

Appendix H. Public Involvement Summary Report and Transcript of Public Hearing



I-5 ROSE QUARTER IMPROVEMENT PROJECT

Public Involvement Summary

Summer 2020



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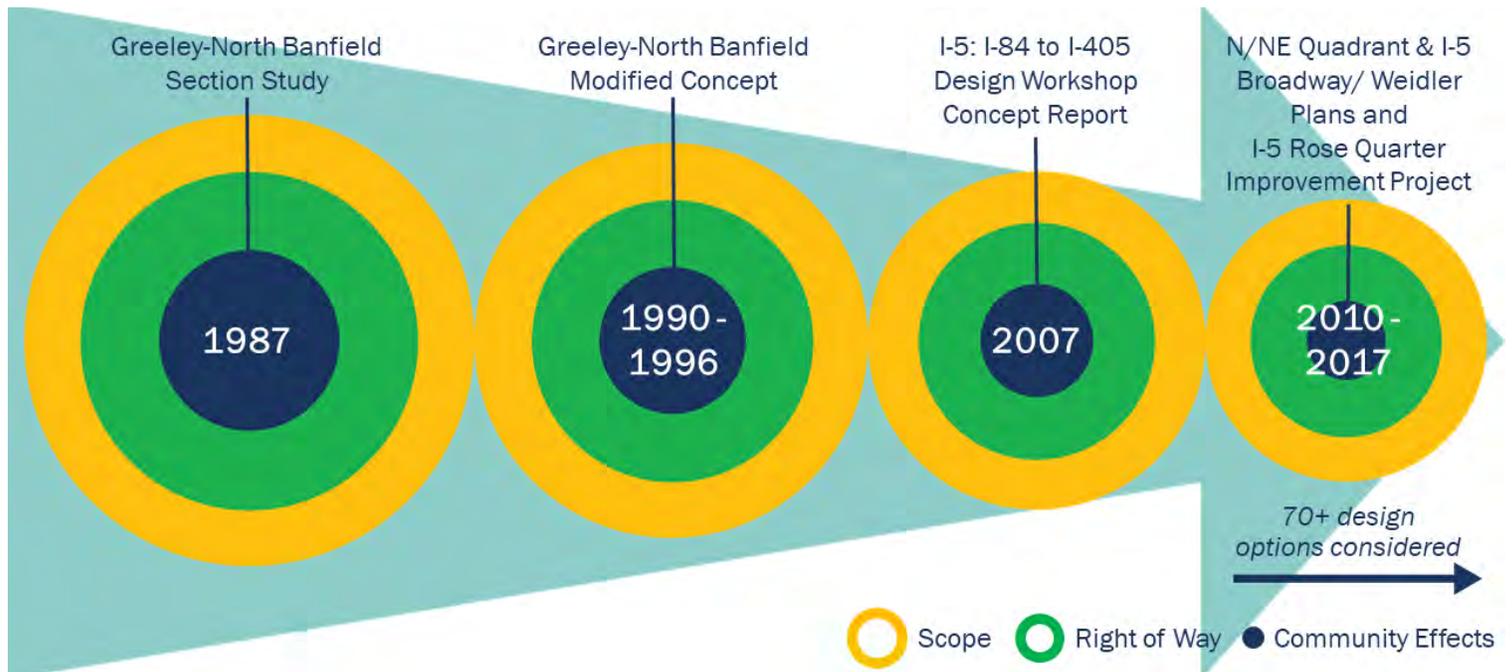
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I. BACKGROUND

The Oregon Department of Transportation (ODOT) and the City of Portland (City) have conducted decades of planning and partnership to address the safety and operational needs on Interstate 5 (I-5) and community connections through and near the Broadway/Weidler interchange area through the Rose Quarter. Beginning in the late 1980s, ODOT developed several studies, including the I-5: Greeley-N. Banfield Study (1987) and Modified Concept (1990-96), the Portland/Vancouver I-5 Trade Corridor Study (1999), the I-5/I-405 Freeway Loop Study (2005), and the ODOT/City Practical Design Workshop (2007) to evaluate transportation infrastructure design options in this area. ODOT and the City reached agreement on a practically designed set of concepts through the 2010-2012 N/NE Quadrant Plan and I-5 Broadway/Weidler Facility Plan effort. Together with a 30-member Stakeholder Advisory Committee (SAC), ODOT and the City evaluated more than 70 design concepts and narrowed the scope of freeway improvements to accommodate and incorporate modifications to the local system in line with the City’s land use planning goals.

During the 2010-2012 N/NE Quadrant Plan and I-5 Broadway/Weidler Facility Plan planning effort, ODOT and the City engaged with more than 2,800 individuals and held 19 SAC meetings, 14 subcommittee meetings, 4 open houses, and more than 85 community briefings and walking tours. In 2012, the Portland City Council and the OTC adopted the plans and the recommended design concept, which are now reflected as the I-5 Rose Quarter Improvement Project.

The Project’s initial design concept is included in adopted City of Portland regional land use and transportation plans. The Metro Council (the Portland region’s metropolitan planning organization) and the Joint Policy Advisory Committee on Transportation (which makes recommendations to the Metro Council) adopted the proposed Project as part of the Regional Transportation Plan in 2014 and again in 2018. Portland City Council adopted the proposed Project into the Central City 2035 Plan and the Transportation System Plan in June 2018. Beginning in 2017, as required by the National Environmental Policy Act (NEPA) and consistent with federal regulations, ODOT and the Federal Highway Administration (FHWA) conducted the Environmental Assessment (EA) process for the Project and published the Project’s EA on February 15, 2019 for a 45-day public review and comment.



