

**From:**

Mike Warwick

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

Three points. First there is NO MONEY for this project so there is time to step back and reevaluate. Second we are 25 years into the 21st Century. This is a 20th Century project! Third, the current environmental study is based on flawed assumptions (see second point) and even if recognizes cut thru traffic will increase neighborhood pollution (see handpicked reviewers comments). Of these the second point is most critical.

The "demand" for this project is fatally flawed based on 1) too narrow scope, and 2) backward looking baselines. Congestion isn't confined to the "swerve" in this section of I5 but to the entire route between the north and south intersections of 405 with I5, including the I84 interchange. This project will only waste money NOT solved congestion. It's a feel good engineering and political solution. No more. Key assumptions needed in a rethink include 1) persistence, nay permanence of work from home and drastic reduction in BOTH commuter traffic AND "rush hours." 2) The sad death of downtown as a destination for BOTH commuters and consumers. Finally, much as I hate to admit it, the structural changes just noted increase demand for thru traffic corridors for interstate trucking and more direct intracity distribution.

The combination of these suggests a need for increased bypass capacity, east and a new west side route and fewer on/off ramps along I5 in NNE Portland. Elimination of the ramps at Broadway will go a long way to solve the alleged "swerve" problem, albeit requiring either rerouting current trucking out of Lower Albina, or much better, relocation of the Union Pacific break in bulk terminal.