.com](mailto:David.Lewis@pobox.com)**  
**Address: 2452 NW Pettygrove St, Portland OR 97210**

Message: When I spoke with an ODOT traffic engineer at one of your open houses, he told me that your models showed almost all the traffic on the proposed auxiliary lanes coming from nearby city streets. That amount of traffic can surely be removed from city streets by improving transit for much less than \$500 million. At the same meeting, I read your chart claiming that the project would reduce greenhouse gas emissions, but in the detailed text you said that essentially all the estimated reductions would come from tighter fuel economy standards that have nothing to do with the project, which seemed cynical and disingenuous at best.

I am also very concerned about the effect on the kids at Tubman Middle School, who already have to curtail outdoor activities. And I am very concerned that the project reflects a mindset not compatible with the idea that the job of ODOT is to move people, not to move cars and trucks.

The proposed freeway caps, being too weak to support multi-story buildings, are almost guaranteed to result in barren areas, not vibrant public spaces. They appear to be window dressing.

For all these reasons, I urge you in the strongest possible terms to at least get a full EIS before proceeding with this project.

**Name: Jean Miller**  
**Email: [jeanfmiller46@gmail.com](mailto:jeanfmiller46@gmail.com)**  
**Address: 1650 NW 13th Ave, Apt 517**

Message: As a thirty-five year citizen of Portland who is alarmed by climate policy inaction at all levels of government, I must demand that ODOT conduct a thorough Environmental Impact



Statement for the proposed Rose Quarter Freeway Expansion. At this critical time, facing ecosystem collapse, and an unprecedented rate of species extinction, it is sheer folly to proceed without at least knowing the true cost of such a project. We have arrived at this existential crisis by considering the dollar as the only measure of cost for any undertaking. We now, belatedly, know that we have drastically undervalued the health of our planet and ourselves. I urge you to require a complete and thorough EIS before expanding any freeway, let alone the Rose Quarter stretch behind Harriet Tubman. Other cities have gained no benefit from such expansions, and have only seen traffic woes increase. At a time when many forward-thinking world cities are finding ways to limit automobile traffic, let Portland lead by banning cars from the downtown, and increasing funding for public transportation, rather than costly, polluting, and ineffective freeway projects.

**Name: Edward Murphy**  
**Email: eddiemurphycabinets@earthlink.net**  
**Address: 27 neThompson st**

Message: My name is Edward Murphy and I am a long time resident and business owner in the Boise Elliott neighborhood of Portland. As a tax payer I insist that a proper environmental impact study be conducted prior to any I 5 expansion plan. I believe that expanding freeways is not the best use of public money to address our very real global warming crisis.

Thank you  
Edward Murphy  
27 N E Thompson

**Name: Adam Hostetler**  
**Email: adam@worksarchitecture.net**  
**Address: 1945 SE Harrison St**

Message: The unintended consequences of highway expansion are Legion. At the very least, you owe the citizens of this city to understand all aspects. Moreover, this expansion seems that it will mostly benefit people commuting to the city from Washington, yet be paid for by Oregonians.

**Name: tony tapay**  
**Email: tonytapay@gmail.com**  
**Address: 4022 SE 44th Ave**

Message: ODOT must conduct a EIS because they have not conducted themselves in a trustworthy manner.  
<https://bikeportland.org/wp-content/uploads/2019/04/EA-Review-Comment-Letter-040119.pdf>

They are in the business to build highways and we must begin pushing back against their predictable support for all things highway. They claim to support this project for "increased safety" yet this area is NOT a high crash area. At the same time they ignore the carnage on their Portland highways such as Powell and 82nd. If safety was their goal, certainly they would be addressing these actual threats to safety.



We can no longer allow ODOT to create their own projects as if they are the only experts on the matter. Transit and alternative forms of transportation are the future, not highways.

Thank you,

Tony Tapay

**Name: Jennifer Starkey**  
**Email: starkey.ja@gmail.com**  
**Address: starkey.ja@gmail.com**

Message: I live 2 blocks from the I-5 Lombard exit and its congestion affects my life daily.

The air pollution affects my neighborhood and diesel particulate is everywhere.

Overflow traffic from cars avoiding I-5 clogs the streets around my home.

The youth at the schools that surround I-5 should not have to breathe polluted air.

I demand an Environmental Impact Statement and oppose a freeway expansion.

**Name: Jeremy Simer**  
**Email: jeremy.orhan@gmail.com**  
**Address: 8578 N. Tioga Ave. , Portland, OR 97203**

Message: To ODOT, OTC, Speaker Kotek, and Gov. Brown:

As a North Portland resident who commutes daily to SE Portland, often via the I-5 freeway through the Rose Quarter, I request a full EIS for the proposed Rose Quarter Freeway Expansion.

As a user of the system, I do not wish to see more freeway, more cars, more pollution. The induced demand will inevitably lead to worse traffic on a larger scale, with a heavier impact on people who live, work, and study in the neighborhood, including children at the Harriet Tubman school.

Rather than investing \$500 million in this deeply flawed proposal, I request that the state of Oregon and local authorities invest heavily in public transit, to facilitate getting me and others out of our cars more often, and into alternative modes of transportation.

Sincerely,

Jeremy O. Simer  
St. Johns, Portland

**Name: Stone Doggett**

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

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[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



**Email: stonedoggett@gmail.com**

**Address:**

Message: Proceeding with the I-5 expansion without an EIS undermines the public trust in our state institutions and elected officials, including governor Brown and state lawmakers who oversee ODOT. Multiple analyses have shown that there is a negligible return on investment, if any, for the immense cost of this project, and there are significant concerns regarding the ongoing pollution from I-5 as well as the potential for increasing pollution with expansion. ODOT has provided no convincing evidence that the expansion is climate neutral or that ODOT even knows what the scale of what the impact will be. Without evidence to the contrary, the refusal to conduct an EIS appears to be indicative of a bloated state agency that is not acting in good faith with regard to financial and environmental stewardship and is not aligned with the goals of Portland, the city bearing the brunt of this project, and the state of Oregon. A full EIS should be conducted or these funds should immediately be reallocated to reversing the social and environmental damage that ODOT has knowingly and unknowingly created since its inception.

**Name: Paul Souders**

**Email: paul@axoplasm.com**

**Address: 915 SE Lambert St, Portland OR 97202**

Message: Is all of our talk about climate emergency action just TALK? Conducting an EIS seems like the minimum we can do.