Project Planning History

During the environmental review phase of the I-5 Rose Quarter Improvement Project, engagement activities included interviews with Black Portlanders and communities of color, work with a 14-member Community Liaisons Group to inform outreach, project presentations at over 100 events and community gatherings, nine hosted events with more than 280 attendees, community walking and biking tours, door-to-door outreach with over 60 businesses, a public hearing, updates via the project website and newsletters, and a 45-day public review and comment period on the draft Environmental Assessment.

The project team continues to intentionally listen, inform, and engage with communities of color, especially the historically impacted African American community, the primary community displaced by past public and private development decisions. Transparent, inclusive engagement will be a central feature of the project through design and construction.

II. OVERVIEW OF ENVIRONMENTAL PHASE PUBLIC OUTREACH

ODOT, in partnership with the City, conducted extensive public engagement throughout the environmental study phase of the I-5 Rose Quarter Improvement Project, which began in July 2017. While the project team studied potential environmental benefits and impacts, ODOT and the City also engaged in broad public engagement to inform communities about the proposed project, the environmental study, and how to provide input on the project. Just prior to and during the public comment period, the team conducted outreach to inform the public, interested stakeholders and environmental justice interests about the environmental study findings and ways to comment on the Environmental Assessment (EA). The team’s engagement strategy was guided by the Public Involvement Plan (**Appendix II.1**), which documents project messages, tools and strategies for engagement, a schedule of public outreach events, and key stakeholders.

Upon publication of the EA on February 15, 2019, a 45-day public review and comment period began, including additional briefings, public meetings, and numerous opportunities for the public to provide their input on the findings. At the close of the environmental study phase, more than 3,000 comments were submitted to provide input on the project – including 1,942 during the EA public comment period.

The following is a summary of public involvement efforts related to the environmental study and what we heard from the community between July 2017 and April 1, 2019. The environmental study phase is still ongoing. Additional public engagement that occurred after the close of the public comment period (April 1, 2019 to May 31, 2020) is summarized in **Appendix II.2**. At the close of the environmental phase, this document will be amended to capture additional engagement activities from June 1, 2020.



III. NOTIFICATIONS AND OUTREACH TOOLS

NOTIFICATIONS AND OUTREACH TOOLS

INTERESTED PARTIES LIST. An e-mail list of interested parties was created to receive project information and invitations to participate. The public could sign up for the list at meetings and events, and on the project website. By the end of the public comment period (April 1, 2019), there were 1,447 people and organizations on the GovDelivery e-mail list.

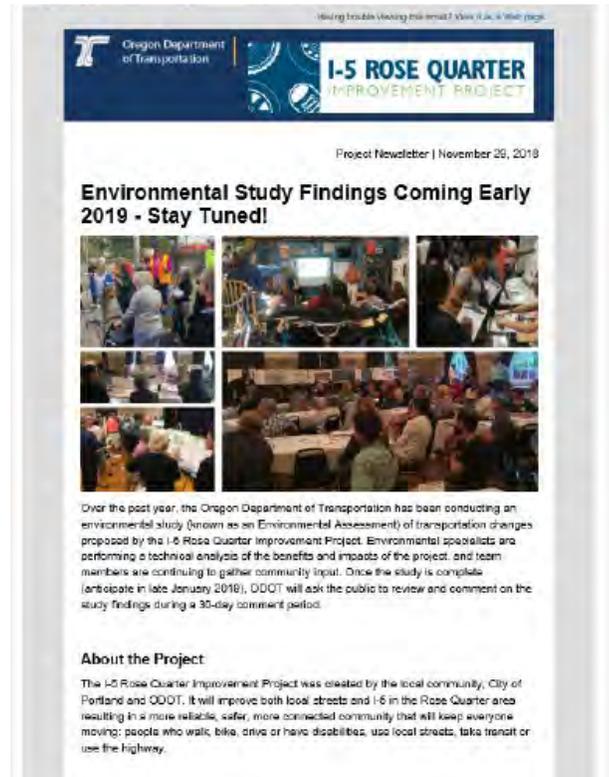
PROJECT WEBSITE. A project website was available to the public at www.i5RoseQuarter.org throughout the environmental phase. The website provided a way to view information about the proposed project and the history behind it, as well as ways to get involved, submit comments, or sign up for project updates. During the Environmental Assessment comment period, the website provided access to the online open house. The website was referenced on all project materials and at events as the place to receive the most extensive and up-to-date information.



Project Website

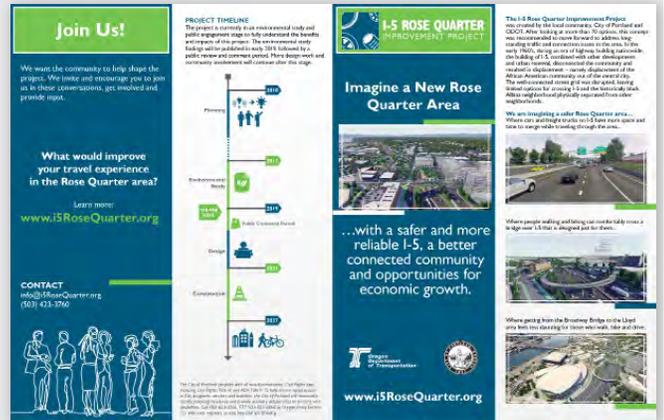
EMAIL NEWSLETTERS. Thirteen email newsletters were sent to those who signed up for the project updates list, and topics included notifications about meetings and events as well as general project information and updates. As of April 1, 2019, this list contained 1,477 e-mail addresses.

