

Andrew Lindstrom

What do you want to tell legislators about the proposed \$1.9 Billion Rose Quarter Freeway Expansion and Oregon's transportation system?

Hello, my name is Andrew Lindstrom and I am a concerned Portland resident. I recently read the report that the latest update on the \$2 billion Rose Quarter Freeway Expansion project is having soaring costs primarily as a result of planning for an extraordinarily wide right of way – over 160 feet.

I believe that this plan is in blatant and obvious violation of Oregon State Planning Goal #12 (Transportation) for many reasons. For starters, the Rose Quarter is near downtown Portland – the densest part of the densest city in the state. Goal 12 states "high density developments with concentrated trip origins and destinations should be designed to be principally served by mass transit", while lower density areas should be served by highways. How exactly does ODOT plan on fulfilling that part of Goal 12 by doubling the width of an already out of place freeway in the dense urban core?

Additionally, plans "should be planned to utilize existing facilities and rights-of-way" and while I5 of course already exists, substantial widening of that right of way (at great cost) seems to fly in the face of this as well. Especially considering that mass transit should already be the preferred option for this project – something which could move people far more efficiently than a single-occupancy automobile.

I also have further concerns relating to the execution of Goal 1 (public engagement) as I have followed the project very closely but have yet to see an opportunity to voice my feedback in person with anyone on the project team. It's almost 2024, you can't hide behind Covid forever.

It is in this context that I am calling for a full Environmental Impact Statement for the Rose Quarter project – as well as additional legislative oversight. This project has burnt through millions of precious state dollars in the planning process already – while also managing to obviously flaunt state guidelines on planning. I am not calling for a drastic change in policy – I am calling on our state department of transportation to be beholden to our existing state guidelines for planning transportation projects.

Thank you

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