

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?

My request is that ODOT first conduct an environmental impact statement before funding the rose quarter freeway expansion and to for legislators on the Joint Special Subcommittee on Transportation Planning first direct ODOT funding to investments in transportation options like repairing existing roads, improving traffic safety, and tackling climate change with transit investments. As a bicycler, driver, and transit user in the north portland area, I can understand the frustration with traffic in the rose quarter corridor. However, I have noticed that I typically only get about 5-10 minutes added onto my commute times in this area, when traffic is high, which is frequent. However, a study and investments in other areas may reveal that cycling will be decreased or pedestrian safety and school safety will be decreased, in turn decreasing trimet ridership, which will in turn only lead to more potential drivers on the rose quarter freeway. These may be persons that are disabled in one way or another or mentally disabled who do not do well in freeway driving. Adding more drivers and a wider freeway that reduces safety and comfort for cyclists, transit riders, and pedestrians is not the answer. there are too many vulnerable populations in this area, including children, disabled, and elderly, to only name a few.

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