Well no, the MINIMUM would be actually doing nothing — that is to say not building a half-billion-dollar highway boondoggle [who are we kidding it will cost a couple \$billion by the time its done] — right through the heart of the most valuable real estate in Oregon. So we'll lose the 500million [to a couple billion] that the boondoggle costs, AND we'll lose millions in potential tax revenue from primo urban riverfront property.

Besides which this will do nothing to relieve congestion, and you know it.

And while I am usually not a fan of doing nothing (especially during a "climate emergency"), seems to me when you're in a hole, the best first step is to stop digging.

I am paying attention to your WORDS versus your ACTIONS on climate, justice, congestion, and financial responsibility ... and I will remember what you DID when it comes time to vote. And right now the action I am paying attention to is your commitment to a full EIS.

Thank you  
Paul Souders

**Name: David Goodyke**

**Email: dgoodyke@gmail.com**

**Address: 4026 N Colonial Ave**

Message: Our climate cannot take this project (more cars =increased CO2). Oregon's budget cannot take this project (spend money on corridors with a history of fatalities and improve

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Portland, OR 97209

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[@nomorefreeways](https://twitter.com/nomorefreeways) | #NOI5RQX  
[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



transit). Portland's air quality cannot take this project (Some of the most polluted air and highest asthma rates IN THE COUNTRY!). The Broadway corridor/Rose Quarter cannot take this project (larger turning radii+ faster traffic=less safe for bikes and peds; "lids" without programming and development will be dead zones; loss of Flint not worth the Clackamas bridge, net loss for bikes and peds). This is a project that moves Portland and Oregon in the wrong direction. Climate Change is real, we need commitment to start building toward a new future. I-5 does not need to be widened or sped up. Focus on moving people and goods and increasing safety by investing in rail and transit and fixing the dangerous streets that are actually killing people. Invest in bike routes that make sense and open spaces that are part of a well thought out urban vision, not just left-over lids constructed for staging construction equipment.

**Name: Kelly Hansen**  
**Email: kellyhansen6@gmail.com**  
**Address: 8906 NE Beech St. Portland, OR 97220**

Message: This is a huge project with huge impacts. An EIS is prudent. Period.

**Name: Sandra Joos**  
**Email: joosgalefamily@comcast.net**  
**Address: 4259 SW Patrick Pl**

Message: I am writing to demand that ODOT conduct a full Environmental Impact Study for the proposed \$500 million Rose Quarter Freeway Expansion. I am part of a community that is overwhelmingly opposed to this project. Freeway expansion won't fix congestion and will further contribute to air pollution and climate warming.

**Name: Sharon L Stern**  
**Email: sharon.stern@yahoo.com**  
**Address: 1205 NE Jarrett St**

Message: I'm writing to demand a full EIS for the proposed Rose Quarter Freeway Expansion. I'm a car commuter, a resident of NE Portland, and a parent of a middle-schooler.

Widening I-5 will do nothing to solve our region's transportation issues. It is disingenuous at best for ODOT to claim that it will help reduce pollution by reducing idling. Long-term, this will increase emissions as cars fill up the extra lane. No traffic problem in history has been solved by simply adding more lanes.

Expanding the freeway will move Oregon backward in meeting our climate goals at a time when there's no room to spare. And it will greatly increase our students' exposure to particle pollution. NE Portland residents are overwhelmingly opposed to this project, and want to see a full accounting of the health and environmental costs it will entail. At the very least, we owe it to the kids who are too young to vote but whose bodies will bear the costs of asthma and a warming climate. This is cost-shifting at its worst.

It's disturbing to me that the meeting to decide the project is being held 100 miles from Portland, and that Governor Brown has so far declined to intervene. Allowing this agency to railroad this



project through over the strong objections of the community is an endorsement of an outdated, car-centric and carbon-intensive approach to transportation. It is not the climate leadership we expect Oregon's elected officials to bring to bear.

**Name: Tod Pitstick**  
**Email: [twpitstick@gmail.com](mailto:twpitstick@gmail.com)**  
**Address: 16 be Shaver st**

Message: EIS is critical. Put the money into transit!

**Name: John Pomietlasz**  
**Email: [john.pomietlasz@gmail.com](mailto:john.pomietlasz@gmail.com)**  
**Address: 2704 SE Brooklyn St**

Message: This city needs smarter solutions to accommodate its growth. An EIC would be a great first step.

Take this opportunity for Portland to live up to its sustainable, ecologically intelligent touts and conduct the due diligence to complete an environmental impact assessment.

Our future demands it.

**Name: Claire Vlach**  
**Email: [clvlach@gmail.com](mailto:clvlach@gmail.com)**  
**Address: Portland, 97214**

Message: To whom it may concern:

I am writing to demand that ODOT conduct a full Environmental Impact Statement for the Rose Quarter Freeway Expansion.

The other day, I went to take my two little kids, ages 1 and 3, for a bike ride. I checked the weather forecast, and there it was: "Air Quality Unhealthy for Sensitive Groups." Sensitive groups includes young children. This warning has been popping up more and more in recent years, caused by things like wildfires and auto emissions. You know what expanding I-5 will not help with? Either of those things. More cars on the road means more emissions, further driving climate change.

You know what else it won't help with? Traffic. Maybe it will be better for a few years, but pretty quickly people who had been avoiding driving on this portion of freeway, choosing to travel at other times, using other modes, or forgoing the trip altogether, will start to drive again. That's more emissions, and more traffic. Pretty soon we'll be back in the same boat again, but with even more cars on the road, even more emissions, and even further from reaching our climate goals.





What else won't it help with? The people who are regularly killed or seriously injured on ODOT's arterials around the city. Spending this amount of money for "safety" -- avoiding a few fender-benders-- is ridiculous when you consider the actual safety issues on ODOT's roads.

ODOT owes our youth and our entire community a full study of the effects of the proposed freeway expansion. Again, I urge you to conduct a full EIS.