Email Newsletter	Date Sent
Open House Announcement	» September 5, 2017
Community and Neighborhood Forum Announcement	» September 22, 2017
Community Walk and Bike Ride Announcement	» October 4, 2017
Keeping You Moving on I-5	» June 15, 2018
Connections for People Who Walk and Bike	» July 17, 2018
Highway Covers	» August 22, 2018
Environmental Study Findings Coming Early 2019	» November 29, 2019
Environmental Study Findings Update	» January 14, 2019
Rose Quarter Environmental Assessment Ready	» February 15, 2019
Environmental Study Ready for Public Review and Comment	» February 15, 2019
Join Us at the Public Open House	» February 28, 2019
Two Meetings Look at Rose Quarter Improvement Project	» March 7, 2019
Join Us at the Public Hearing Tonight	» March 12, 2019



E-Newsletter

FACT SHEETS. At the beginning of the environmental phase, a general project fact sheet (**Appendix III.2**) was used to describe the proposed improvements and the overall project timeline. As public interests and key messages were identified, the project team developed a folding brochure (**Appendix III.3**) that highlighted the history of the project area, the need for improvements, and three key areas that the project would address: a safer, more reliable I-5, a better connected community, and economic growth. In advance of the release of the EA, an environmental process fact sheet (**Appendix III.4**) was developed to inform people about Federal Highway Administration's (FHWA) National Environmental Policy Act (NEPA) process and the various ways to review and comment on the EA.



Folding project brochure

MAILERS. Two project mailers were sent to all stakeholders who signed up to receive information, as well as to all businesses and residences within the project area. The first was sent in advance of the Open House in September 2017 (**Appendix III.5**). The second mailer was sent in advance of the EA public comment period in February 2019 to 6,700 homes within and adjacent to the project area (**Appendix III.6**).



February 2019 mailer

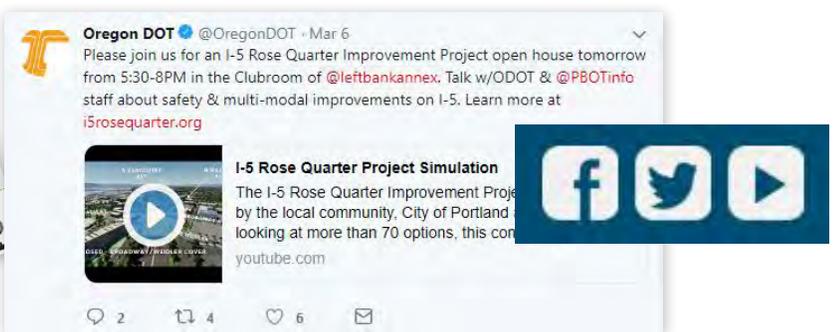
SOCIAL MEDIA. Social media posts were published on Facebook, LinkedIn, and Twitter through ODOT and the City's accounts.

MEDIA RELEASES. Two media releases were created and distributed by ODOT prior to public events and at key project milestones.

ADVERTISEMENTS. In February and March 2019, advertisements were placed in the following publications to invite the public to participate in the EA comment period:

- Daily Journal of Commerce – February 25, March 4
- Oregonian – February 24, February 26, March 3, March 5
- El Latino de Hoy – February 20, March 6 (translated to Spanish)
- Asian Reporter – February 18, March 4
- The Skanner – February 27, March 6
- Observer - February 20, March 6

VIDEOS. The project team developed an overview video, which included a visualization simulation of the proposed project and narration explaining key elements. Additional videos were included as part of the online open house, explained in more detail in “Input Opportunities” on the following pages.



Print ads and social media posts notifying the public about the comment period.



IV. INPUT OPPORTUNITIES

BRIEFINGS, PRESENTATIONS AND COMMUNITY EVENTS. Throughout the environmental phase, ODOT and the City attended more than 90 community events to share information and gather feedback about the project. These included briefings and presentations with agencies, local agency committees, community groups and neighborhood associations, as well as tabling at events. See **Appendix IV.I** for the Community Presentations and Events Log. This log includes presentations and events from July 2017 through March 2020.

COMMUNITY LIAISONS GROUP. Early in the environmental study phase, a Community Liaisons Group was formed to meaningfully engage and involve those with current and historical ties to the project area. The purpose was to understand the communities' perspectives early in the process and incorporate their input into the public involvement process and design decisions. The group was made up of 14 members representing various organizations and interests, including:

COMMUNITY LIAISONS GROUP

Carl Talton - Portland Family of Funds, Black Investment Corporation for Economic Progress, Inc. (BICEP)

Carolina Iraheta Gonzalez - City of Portland, Safe Routes to School Program

Cate Millar - LeftBank Project

Destiny Wright - Carpenters Union

Gabriel Montez - Moda Center

Pastor J.W. Matt Hennessee - Vancouver Avenue First Baptist Church

Jillian Detweiler - The Street Trust

JoAnn Herrigal - Elders in Action

Katy Wolf - Boise Neighborhood Association

Matt Arnold - SERA Architects

Mike Warwick - Eliot Neighborhood Association

Noel Mickelberry - Oregon Walks

Serena Stoudamire - Oregon Governor's Office, Director of Equity and Community Engagement

Stephen Green - Local Businesses and Organizations (Elevate Capital / Pitch Black / Oregon Public House)



Community Liaisons Group Meeting

Members were asked to provide feedback on outreach materials and strategies and offer ideas about how to best reach interested communities. Members were also encouraged to share project information and opportunities with their affiliates.

