

From:

James Schiffer

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?

It was a mistake to run freeways through our cities – they divided neighborhoods and trashed accessibility outside of a car. We cannot get caught up in sunk cost fallacies and keep pouring money into projects that do not make sense. An EIS will help us fully understand the negative externalities that the Rose Quarter Freeway Expansion project will have. That \$1.9 billion could be used to repair the damage that freeways have done to our communities by building pedestrian bridges, protected bicycle infrastructure, light rail improvements, etc. How can we really say that people prefer to drive when it is all we ever prioritize? If we made taking public transit or biking more convenient and faster than driving by shifting our priorities accordingly, we may actually make some headway on reducing vehicle miles travelled.

--

This e-mail was sent from a contact form on No More Freeways (<https://nomorefreewayspx.com>)