Sincerely,

Claire Vlach

**Name: Peter Gutmann**  
**Email: gutmann.peter@gmail.com**  
**Address: 1104 SE Nehalem St., Portland, OR 97202**

Message: I believe ODOT must conduct an EIS for the Rose Quarter Freeway Expansion. This will help address common criticisms of the proposed project, including:

- \* The overwhelming community opposition to the project.
- \* To better address claims of "climate denialism" and create more hard evidence to support a decision either way. If we are going to address climate change, it must be done using sound science and good policy.
- \* It won't fix congestion. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Thanks to the concept known as "induced demand," widening freeways only encourages more people choose to drive, creating even more congestion.
- \* Freeway expansion worsens air pollution.

Thank you for your attention to this,  
Peter Gutmann

**Name: Jynx Houston**  
**Email: jynxcdo@gmail.com**  
**Address: 7605 SE Lincoln St.**

Message: AM EIS IS CRITICAL FOR THE SIZE & SCOPE OF THIS MISGUIDED PROJECT.

**Name: Nicole Breedlove**  
**Email: nbluv350@gmail.com**  
**Address:**

Message: As a former Portland resident, I was extremely disappointed to learn about the proposed freeway expansion that would negatively impact Tubman students and all youth. I urge you to require that ODOT conduct a detailed EIS, including an accurate analysis of the full environmental and social impacts of the GHGs from the increased VMT that will result from new lanes. The proposed freeway expansion is not a long-term solution to congestion, but will contribute to climate change. Youth will be most impacted by the negative consequences of climate change which will be exacerbated by short-sighted and misguided investments in roads rather than transit and bike/pedestrian infrastructure.



**Name: Families for a Livable Climate**

**Email: [pdxfamiliesforclimate@gmail.com](mailto:pdxfamiliesforclimate@gmail.com)**

**Address:**

Message: We are members of a group called Families For a Livable Climate, and we feel that the Rose Quarter Freeway Expansion is an unacceptable project at this critical moment in time.

The United Nations Environment Programme just released their 2019 Emissions Gap Report 2019, a global progress report on climate action. In it, they warn we are on the brink of missing the opportunity to limit global warming to 1.5 degrees Celsius, and say:

"We need to close the 'commitment' gap between what we say we will do and what we need to do to prevent dangerous levels of climate change . . . Economies must shift to a decarbonization pathway now."

"If commitments, policies, and action can deliver a 7.6% emissions reduction every year between 2020 and 2030, we CAN limit global warming to 1.5 degrees."

But that goal is on the brink of becoming impossible. If we had started decades ago, when we should have, we could have made much more gradual and less disruptive emissions reductions each year. But now the time has run out. We are in a climate emergency.

When over 40% -- and rising -- of Oregon's carbon dioxide emissions come from transportation, freeway widening is fundamentally incompatible with reducing greenhouse gas emissions at the rate necessary to avert ecological catastrophe.

Given this, at the very least, we demand that ODOT conduct a full Environmental Impact Study of this proposed project. It is unconscionable that this project is being pushed through without the fullest, most accurate, and completely transparent accounting of all the impacts it would have.

Our children -- and yours -- demand and deserve better.

Signed,

Sarah Saltzberg, Sequoia (3 years old), and Henry (16 years old)  
Karen McElravy and Derek (17 years old)  
Christen Cannon-Nugent, mother of a 2 year old  
Julia DeGagne, mother of a 1.5 year old  
Maia Hixon and Luka (2 years old)  
Lindsay Tallon and Sarah (1 year old)  
Amber and Chris Roth, Bibiana (3 years old), and Milo (1 year old)  
Leonard Barrett and Lindsay Malsin, Solomon (11 years old), and Viridian (3 years old)  
Bethany Wofford, Chris Price, and Eleanor Price (7 years old)  
Paula Cano, David Hurtado, and Elisa Hurtado Cano (1 year old)  
Kelly O'Hara, Ryan Forsythe, and Eamon (3 years old)  
Ty Adams

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[info@nomorefreewayspxd.com](mailto:info@nomorefreewayspxd.com)



Eli Spevak and Noelle Studer-Spevak  
Bethany Hansen, Andrew Brown, and Ellen Brown (6 years old)  
Christie Wallsmith, Reed Wallsmith, Sacha Wallsmith and Kavi Wallsmith  
Katy Kolker, Matt Gordon, Ayla (5 years old), and Nico (2 years old)  
Eric Wilhelm, Tina Connolly, Nick (9 years old), and Veronica (6 years old)  
Eleanor Gordon, Adam Persinger, and Uly (4 years old)  
Cheryl Lohrmann, Dustin Riggs, Leo (7 years old), and Willa (2 years old)  
Emily Giugni, mother to Helena (11 years old) and Ryu (5 years old) and with love for all Oregon's children  
Jennifer Doob, mother to Dylan (13 years old)  
Neon Brooks, John Dwyer, Juniper (4 years old), and Olive (5 months old)  
Caleb Feldman and Ernest (6 years old)  
Matthew Scotten and Clay (6 years old)  
Molly Wallace, John Rogers, Joanna (6 years old) and Wesley (1 year old)  
Nora Lehmann, mother to Sally (4 years old) and Sydney (2 years old)

**Name: Susan Bailey**  
**Email: baileywick97212@msn.com**  
**Address: 535 NE Thompson St.**

Message: The Rose Quarter expansion appears to be an ineffective traffic fix which will adversely affect our neighborhood and other, further adversely impact air quality in the neighborhood, and not actually achieve its stated goals. A full EIS should be required to give a balanced, more accurate and fuller representation of the effects of the proposed expansion. That one has not already been done has without a doubt resulted in huge expenditures of poorly spent planning money. It's time to quit developing solutions without fully examining their likely effectiveness and their equally likely side-effects. DO AN EIS!!!

**Name: Noah Jenkins**  
**Email: njohnj@yahoo.com**  
**Address: 8025 SE 60th Ave, Portland OR 97206**

Message: I am writing to demand that ODOT produce a full Environmental Impact Statement for the proposed Rose Quarter freeway expansion. There are many reasons why this should be required. First, there is the environmental justice question: Oregon has a long history of racism, and expanding a polluting freeway next to a middle school--where air quality is already so bad that experts recommend students forego outdoor recess--that is attended by 40% Black students can only be read as a continuation of that racism. Dumping more pollution into already suffering communities is morally wrong.

Second, there is the question of the impact of this proposal on climate change. Climate change is real, human-caused, and happening NOW. Widening freeways to allow more single-occupancy vehicles flies in the face of efforts to reduce carbon dioxide emissions; transportation dollars need to be spent on expanding alternatives (public transit, bicycle infrastructure, etc.). Anything else is, frankly, madness.

