

From:

Peter H Kokopeli

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 in opposition to the proposed \$1.9 Billion Rose Quarter Freeway Expansion. I am deeply concerned about the cost of this project, the environmental impact, and the diversion of resources from proper road maintenance, street safety, public transportation and other more sensible alternatives.

I retired from the Office of Atmospheric Programs, US Environmental Protection Agency in Washington, DC. The United States has seen remarkable improvements in air quality over the past half century but this achievement is uneven in its results. Studies have repeatedly shown that people who live within a quarter-mile of heavily used freeways will suffer negative health effects from the resulting air pollution. The least expensive and most effective way to address traffic and health effects in the Rose Quarter would be congestion pricing. Then the legislature can take the billions of dollars saved and use it for far more effective measures.

If you are looking for a place to sensibly spend money you can start with the potholes on my neighborhood streets.

At a minimum, the legislature should direct ODOT to conduct a thorough Environmental Impact Statement on the Rose Quarter Freeway Expansion. Even better would be to direct ODOT to prioritize transit and traffic safety for all users including pedestrians and cyclists.

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