The group met four times over the course of the environmental phase:

COMMUNITY LIAISONS GROUP MEETINGS

Meeting 1 - Tuesday, September 26, 2017

Meeting 2 - Wednesday, March 7, 2018

Meeting 3 - Monday, May 21, 2018

Meeting 4 - Tuesday, November 27, 2018

See **Appendix IV.2** for the Community Liaisons Group Description.

OPEN HOUSE I. The first Open House, held on September 12, 2017, kicked-off the I-5 Rose Quarter Improvement Project environmental phase with the public. It was a ‘drop-in’ style event and had three key features: 1) display stations with project components, purpose and need, and range of alternatives, 2) a PowerPoint presentation with a project overview and 3) a mounted project area map with design elements. Project team members were available to answer participant questions and explain project elements. In total, the Open House was attended by approximately 85 people. American sign language interpretation was provided for the hearing impaired. See **Appendix IV.3** for the full Open House Summary.

COMMUNITY & NEIGHBORHOOD FORUM. ODOT and the City hosted a Community and Neighborhood Forum on Thursday evening, September 28th, 2017. The purpose of the event was to engage the local community about the project, provide them an overview of the project, and encourage dialogue about the planned future improvements in the area. This event also provided an opportunity for the public to comment on the purpose and need and range of alternatives, providing copies of the draft document and accepting verbal and written comments. ODOT also engaged in targeted outreach to the project area’s historic African American and minority community, inviting over 20 organizations and faith-based groups that support or represent minority populations, including those who took part in the environmental justice interviews. A total of 65 people signed in at the event. American sign language interpretation was provided for the hearing impaired. See **Appendix IV.4** for the full Community & Neighborhood Forum Summary.

COMMUNITY WALK AND BIKE RIDE. The Community Walk & Bike Ride, held on October 7, 2017, was an opportunity to guide the public through the project area, both on bike and foot, to help people see the current issues and visualize the proposed improvements. Groups toured the area to several viewpoints where ODOT and City of Portland staff explained improvements, and attendees had the opportunity to ask questions and give suggestions. There were around 32 attendees in total, with an even split between those attending the walk and bike ride. American sign language interpretation was provided for the hearing impaired. See **Appendix IV.5** for the Community Walk and Bike Ride Summary.



Bike Farm briefing



Community walk

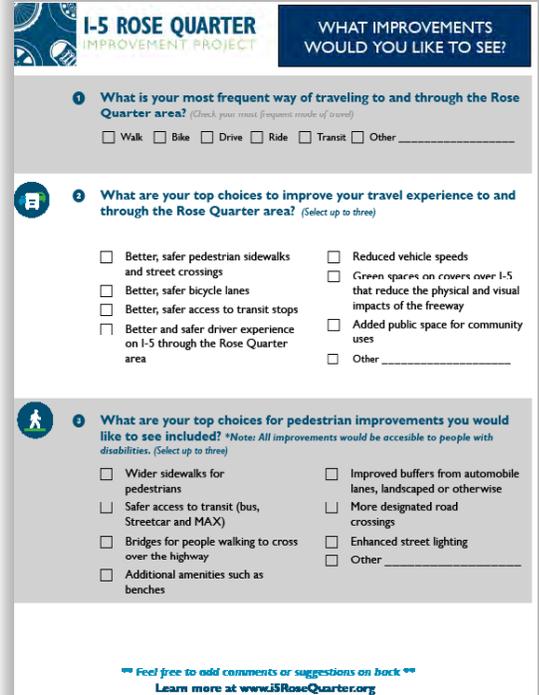
PASTORS BREAKFASTS. Two Pastors Breakfasts were hosted to gather local area church leaders to discuss the project and seek feedback. Pastor Hennessee from the Vancouver Avenue First Baptist Church sent letters to area church leaders before both breakfast events to invite their attendance. The first breakfast was held on March 20, 2018 at the Village Inn Restaurant. More than 15 church leaders attended. The purpose of that meeting was to provide a project overview, discuss and collect input on the project information materials and outreach opportunities, and to hear what matters most to churches. It was most important to churches to learn more about ways the project can provide economic opportunities to the communities they serve. The second breakfast was held on March 11, 2019 at the Vancouver Avenue First Baptist Church. Twelve people attended the meeting. The purpose of the meeting was to provide an overview of the environmental findings and to provide an introduction to ODOT's DBE/OJT program that is intended to create and spur more wealth development among local minority contractors. This is an area of great interest to the churches, and they are interested in staying informed and active in this effort.

COMMUNITY SURVEY. The project team created a survey to learn how stakeholders travel in the Rose Quarter area and what their preferences are for bicycle and pedestrian facility improvements as well as highway cover amenities. It consisted of five multiple choice questions, and opportunities to provide open-ended comments. Overall, 379 people participated in the survey. The online survey was shared through a link on the home page of the project website (www.i5RoseQuarter.org) and also featured in email newsletters sent to the project's stakeholder email list. It was available from June – October 2018. The in-person survey (**Appendix IV.6**) was made available to the public at three summer events including Juneteenth, Good in the Hood, and Sunday Parkways.