Third, there is the simple question of effectiveness. There is no single instance of a freeway widening project that reduced traffic congestion in a North American city. Indeed, the phenomenon of "induced demand" has actually resulted in MORE congestion after such



projects. If reducing wait times and freeway tie-ups is the goal, a widening project is the wrong way to achieve it, based on decades of evidence. Stop relying on "common sense" arguments and consult actual data: freeway expansions DO NOT WORK.

To sum up, ODOT proposes to spend \$500 million on a project that will disproportionately harm vulnerable populations in Portland, contribute significantly to climate disruption that is already displacing millions globally, and that will not work. If such a project is to be considered further (though such consideration is clearly a waste of time), a full Environmental Impact Statement should be required.

**Name: joshua berger**  
**Email: josh@plazm.com**  
**Address: po box 2863, portland**

Message: Freeway expansion is denial of climate reality.

I'm sure you are aware that 40% of Oregon's carbon emissions come from transportation. It's the only sector of our economy where emissions are growing. If Oregon is serious about doing our part to mitigate against the climate crisis, we must immediately reprioritize transportation funding into a system that dramatically lowers vehicle miles travelled (VMT), particularly within the Portland Metro region. Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable neighborhoods across the region. The fires, floods, droughts, and storms are only going to get worse. The oceans are rising, so are we – it's imperative we act on climate now and divest in urban freeways for the sake of current and future generations.

Oregon can lead the way to a new, sustainable future. But not if we keep expanding freeways.

**Name: Richard Nunno**  
**Email: ricknunno@gmail.com**  
**Address: 2880 SE Harrison St.**

Message: I believe that an Environmental Impact Study is required before making and decisions about the funding of the Rose Quarter Freeway Expansion project. Freeway expansion is climate denialism; it won't fix congestion; it worsens air pollution; the expansion project would encroach on the pedestrian and bicycle access lanes and prevent sunlight from shining on the lanes and create additional noise pollution. Any new funding should go toward improvements to bicycle commuting and pedestrian walkways. The highways should be scaled back wherever possible, especially near downtown or close-in neighborhoods.

**Name: brett yost**  
**Email: beyost@gmail.com**  
**Address: 22 NW MCKAY AVE, Bend Oregon**

Message: The Rose Quarter Freeway Expansion will increase traffic exacerbating transportation woes and vehicle related environmental and safety concerns. It is past time to turn away from the transportation planning of the past 5 decades and instead prioritize clean safe electric buses



on bus only routes. We must reduce automobile VMT; our highways already have plenty capacity for any sane future transportation system.

**Name: Raymond Cunningham**

**Email: macu2@pdx.edu**

**Address: 4036 SE Taylor Street, Unit A, Portland, OR 97214**

Message: ODOT needs to conduct a full environmental impact statement because its plan is overwhelmingly opposed by the local community. 88% of the comments in the open period have been negative. A full environmental impact statement will also reveal the true impact of the increased pollution this project would cause. By adding another lane to the rose quarter, induced demand would result in a higher number of cars using the area and creating higher net levels of congestion. These additional cars on the road would increase emissions and pollution, in the backyard of a middle school. This project is foolish, and the funding should be reappropriated to something that will help solve our climate crisis, not continue it.

**Name: Catherine Wasilewski**

**Email: cathywazinator@msn.com**

**Address: 4515 NE 35th Ave Portland OR 97211**

Message: As a longtime NE Portland resident who regularly bikes downtown, I am very much opposed to the Rose Quarter Freeway Expansion! I am very concerned about the students who attend Harriet Tubman school and feel that the added exposure to exhaust fumes would adversely affect their health. Before even considering if this project, it makes sense to do a thorough Environmental Impact Statement. Widening freeways won't lessen pollution and will not decrease highway congestion! Proceed with the EIS and try to prove me wrong.

**Name: Lauren Adrian**

**Email: laurentadrian@gmail.com**

**Address: 6605 SE 41st Ave**

Message: Please conduct a full environmental impact statement before proceeding with this project. I'm worried about the short-sightedness of using transportation money for a project not directed at reducing emissions, increasing safety, or protecting the students at Harriet Tubman Middle School.

**Name: Dell Goldsmith**

**Email: dell.goldsmith@gmail.com**

**Address: 7150 sw newton pl**

Message: Widening freeways only leads to more cars and more pollution in our suffering city. You know this! Why do you persist in this outmoded thinking? We must have an excellent EIS! You are showing yourselves to be untrustworthy, thoughtless agency when you could be doing good! You are putting children and all of us at risk.

**Name: Kyle Sletmoe**

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

[www.nomorefreewayspx.com](http://www.nomorefreewayspx.com)  
[facebook.com/nomorefreewayspx](https://facebook.com/nomorefreewayspx)  
[@nomorefreeways](https://twitter.com/nomorefreeways) | [#NOI5RQX](https://twitter.com/NOI5RQX)  
[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)



**Email:** kyle.sletmoe@gmail.com

**Address:**

Message: Please conduct an environmental impact survey.

**Name:** Kelly Brignell

**Email:** resist4peace@outlook.com

**Address:** 1747 SW Sunset Blvd

Message: US OFF FOSSIL FUELS NOW!!!!

What do you not understand about this tipping point?

**Name:** Benjamin Foote

**Email:** odoteisactionnmf@bnf.net

**Address:** 4047 NE 12th Ave Portland 97212

Message: Induced demand is not a solution to transportation or climate change. The Environmental Impact of more freeways is more more traffic and more pollution. The fact that we have to push so hard to produce a study which may not even acknowledge induced demand is a clear indication that our values are misplaced. The fact that Environmental Impact is the last thing considered before a project of this scale is built speaks clearly to the intentions of our government and agencies.

**Name:** Kevin Ingersoll

**Email:** kingersoll@gmail.com

**Address:** 12026 SE Harold St

Message: I am demanding that ODOT conduct an Environmental Impact Statement for the \$500 million Rose Quarter Freeway Expansion.

Lately I've been seeing more and more warnings of poor air quality when checking the weather. We know that 40% of Oregon's carbon emissions come from transportation (see [https://www.oregonlive.com/politics/2018/12/with\\_emissions\\_on\\_the\\_rise\\_ore.html](https://www.oregonlive.com/politics/2018/12/with_emissions_on_the_rise_ore.html)). We go out of our way on a daily basis to take the MAX, busses, etc. to reduce our daily carbon emissions. It's unfair to us to spend our money on this without understanding the environmental and health costs. It feels like we're backtracking when we should be leading the way.

