

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 believe ODOT should revisit the Purpose and Need statement and conduct a full Environmental Impact Statement (EIS) that studies alternatives to freeway expansion. I fully support Albina Vision's call for capping the freeway butt it seems we could accomplish that at a lower cost by capping the current lanes. Furthermore building safety shoulders would accomplish the main operation goals, as suggested by ARUP, the international traffic engineering firm hired as a consultant by ODOT.

It is time to look at boulevarding the freeway through our central city rather than expanding it. All this and more should get the full accountability of a robust EIS process. Indeed, the ideal EIS scope would be ODOT's entire Urban Mobility Strategy, including both pricing and construction projects, looking at multiple alternatives to using tolling to expand freeways.

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