BUSINESS CANVASSING. To gain feedback from businesses in the project area, members of the project team went door-to-door to approximately 60 businesses to talk to business owners, give them information about the project, and hear their feedback in 2018. Overall, businesses had concerns about access to their locations (both for customers and distributors), general land use and zoning, and questions about right-of-way. Others expressed concerns about homelessness and criminal activity in the area, and how the project might benefit or impact that.

BLACK COMMUNITY OUTREACH EVENT. “What’s Happening in Our Streets? A Transportation Open House for the Black Community”, held on October 8, 2019, created a space for ODOT, PBOT, and I-5 Rose Quarter Representatives to engage with the Black Community about transportation investments being made in N/NE Portland. The Open House had table representatives that provided information about various projects in the area. The idea was to create an interactive space where community members could have their questions answered, identify where they lived in relationship to infrastructure projects on maps listing each project, and participate in a survey collecting feedback on the I-5 Rose Quarter Project. I-5 Rose Quarter Project Team presented proposed ideas for safety and infrastructure improvements within the Rose Quarter. See **Appendix IV.7** for the full What’s Happening in Our Streets Report.

OPEN HOUSE 2 AND ONLINE OPEN HOUSE. Upon the notice of publication of the EA, ODOT and the City hosted both an in-person open house and an online open house, where people could learn about the project and the Environmental Assessment findings, and provide comments. The online open house was open for the duration of



I-5 ROSE QUARTER IMPROVEMENT PROJECT WHAT IMPROVEMENTS WOULD YOU LIKE TO SEE?

1 What is your most frequent way of traveling to and through the Rose Quarter area? (Check your most frequent mode of travel)

Walk Bike Drive Ride Transit Other _____

2 What are your top choices to improve your travel experience to and through the Rose Quarter area? (Select up to three)

Better, safer pedestrian sidewalks and street crossings Reduced vehicle speeds

Better, safer bicycle lanes Green spaces on covers over I-5 that reduce the physical and visual impacts of the freeway

Better, safer access to transit stops Added public space for community uses

Better and safer driver experience on I-5 through the Rose Quarter area Other _____

3 What are your top choices for pedestrian improvements you would like to see included? *Note: All improvements would be accessible to people with disabilities. (Select up to three)

Wider sidewalks for pedestrians Improved buffers from automobile lanes, landscaped or otherwise

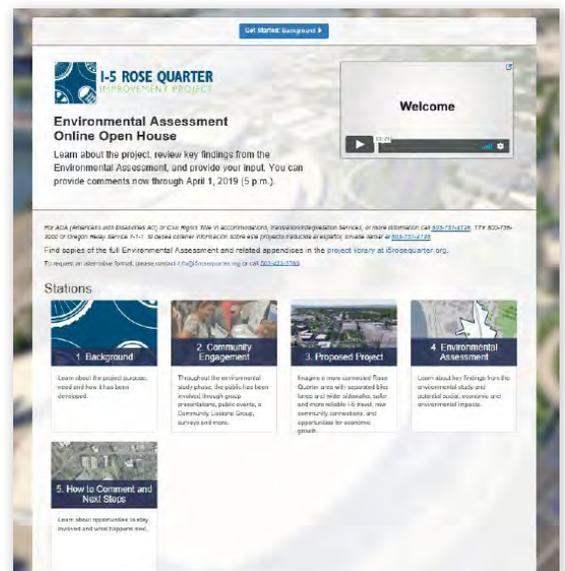
Safer access to transit (bus, Streetcar and MAX) More designated road crossings

Bridges for people walking to cross over the highway Enhanced street lighting

Additional amenities such as benches Other _____

*** Feel free to add comments or suggestions on back ***
Learn more at www.i5RoseQuarter.org

Community Survey



Welcome page from 2019 Online Open House

the 45-day public comment period – February 15 through April 1, 2019 – and included the same content as the in-person open house, with the addition of informational videos to guide viewers through the stations. The in-person open house was held on the evening of March 7, 2019 and was attended by approximately 85 people. American sign language interpretation was provided for the hearing impaired. See **Appendix IV.8** for the full Open House and Online Open House Summary.

PUBLIC HEARING. ODOT and the City hosted a public hearing during the Environmental Assessment comment period on March 12, 2019. The hearing panel consisted of ODOT Region 1 Manager Rian Windsheimer and City of Portland Commissioner Chloe Eudaly. The hearing began with a short presentation from the project manager on the project history and EA. The purpose of the hearing was to hear verbal testimony from the community. The hearing was transcribed through a court reporter and was attended by approximately 170 people. 70 people in attendance provided verbal testimony. Accommodations were available for families and people with disabilities. American Sign Language interpretation was provided.

See **Appendix IV.9** for the full Public Hearing Transcript.



Environmental Assessment Public Hearing



V. ENVIRONMENTAL JUSTICE OUTREACH

ENVIRONMENTAL JUSTICE INTERVIEWS. In winter 2017, ODOT staff conducted initial interviews with 17 members of the African American community to gain a better understanding of the following items during the project’s upcoming environmental review and public involvement phase:

- The project area’s history.
- How to meaningfully engage communities of color and low-income populations (populations that were disproportionately impacted prior to Rose Quarter area developments).

The interviews were conducted in advance of the formal public involvement kick-off, so as to use the respondent’s feedback to shape the project direction. The questions posed and feedback received are documented in **Appendix V.I** .

OTHER INPUT OPPORTUNITIES. Other outreach efforts to underrepresented and underserved communities are documented above in “Input Opportunities,” including the Pastors’ Breakfasts, the Black Community Outreach Event, and other community events such as Good in the Hood and Juneteenth.

