

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?

It is a well-documented and peer-reviewed phenomenon that expansions of highway infrastructure does not solve traffic problems due to induced demand created by the new capacity. This project is abhorrent waste of tax-payer money and will go to subsidizing and promoting the mode of transportation that is already leading cause of climate change at a time at which we absolutely cannot afford to be doing so. This is funding that desperately deserves to go to more sustainable and livable infrastructure projects, like better cycling infrastructure and expansions to TriMet service. Additionally you are planning this expansion in a part of the city that is already blighted by its freeways. In my opinion, there are few parts of Portland that are more miserable to be in than the Rose Quarter area, and that is due almost completely to the oppressive presence of freeways and other car infrastructure in this area. Walking around this part of the city already involves long detours because of how many areas are walled off for highways, and the areas that aren't are often loomed over by elevated roads, which block out the view of the sky for cyclists and pedestrians on the ground, in addition to the noise and air pollution from the cars on these freeways. If you want to solve the problem of traffic, then the science is clear, you shouldn't expand the highways. You should expand the alternatives to the highway. Increases rail links within the city should be the main focus of this funding, in addition to increased service on existing lines, dedicated right-of-ways for MAX & street car. These are changes that will increase the viability of commuting via TriMet, and actually contribute to reducing congestion on highways. Additionally, improving the viability of community by bike by adding new protected bike lanes and dedicated right of ways to bike, will lead to more people feeling comfortable riding instead of driving. Finally, if anything is to be done with the highways, it shouldn't be an expansion which will inevitably decrease the livability and walkability of the surrounding area, it should be the burying of the highway so that it at least stops interfering with the humans near it. The projects already successfully completed in Seattle ought to be a good model for what could be done here in Portland. If this project is funded, it will be an incredibly expensive mistake for this city at a time when we don't have much room for error.

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