Surely you've seen the photos and videos of LA traffic. Expanding freeways NEVER help the congestion problem, and only make it worse (see <https://portlandmercury.com/news/2018/03/07/19724128/a-new-report-shows-highway-widening-wont-solve-portlands-congestion-woes>). Why are we still considering spending HALF A BILLION DOLLARS on this?

**Name:** Susan Millhauser

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

[www.nomorefreewayspx.com](http://www.nomorefreewayspx.com)  
[facebook.com/nomorefreewayspx](https://facebook.com/nomorefreewayspx)  
@nomorefreeways | #NOI5RQX  
[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)





**Email: susancm@spiretech.com**

**Address: 5834 NE 23rd Ave, Portland, OR 97211**

Message: I strongly urge that the OTC require that ODOT prepare a full Environmental Impacts Statement (EIS) for the Rose Quarter Freeway Expansion. A final decision that weights the costs (environmental, social, public health, economic) and the benefits must include detailed information that would only come to light with an EIS!

Highway expansion is the wrong direction to go. It denies the fact that 40% of Oregon's carbon emissions come from transportation. We need to invest in transportation infrastructure that reduces SOV trips, not increase capacity on the freeway. Induced demand will quickly negate any short term benefits from added flow through on I-5.

Also, as a parent of students in Portland Public Schools, I am extremely concerned about air quality health impacts to students at Harriet Tubman Middle School, which is located in a neighborhood that was once a majority African American community that has already been disproportionately impacted by I-5 and other public and private improvements.

Thank you for your consideration and for taking this opportunity to ensure that any expansion proposal for I-5 through north Portland fully considers the environmental impacts, which can only be uncovered through an EIS.

**Name: Rev. Dawn Smallman**

**Email: velvethammer00@hotmail.com**

**Address: 1148 SE 50th Ave., Portland, OR 97215**

Message: Oregon and the City of Portland need to be moving away from building greater reliance on fossil fuel-use supporting infrastructure. We need to be leaders in building infrastructure that is forward-thinking on climate science projections. This project will only have massive, negative environmental impacts that will effect not only our citizens, but also global health. I'm urging you to do a full, science-based EIS for this project - an EIS that includes estimating the full carbon cycle footprint of the construction and construction materials used that would be a part of the bridge widening project - and an EIS that includes all future contributions of carbon emissions and air pollution that will come from the increased transportation that modifying the bridge will create. Building more car and truck infrastructure is exactly the wrong thing to be doing if you understand and care about climate change - or about all living beings. ODOT's participation during this project's process has been less than honest and transparent. We want a science-based EIS that is done by an independent firm that is experienced and grounded in climate science.

**Name: Jon Wood**

**Email: jonxwood@earthlink.net**

**Address: 1220 SW 12th Avenue Portland, OR 97205**

Message: Please conduct a full Environmental Impact Statement for the Rose Quarter Freeway Expansion proposal. The consequences of the freeway expansion, if built, would be felt for generations, so you should get this right.

No More Freeways Coalition  
800 NW 6th Avenue, Suite 253  
Portland, OR 97209

[www.nomorefreewayspx.com](http://www.nomorefreewayspx.com)  
[facebook.com/nomorefreewayspx](https://facebook.com/nomorefreewayspx)  
@nomorefreeways | #NOI5RQX  
[info@nomorefreewayspx.com](mailto:info@nomorefreewayspx.com)





**Name: John Todoroff**  
**Email: [todoroff.john@gmail.com](mailto:todoroff.john@gmail.com)**  
**Address: 20 NW 26th Ave #202, Portland**

Message: The I-5 freeway expansion project needs an EIS, which will reveal that it's the complete opposite of what we should be doing with our transportation systems. As an urban planner I am very disappointed in ODOT's obfuscations about this unnecessary freeway expansion project. ODOT needs to change its mission from enabling more and more carbon-spewing vehicles that turn neighborhoods into wastelands and pollute schoolchildren's air, and toward creating future transportation systems that are equitable and minimize greenhouse gases and pollution. ODOT should serve the public of Oregon, not just drivers. Greenhouse gas emissions are the biggest environmental threat right now, and the problem is urgent. If we don't start turning things around in the next few years it will be too late. Meanwhile, ODOT peddles insulting lies about how expanding freeways will somehow reduce emissions. Are you expecting us to not understand what induced demand is?

**Name: Brian Davis**  
**Email: [briandaviswdc@gmail.com](mailto:briandaviswdc@gmail.com)**  
**Address: 222 SW Harrison Street, Apt 17E**

Message: Seemingly every day, some new and horrifying piece of information comes to light about the imminent danger posed by climate change and the monumental nature of the task ahead of us if the worst is to be avoided.

Yet, here we are. Though our region holds ourselves up as climate leaders, we are not only contemplating a freeway expansion through an historically black area of the inner city, but we are doing it utterly blind. As one of a team of citizen reviewers of ODOT's Environmental Assessment, I was surprised and appalled by how little actual analysis of the project the report included. The work conducted to date falls far, far short of the sober and comprehensive analysis that our region deserves before investing half-a-billion dollars or more in a likely boondoggle. We need to be asking more questions and harder questions about this project: What are the precise environmental impacts, and who will feel the brunt of them? Will it even move the needle on the congestion in the area? What are the alternatives we should be considering.

In short, we need an EIS, and to move forward on this project without one would be epitome of science denial.

**Name: Ed and Linda Kaiel**  
**Email: [ekaiel@pcc.edu](mailto:ekaiel@pcc.edu)**  
**Address: 6311 N. Commercial Ave**

Message: The environment and its climate crisis, the location of Harriet Tubman school, and my worsening asthma, along with all the sicknesses caused by freeway pollution, and the total disdain for our future evidenced by your decision to build the Rose Quarter Freeway Expansion, which you(plural) and I both know is wrong on so many levels, demands a complete and



thorough Environmental Impact Statement before you sign any contracts for this expansion. Please prioritize the future of life and living on this planet.

