

From:

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

We're in the middle of multiple, overlapping crises; and congestion at the Rose Quarter on I-5 just is not even close to being one of them. If the State and Feds have \$1.9 billion to spend, it should be spent on rapidly transitioning to a full-functional multi-modal transportation network, including electric rapid inter-city rail connections between our major population and employment centers, electric bus systems, complete, connected, safe, separated bicycle and low-speed transportation networks, pedestrian networks, and correcting mistakes of the past; this much include removing I-5 from the east bank of the Willamette River.

Indeed, the State could make money on a deal that re-branded I-405 as I-5, closed the Marquam Bridge and removed the freeway from the east side, all the way up to the Fremont Bridge, sold the land under the freeway for development and replacement with a skinny local street where necessary to connect Water Ave to Interstate Ave.

This alternative must be analyzed through a full EIS analysis as an alternative to widening the freeway, as it likely would reduce overall congestion, reduce emissions, reduce accidents, save money, and improve the overall livability of Portland.