AMERICANS WITH DISABILITIES ACT AND LANGUAGE ACCOMMODATIONS.

Throughout outreach efforts, project public meetings were hosted at ADA accessible venues. American Sign Language Interpreters were also made available at public events. On all materials, accessible accommodations and translated materials were offered.

VI. PUBLIC COMMENTS

PRE-ENVIRONMENTAL ASSESSMENT PUBLICATION. Prior to the official EA public comment period, the project team received more than 710 comments through the website, project email account, comment cards at events, phone, online survey, or other avenues described in “Input Opportunities.” The numbers by category below are approximate. All comments have been summarized in the appendices where appropriate.

PRE EA PUBLICATION COMMENT SOURCES - JULY 2017 TO FEBRUARY 2019

 Email	188	 Online Survey	252	 Project Website	190
 Community and Neighborhood Forum	7	 Black Community Outreach Event	4	 Open House	54
 Community Walk and Bike Ride	1	 Good in the Hood	1	 Phone	12

POST-ENVIRONMENTAL ASSESSMENT PUBLICATION. During the public comment period after the publication of the EA, comments on the findings were collected by phone, mail, email, the online open house, an in-person open house and a public hearing. Altogether, more than 1,942 comments were received during the 45-day comment period.

All comments received during the EA comment period can be reviewed on the project website, in the Record of Public Comment and the Decision Document prepared for the project.



II.I PUBLIC INVOLVEMENT PLAN



I-5 ROSE QUARTER

IMPROVEMENT PROJECT

Public Involvement Plan – DRAFT

I-5 Rose Quarter Improvement Project

Oregon Department of Transportation

August 17, 2017





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1 Purpose of the Public Involvement Plan

This document outlines public involvement (PI), communications and outreach approaches for the Oregon Department of Transportation’s (ODOT) I-5 Rose Quarter Improvement Project. Since the community involvement work is ongoing, this report will be considered a “living document” that will be updated as the project progresses and more information is available. This document will serve as a reference for understanding project benefits, potential issues, messages, and outreach tools. It will also document and address stakeholder questions and concerns.

This Public Involvement Plan (PIP) follows ODOT’s Project Delivery Public Involvement Resource Guide, and reflects six key steps to effective public involvement:

1. Identify stakeholders and their key issues/concerns
2. Establish public involvement objectives
3. Determine level of public involvement
4. Select public involvement activities
5. Implement the plan
6. Evaluate and incorporate feedback

Anticipated project schedule				
	Start		Finish	Notes
Kick-off	June 22, 2017	To	June 22, 2017	
Environmental Technical Reports	September 2017	To	March 2018	
Environmental Assessment	February 2018	To	September 2018	
NEPA Decision Document	August 2018	To	December 2018	

2 Stakeholders and Their Key Issues/Concerns

The I-5 Rose Quarter Improvement Project is located along an important interstate corridor and passes through the central east side of Portland. The project has local, regional and statewide interests and stakeholders. An initial list of potential stakeholders is provided below.



Stakeholder Category	Name	Potential Interests/Concerns
Agencies	Federal	
	Federal Highway Administration (FHWA)	<ul style="list-style-type: none"> • FHWA is the co-lead agency with ODOT in the NEPA process • Environmental impacts • Adherence to federal environmental compliance and regulations • Funding
	U.S. Coast Guard (USCG)	<ul style="list-style-type: none"> • NEPA Cooperating Agency • Adherence to federal compliance and regulations
	National Marine Fisheries Service	<ul style="list-style-type: none"> • NEPA Cooperating Agency • Water quality impacts • Endangered Species Act jurisdiction on listed species with potential to occur in project area • Adherence to federal environmental compliance • Permitting approvals
	US Army Corps of Engineers	<ul style="list-style-type: none"> • NEPA Cooperating Agency • Water resources impacts • Adherence to federal environmental compliance • Permitting approvals
	State	
	Oregon Transportation Commission	<ul style="list-style-type: none"> • Changes to statewide transportation system • Funding • Briefings from ODOT Region 1 (Specifically, Commissioners Sean O'Halleron and Alando Simpson)
	Oregon State Office of Historic Preservation	<ul style="list-style-type: none"> • NEPA Cooperating Agency • Historic and cultural resources impacts • Adherence to environmental compliance
	Regional	
	TriMet	<ul style="list-style-type: none"> • NEPA Cooperating Agency • Transportation network and impacts • Multi-modal design components • Opportunities to improve transit • Agency-to-agency coordination • Funding
	Metro	<ul style="list-style-type: none"> • NEPA Cooperating Agency • General interest in project • Transportation system changes • Community connectivity • Regional implications
	Multnomah County	<ul style="list-style-type: none"> • General interest in project • Construction timing and coordination



