

**From:**

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**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?**

I am writing about the Rose Quarter Freeway Expansion and to request that you ensure that ODOT conduct an Environmental Impact Statement (EIS) for the proposed \$1.9 Billion Rose Quarter Freeway Expansion. I have lived and worked in Portland for decades. This area is clearly congested, but a default make-the-freeway-wider solution is not well thought out. Or, rather, it appears ODOT is ignoring solutions that it doesn't like.

For example, ODOT's own studies demonstrate that implementation of tolling policy will immediately solve the congestion concerns in the corridor, and the \$1.9 billion freeway widening project is instead going to induce more driving.

This will divert money we should instead be using to address Oregon's horrendous increasing in traffic fatalities.

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