Ed and Linda Kaiel

**Name: Stephan Morris**  
**Email: [stephan.morris@gmail.com](mailto:stephan.morris@gmail.com)**  
**Address: 2238 N FARRAGUT ST Portland 97217**

Message: This isn't 1950 and we don't live in a backwards state in the south. We know that freeway expansion will a) not decrease traffic (quite the opposite!) and b) be harmful to the environment. I can't believe I actually have to write this. This is embarrassing. This is not why I live in Oregon. We have much complex issues to solve, why are you wasting time on this one?

**Name: Randall Webb**  
**Email: [lawrkw@comcast.net](mailto:lawrkw@comcast.net)**  
**Address: 2328 NW Glisan St, Portland, OR 97210**

Message: We cannot stop the the continued use of fossil fuels by allowing more infrastructure to be built that encourages its consumption. We must take this opportunity to begin the war on fossil fuel consumption and start to save the planet.

**Name: Rachael Suchara**  
**Email: [rachael.suchara@gmail.com](mailto:rachael.suchara@gmail.com)**  
**Address: 4223 SW 54TH PL**

Message: Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation. It's the only sector of our economy where emissions are growing. If Oregon is serious about doing our part to mitigate against the climate crisis, we must immediately reprioritize transportation funding into a system that dramatically lowers vehicle miles travelled (VMT), particularly within the Portland Metro region. Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable neighborhoods across the region. The fires, floods, droughts, and storms are only going to get worse. The oceans are rising, so are we – it's imperative we act on climate now and divest in urban freeways for the sake of current and future generations.

**Name: Caroline O'Brien**  
**Email: [mygardenshoes@yahoo.com](mailto:mygardenshoes@yahoo.com)**  
**Address: 1692 Carilor Ct NE, Keizer, Oregon 97303**

Message: Until we improve emissions by reducing traffic flow and have the ability to access clean driven cars and buses....we need you to NOT expand roads into Portland. Please require EIS with a greenhouse gas emission study and you will see this as a horrible idea, it will add to what is already THE overwhelming contribution to emissions, transportation in cities. This expansion should be on HOLD or canceled completely until we can figure out how to decrease



emissions in our cities...especially crowded Portland. For the love of our beautiful planet for which the GHG emissions are slowly suffocating us...please stop.

**Name: Jeremiah Via**  
**Email: [jmv@gamayun.io](mailto:jmv@gamayun.io)**  
**Address: 2240 NW Lovejoy Street**

Message: An urban freeway expansion has \*never\* succeeded in reducing traffic. This is an expensive mistake and one that will only hurt the environment. If we are to achieve our climate goals as a city, we to put this money into transit and bike infrastructure.

**Name: Jeffrey C Jones**  
**Email: [jcjones@pacifier.com](mailto:jcjones@pacifier.com)**  
**Address: 3045 NE 9th Avenue**

Message: This project is next to Tubman Middle School in my school district. Breathing highway fumes is obviously harmful to children's (or adults) health. Ultimately it will add to Oregon's air pollution and work against the stated goals of the City of Portland's air quality measures. Shame on you for not even completing an Environmental Impact Statement, a process that should be done at a minimum.

**Name: Andy McMillan**  
**Email: [hi@andymcmillan.com](mailto:hi@andymcmillan.com)**  
**Address: 811 SE Stark St #210, Portland OR, 97214**

Message: To whom it may concern,

I'm writing in support of a full Environmental Impact Study to be carried out as part of ODOT's proposed I-5 expansion.

I reject that ODOT is trying to get around carrying out such a study, especially given the expansions likely immediate impact on Harriet Tubman Middle School, not to mention the wider Portland metro area. I= would like to add my voice the the thousands of others who reject the freeway expansion as a necessary aspect of this project.

We are in the midst of an irreversible climate crisis, and a progressive city such as ours should be mortally embarrassed to be continuing to sell the freeway widening as necessary in this day and age. It is not, and I would hope that a thorough investigation of the environmental impact would lend further credibility to this argument.

This project will not improve traffic congestion, lower carbon emissions, nor will it improve air quality. As a resident, and taxpayer (boy howdy do I pay taxes), please. Carry out a comprehensive Environmental Impact Study, at the very least.

Thank you,



-- Andy McMillan

**Name: Caroline Benish**  
**Email: caroline.benish@gmail.com**  
**Address: 2260 NW Everett St Portland OR 97210**

Message: Don't waste my tax money on something that will increase the desirability to drive instead of taking public transit (which is palpably worse for the environment). If you don't respect the environment you will be held accountable and shamed out of your positions. Life is short, just do the right thing.

**Name: Christine Hoerner**  
**Email: christine132@hotmail.com**  
**Address: 4134 NE 75th Ave**

Message: This project should not move forward at all. It is a complete waste of taxpayer money and will solve nothing. Students at Harriet Tubman school already have poor air quality and do not deserve to have it made worse by this money grab.

In consideration of this freeway expansion a FULL EIS must be done. The only reason I can figure that ODOT has backed away from this is because they know what the results would show and they know that the results would be detrimental, instead they are trying to ram the project through quickly before more of the public has heard about the negative impacts.

Do not remove the Flint street bridge. It is a valued and much used biking route to NW, SW and downtown.

Get a FULL ENVIRONMENTAL IMPACT STUDY before bringing this project back to the table.

Christine Hoerner

**Name: Philip Brunner**  
**Email: pdbrunner@gmail.com**  
**Address: 1920 N Schofield St**

Message: We cannot be expanding our freeways at this point in history. It's a waste of money that will just encourage more people to drive while increasing emissions. This is a no-brainer, we need to focus all of our projects and money and reducing our environmental impacts and this project does the opposite of that.

**Name: rick kappler**  
**Email: richardkappler@corban.edu**  
**Address: 5690 SW Mayfield Place Portland OR 97225**

Message: An ESIS is needed for the wasteful project. It will easily show that building more freeway lanes will not solve gridlock or help Oregon's economy. Please invest in public transit instead of more freeway lanes. Overwhelming evidence shows that more freeway lanes are



wasteful. The freeway project leaves less room to plant trees alongside the ODOT property lines.

**Name: George Walter Feldman**  
**Email: feldmange@gmail.com**  
**Address: 11230 SW COLLINA AVE**

Message: Please....no more highway lanes! It's definitely a "build it and they will come". This money should be put into mass transit projects and REDUCE vehicles, not allow an ever-increasing number of them.

Thank you.