Agencies	Port of Portland	<ul style="list-style-type: none"> • NEPA Participating Agency • Transportation system changes with focus on freight movement • Regional implications
	Local	
	City of Portland Commissioners	<ul style="list-style-type: none"> • Consistency with City plans and objectives, including the N/NE Quadrant Plan • General interest in project as a key partner • Public involvement process • Multi-modal design components • Neighborhood connectivity • Public/community perspectives, interests and concerns • Funding
	City of Portland Bureau of Transportation (PBOT)	<ul style="list-style-type: none"> • NEPA Participating Agency • PBOT is the City's project representative and liaison to ODOT • Public involvement process • Transportation network • Consistency with City plans, including the N/NE Quadrant Plan Multi-modal design components • Parking • Agency-to-agency coordination • Construction timeline/coordination • Funding
	City Of Portland Bureau of Planning and Sustainability (BPS)	<ul style="list-style-type: none"> • Consistency with City plans, including N/NE Quadrant Plan • Land use • Agency-to-agency coordination
	City Of Portland Development Services (BDS)	<ul style="list-style-type: none"> • Right-of-Way (ROW) • Developable land; land use • Consistency with City plans, including the N/NE Quadrant Plan
	City of Portland Housing Bureau	<ul style="list-style-type: none"> • Coordination with housing programs and projects • Consistency with City plans, including the N/NE Quadrant Plan
	City Of Portland Bureau of Environmental Services (BES)	<ul style="list-style-type: none"> • Environmental impacts • Agency-to-agency coordination
	City Of Portland Bureau of Parks and Recreation (PPR)	<ul style="list-style-type: none"> • Particular interest in effects on local parks and pedestrian activity to and from those parks • Opportunities for public spaces • Agency-to-agency coordination



Agencies	Portland Streetcar	<ul style="list-style-type: none"> • NEPA Cooperating Agency • Transportation network • Multi-modal design components • Opportunities to improve transit • Agency-to-agency coordination • Potential project impacts to Streetcar service (particularly during construction) • Construction timeline/coordination
	Prosper Portland	<ul style="list-style-type: none"> • ROW • Developable land; land use • Urban renewal • Housing issues • Programs designed for utilizing Disadvantaged Business Enterprises (DBEs) • Programs to support small minority businesses • Coordination with redevelopment of Broadway Corridor and other planned redevelopment sites • Funding
Neighborhoods	Eliot Neighborhood Association	<ul style="list-style-type: none"> • General interest in project and changes to community • Potential Environmental Justice-related concerns • Traffic pattern and parking changes • Opportunities for community connectivity • Construction impacts
	Irvington Community Association	<ul style="list-style-type: none"> • General interest in project and changes to community • Traffic pattern and parking changes • Opportunities for community connectivity • Construction impacts
	Lloyd District Community Association	<ul style="list-style-type: none"> • General interest in project and changes to community • Traffic pattern and parking changes • Opportunities for community connectivity • Future development impacts and opportunities • Construction impacts
	Northeast Coalition of Neighborhoods	<ul style="list-style-type: none"> • General interest in project and changes to community • Potential Environmental Justice related concerns • Traffic pattern and parking changes • Opportunities for community connectivity • Future development impacts and opportunities • Construction impacts



Neighborhoods	Sullivan's Gulch Neighborhood Association	<ul style="list-style-type: none"> • General interest in project and changes to community • Traffic pattern and parking changes • Opportunities for community connectivity • Construction impacts
School District(s)	Portland Public Schools	<ul style="list-style-type: none"> • General interest in project and changes to community • ROW • Traffic pattern changes • Opportunities for community connectivity • Construction impacts to school buses, staff, parents and students
Business Association(s)	N/NE Business Association	<ul style="list-style-type: none"> • Particular interest in transportation access to businesses and economic and business development • Traffic pattern and parking changes • Opportunities for community connectivity • Future development impacts and opportunities
Community & Interest Groups	African American Alliance for Homeownership	<ul style="list-style-type: none"> • Correlations with this project to the N/NE Quadrant Plan • Concern and sensitivity around past, present and future projects in the area • Environmental justice issues
	Delivery Services: US Post Office Fed-Ex UPS Commercial Delivery Services	<ul style="list-style-type: none"> • Traffic pattern changes • Design changes that may limit access during deliveries • Impacts to access during construction
	Emergency Services: Police Fire EMT	<ul style="list-style-type: none"> • Design changes that may limit access during emergencies • Impacts to access during construction
	Go Lloyd (formerly Lloyd Transportation Management Association)	<ul style="list-style-type: none"> • Particular interest in how construction will impact transportation in and around the Lloyd District • Development and redevelopment opportunities
	Memorial Coliseum	<ul style="list-style-type: none"> • Particular interest in transportation access to businesses and economic and business development • Traffic pattern and parking changes • Opportunities for economic vitality and community connectivity • Impacts to tourism • Future development impacts and opportunities • Construction impacts



Community & Interest Groups	Moda Center	<ul style="list-style-type: none"> • Particular interest in transportation access to businesses • Traffic pattern and parking changes • Opportunities for economic vitality and community connectivity • Impacts to tourism • Future building and business development – opportunities and/or impacts • Impacts to event traffic, specifically ingress to and egress from the Moda Center and parking structures • Construction impacts
	National Association of Minority Contractors (NAMAC)	<ul style="list-style-type: none"> • Particular interest in empowering and sustaining minority-owned businesses • Environmental justice issues
	Oregon Freight Advisory Committee	<ul style="list-style-type: none"> • Traffic pattern changes • Design and construction impacts to freight movement • Access • Changes to statewide transportation system • Vertical Clearance
	Oregon Trucking Association	<ul style="list-style-type: none"> • Traffic pattern changes • Design and construction impacts to freight movement • Access • Changes to statewide transportation system • Vertical Clearance
	Oregon Walks	<ul style="list-style-type: none"> • Particular interest in pedestrian facilities and ADA compliance • Opportunities for community connectivity and open spaces • Bike/Ped Safety initiatives
	Portland African American Leadership Forum	<ul style="list-style-type: none"> • Concern and sensitivity around past, present and future projects in the area • Environmental justice issues
	Portland Bicycle Advisory Committee	<ul style="list-style-type: none"> • Particular interest and concern for how bike facilities will be designed • Opportunities for improved bike/ped facilities and community connectivity • Traffic pattern and intersection changes • Bike/Ped safety initiatives
	Portland Freight Committee	<ul style="list-style-type: none"> • Traffic pattern changes • Design and construction impacts to freight movement • Access • Vertical Clearance
Portland International Airport	<ul style="list-style-type: none"> • Traffic pattern changes • Travel times • Impacts to access and travel during construction 	



