

From:

David G

Why do you want legislators to demand ODOT conduct an Environmental Impact Statement (EIS) for the proposed \$1.9 Billion Rose Quarter Freeway Expansion? Why should legislators on the Joint Special Subcommittee on Transportation Planning instead direct ODOT to prioritize investing in transportation options like repairing existing roads, improving traffic safety, and tackling climate change with transit investments?

The impacts of this bridge are too great: IT is too low and faces Coast Guard rejection and providing a permanent limit on river-based industry. If it is raised, that extends the impacts further into the communities on either side of the river. The proposed bridge is too wide- tail pipe emissions and tire pollution are reason enough to avoid the induced demand of adding so much width. ODOT needs to make a full accounting of these impacts and fully explore alternatives including an immersed tube tunnel and replacing the lift span to keep the replacement bridge low while maintaining river access (note: bridge lifts can be nearly eliminated by aligning the rail and freeway bridges). Trying to solve the transportation challenges with a huge bridge risks making too many compromises with too many impacts for too much money- basically, this project is on a course to become a boondoggle. Please responsible and take a step back to study the issues, impacts and alternatives. The current design proposals are not working

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