George Feldman, M.D.

**Name: Jim Howell**  
**Email: jimhowell89@hotmail.com**  
**Address: 3325 NE 45th Ave., Portland OR 97213**

Message: Please require an EIS for the I-5 Rose Quarter Project.

An EIS will require ODOT to evaluate public transportation as an alternative to freeway expansion while reducing traffic congestion and greenhouse gas emissions while avoiding severe impacts to the neighborhood.

It has been suggested that a new MAX line along the I-5 corridor between South Waterfront and the Columbia River could attract a sufficient number of commuters from I-5 to render this project unnecessary. The cost would be less than widening I-5 since most of the alignment is in place, (the Tilikum Crossing and the MAX Yellow Line).

**Name: Satya**  
**Email: satyavayu@gmail.com**  
**Address: 608 SE 45th Ave, Portland, OR 97215**

Message: I demand that ODOT conduct an Environmental Impact Statement for the Rose Quarter Freeway Expansion. That we are seriously considering expanding freeways in this age of climate emergency is mind-boggling - we need to be doing everything we can to reduce dangerous air pollution and carbon emissions and definitely not promote car driving, which is what freeway expansion does. The vast majority of the public is opposed to this project, as evidenced by the public comments. 40% of Oregon's carbon emissions come from transportation. It's the only sector of our economy where emissions are growing - we must immediately reprioritize transportation funding into a system that dramatically lowers vehicle miles traveled (VMT), Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable neighborhoods across the region. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. Thanks to the concept known as "induced demand," widening freeways only encourages more people to choose to drive, creating even more congestion, and more air pollution, and more carbon.



ODOT's claims for this project are nonsense - ODOT has an abysmal track record of public engagement: terrible transparency, significant cost overruns, and outright lies to justify exorbitantly expensive freeway projects that don't end up achieving their ostensible outcomes. Metro's staffers wrote that claims in ODOT's Environmental Assessment were "not objectively true and is potentially misleading," This project must be stopped - conduct a full EIS which will show what a bad idea this project is, and hopefully stop this backward step when we need to be moving forward in transforming our society away from carbon pollution!

**Name: M. Manning**

**Email: mchristine.manning@gmail.com**

**Address:**

Message: To Whom this responsibility and decision has been given,

I do NOT support the expansion of I-5.

I strongly encourage you to conduct a thorough EIS.

With as much knowledge as we have concerning our Climate Crisis now is not the time to encourage single occupancy vehicular use.

I like to believe that YOU know better and perhaps you are being pressured by someone's financial interest.

Please ....Stop this expansion!

Respectfully,

Christine Manning

Portland, Oregon

**Name: Paul Rippey**

**Email: paulrippespx@gmail.com**

**Address: 9207 N Mohawk Ave. Portland**

Message: I used to think people would realize the I5 widening project was a ridiculous misallocation of resources within a decade or two. Now I think we'll all realize that before the project is halfway done. It's such a case of yesterday's response to tomorrow's problems.

**Name: SA Brown**

**Email: sabrown52@hotmail.com**

**Address: 1221 SW 10th Ave, #318, Portland OR 97205**

Message: I ask that ODOT conduct a full Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion. Children who are schooled or live in the affected area deserve no less. Thank you.

**Name: Christopher Yuen**

**Email: chrisyuen6@gmail.com**

**Address: 2018 NW Everett Street**





Message: I urge ODOT to conduct a full Environmental Impact Statement for the Rose Quarter Freeway Expansion. We are in the midst of a climate emergency and must recognize that 1) Climate change is real- and motor vehicles are a huge contributor. 2) Induced demand is real- people make decisions on where to live and work, and what mode to travel by based on how easy it is to travel. "Fixing" the bottleneck will only cause more vehicle-miles to be driven. Plus, the particulate matter and NOx is so bad around the Rose Quarter neighborhood that school kids are literally having to stay indoors for recess. That is outrageous and unacceptable. To make it any worse without fully understanding its impacts would be an unethical tragedy.

I urge ODOT and elected officials to do the right thing and complete the EIS.

**Name: Jason Fifield**

**Email: fifield.jason@gmail.com**

**Address: 5314 SE 51st Ave Portland, OR 97206**

Message: Freeway expansions encourage and increase auto usage, especially single occupant vehicles. This pollutes our air, contributes to global warming / climate change, and it lowers quality of life for our community. This is especially critical for this project due to its location near a public school and where many people live. We need to know the full environmental impact of such a project, and that information must be taken into account when evaluating this project. Alternatives, such as expanded / increased public transit, must also be considered and the relative environmental impact of each option needs to be known. It is necessary for an Environmental Impact Statement to be conducted as part of the most basic due diligence regarding this project. Thank you.

**Name: David Binnig**

**Email: binnig@gmail.com**

**Address: 4145 SE Ivon St., Portland OR 97202**

Message: As Governor Brown said just a few weeks ago, "Climate change isn't looming — it's here. How many warnings must scientists give before we listen and act?" With that urgency in mind, I'm writing to ask that ODOT produce and submit an Environmental Impact Statement for the I-5 Rose Quarter freeway expansion project.

Throughout the planning process, ODOT has sought to push forward with the freeway expansion—a massive fossil-fuel infrastructure project—while ignoring or evading questions from the affected community about the purpose, planning, and impact of the project:

1. ODOT has justified this project as a needed safety improvement, but the only deaths in this section in recent years involved pedestrians on the freeway and would not be mitigated by this project. If safety is a primary concern, why is ODOT putting so many resources into I-5 in the Rose Quarter, rather than focusing on other ODOT-administered roads in Portland (Rts. 213 and 26) that are objectively more dangerous to human lives? Is it possible instead that this is a disingenuous rebranding of a project ODOT has wanted since the 1980s?

2. Decades of experience in other US cities show that increasing road capacity also increases traffic—through short-term dynamic effects on road use, and long-term effects on land use—and





consequently fails as a lasting solution to congestion. At the same time, Portland is already seeking to explore road pricing—tolling—which can effectively manage congestion. Why isn't ODOT seeking to implement pricing first, before committing to adding lanes?

3. ODOT says that the Rose Quarter expansion project will create enhanced community spaces with its highway covers. But Albina Vision chair Rukaiyah Adams writes that “the configuration and geometry of the covers are designed for the freeway below rather than the grid of the city at the street-level. As currently conceived, the covers are an engineering and structural solution that ignores the connective urban streetscape and modern, open space principles. The resulting public space consist of odd remnants ... surrounded by swirling traffic.” Is ODOT willing, or even institutionally able, to start treating urban neighborhoods as ends in themselves, rather than as passageways for vehicles traveling to other destinations?

4. Likewise, ODOT writes that the project will reconnect neighborhood streets, in an area that was bulldozed and disconnected by the original I-5 construction project. But current plans show ODOT removing yet another historic grid connection, at North Flint street. If reconnecting the neighborhood is a goal, why is ODOT planning to destroy still more of Portland's historic street grid?

5. Mayor Wheeler has called I-5 on the east side of Portland "a multi-generational mistake" for the way that it divides the city of Portland and cuts us off from the river, and called for the city to work toward burying or removing I-5 on the east side. Should we be seriously considering removing the freeway—as we did with Harbor Drive—rather than perpetuating, at great expense, the mistake of an earlier generation of planners?

An Environmental Impact Statement won't answer all of the questions ODOT has been avoiding—but it will at least get fuller answers to questions about the environmental costs of this massive car-infrastructure project through the heart of Portland. As Governor Brown recently said, "Our children protest in the streets: Think it's time we all listen."

**Name: Cory Pinckard**

**Email: [corypinckard@yahoo.com](mailto:corypinckard@yahoo.com)**

**Address:**

Message: Electric cars still destroy the environment from resource mining, manufacturing pollutants, and going en masse to the landfill. They still add to congestion, gridlock and urban sprawl. They still cause us to squander tons of urban and suburban space on parking and other auto industry related misuse. They still put the burden of transportation cost (e.g. auto insurance, DMV/DEQ, tolls, fines, traffic court, traffic tickets, traffic cops, auto bailouts, oil subsidies, traffic jams from endless tax funded road maintenance, vehicle repairs, initial purchase cost, etc.) directly on the individual citizen which is extremely wasteful as well. Autocentric urban planning, putting motor vehicles before people, was a disaster for the city: ruining public space, decimating neighborhoods, razing cultural districts of all sorts and demolishing tons of old world architecture for parking, as well as rendering much of the city unwalkable and hostile to humanity. It was extremely myopic and we shouldn't perpetuate it with consumerist/market based false answers and greenwashing. Properly implemented commuter rail between and light rail/street cars in our cities along with trans-continental high speed rail



makes sense for efficiency and efficacy. It makes car ownership a choice instead of it being compulsory and it would negate the necessity of airline use in CONUS.

**Name: Jason Nolin**

**Email: [jason.nolin@gmail.com](mailto:jason.nolin@gmail.com)**

**Address: 6504 N Commercial Ave**

Message: To my honorable representatives—

I am writing with grave concern about the proposed I-5 Rose Quarter freeway project. I strongly urge you to demand an Environmental Impact Statement before this project moves forward.

Portland is suffering a traffic crisis because there are already too many cars on the road. Making it easier to drive the freeway just encourages more people to drive in our city. Decades of research has shown this does worsens mobility and health outcomes — and that these negative outcomes are severely inequitable.

Despite ODOT's rosy predictions, we are deep into a climate emergency and our car-centric transportation system is a huge contributor to it. Investing in highway expansion projects is flagrantly irresponsible. We need to start using our investments to move away from carbon-intensive transportation. We are better than this.

I am frankly surprised that our great state of Oregon is still pushing for such damaging investments. Before we move forward, we must do a thorough study to understand these negative impacts. This is a lot of money to spend on a project that will make a bad situation worse.

Thank you for your hard work,  
Jason Nolin  
6504 N Commercial Ave  
Portland, OR 97217

**Name: Linore Blackstone**

**Email: [llblackstone@comcast.net](mailto:llblackstone@comcast.net)**

**Address: 1745 NE 49th, Portland, Oregon 97213**

Message: Oh for heaven's sake; what is your ethic? What you do will have a connection to further destruction of our atmosphere. Apparently you don't believe it. Want a quick fix, huh? Boy, it is time to stop all this foolish denying that we humans have really, really harmed this earth and all it's life. Amazing how stupid we are, or greedy or blind.

**Name: Sabrina Gogol**

**Email: [sabrina.sunflower@gmail.com](mailto:sabrina.sunflower@gmail.com)**

**Address: 1222 ne 61st, Portland OR, 97213**

Message: I am writing to urge that you don't let the Rose Quarter freeway project go forward without requiring a full Environmental Impact Statement. I work in the Lloyd District and the air



quality is already terrible. I want a full EIS so I can know how many months odot's plans to expand the freeway will take off my life and those of my co-workers. As you know, odot's freeway plan brings more cars through this quarter, which brings more pollution as the project is expected to induce demand. The real bottleneck to open up is funding for walking, bicycling and public transit. Please support a full EIS in the name of good government transparency.

**Name: Yehudah Winter**  
**Email: [alanyehudah@gmail.com](mailto:alanyehudah@gmail.com)**  
**Address: 5707 NE 15th Ave.**

Message: The only solutions to the climate catastrophe ahead are ones that take us away from our dependence on gas powered vehicles. I try to cycle downtown as often as possible and that's over 50% of my trips. Each one takes me over the Flint Ave. bridge which will no longer exist in this plan. Through human ingenuity and creativity, I know we/you can come up with a solution that does not continue our plunge off the deep end.

**Name: Heather Buletti**  
**Email: [heatherbuletti@gmail.com](mailto:heatherbuletti@gmail.com)**  
**Address: 3943 N Overlook Blvd, Portland Or 97227**

Message: It is regressive and tragic that we would spend that much money on freeway infrastructure through the heart of our city. We should take an example from more progressive cities and use the money to invest in sustainable transportation that focuses on humans not cars. The LEAST ODOT can do is study the environments impacts of this insane project, they owe that to their tax payers!!

**Name: Troy Unverdruss**  
**Email: [troy@unverdruss.net](mailto:troy@unverdruss.net)**  
**Address: 3943 N Overlook Blvd Portland or 97227**

Message: The Oregon Department of transportation should do an environmental impact study because this is a lasting long-term infrastructure investment that could have potentially dire consequences to our environment. A project of this magnitude deserves proper consideration, especially considering the climate impact that additional freeway miles in our city center will have on the health and well-being of our citizens.