Community & Interest Groups	Portland Pedestrian Advisory Committee	<ul style="list-style-type: none"> • Particular interest in pedestrian facilities and ADA compliance • Opportunities for community connectivity and open spaces • Pedestrian safety initiatives
	Professional Business Development Group (PBDG)	<ul style="list-style-type: none"> • Particular interest in empowering and sustaining minority-owned businesses • Environmental justice issues
	Rose Quarter Businesses (Lloyd Center, Convention Center, Hotels)	<ul style="list-style-type: none"> • Particular interest in transportation access to businesses • Traffic pattern and parking changes • Opportunities for economic vitality and community connectivity • Impacts to tourism • Future building and business development impacts – opportunities and/or impacts • Construction impacts
	The Leftbank Project	<ul style="list-style-type: none"> • Particular interest in transportation access to businesses • Traffic pattern and parking changes • Opportunities for economic vitality and community connectivity • Future building and business development impacts – opportunities • Construction impacts
	The Street Trust	<ul style="list-style-type: none"> • Particular interest and concern for how bike and pedestrian facilities will be designed • Opportunities for improved bike/ped facilities and community connectivity • Traffic pattern and intersection changes • Bike/Ped safety initiatives
	Urban League of Portland	<ul style="list-style-type: none"> • Concern and sensitivity around past, present and future projects in the area • Environmental justice issues
	Vancouver Avenue First Baptist Church	<ul style="list-style-type: none"> • Particular interest in maintaining social and cultural aspects of the community • Environmental justice issues
Property Owners and Residents	Property Owners and Residents <i>[See Appendix A. Project Area Map]</i>	<ul style="list-style-type: none"> • ROW • Access • Noise • Traffic pattern changes • New developments in the area • Construction impacts
Business Owners	Business Owners <i>[See Appendix B. Stakeholder List]</i>	<ul style="list-style-type: none"> • ROW • Access • Economic impacts • Noise • Traffic pattern changes • Construction impacts
Commuters	General	<ul style="list-style-type: none"> • Traffic pattern changes • Construction impacts



General Public	General	<ul style="list-style-type: none"> • General interest in project and changes to community • Traffic pattern changes • Construction impacts
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A full Stakeholder List with contact information is included in Appendix B. It will be updated regularly throughout this project. A website will be developed and actively monitored, and email and/or phone calls and mailers will be used to distribute information to all interested stakeholders.

2.1 Demographics

An initial assessment of the demographics within the study area is provided below. An expanded project area map was developed to engage additional residents and stakeholders with project mailings. Demographic information for both the general study area and this expanded project area are provided below. Detailed demographic information within the project area will be collected as part of the Socio-Economic and Environmental Justice Technical Report preparation. The PIP will be updated as more information becomes available.

As part of the project’s environmental justice outreach, project team members will utilize the Community Liaison’s to better understand where and how to engage minority populations.

See Appendix A for a map of these areas.

Project Area Demographics <i>(2011-2015 American Community Survey)</i>		Environmental Justice (EJ) Project Study Area	Expanded Project Area for Mailer Distribution
Race	White	76.5%	71.9%
	African American	12.3%	12.9%
	American Indian / Native American	0.5%	0.4%
	Asian	3.9%	5.8%
	Hispanic / Latino	4.7%	4.2%
	Two or more races	6.2%	7.6%
	Other	0.6%	1.4%
Poverty	Below Poverty Level	22.0%	31.7%



Language	Limited English Proficiency (LEP) for population over 5 years old.	2.4%	1.7%
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Language proficiency statistics for the expanded project area are presented below.

Language Spoken at Home			
<i>(By ability to speak English for population 5 years and older). 2011-2015 American Community Survey 5-Year Estimates)</i>			
Language	Total	English Very Well	English Not very Well
English (only)	7893 (90.0%)		
Spanish	299 (0.03%)	243	56
French	20 (less than .01%)	20	
Italian	9 (less than .01%)	9	
Greek	9 (less than .01%)		9
Yiddish	16 (less than .01%)	16	
Serbo-Croatian	95 (0.01%)	95	
Gujarati	16 (less than .01%)	16	
Hindi	4 (less than .01%)	4	
Other Indo-European Languages	8 (less than .01%)		8
Chinese	33 (less than .01%)	25	8
Japanese	31 (less than .01%)	31	
Korean	86 (less than .01%)	42	44
Thai	15 (less than .01%)	15	
Other Asian	20 (less than .01%)	20	
Native American Languages (non-Navajo)	6 (less than .01%)	6	



Arabic	48 (less than .01%)	21	27
African Languages	160 (0.02%)	108	52
Total	8768	671	213

2.2 Prior Related Public Involvement Efforts

- **1987 - Greeley North Banfield Section Study**

In 1987, the Oregon Department of Transportation (ODOT) developed alternatives for addressing the traffic congestion that exists along the I-5 corridor between the Fremont Bridge (I-405) and the Banfield Freeway (I-84). Several alternatives were developed including the use of braided ramps. While the traffic benefits of these solutions were clearly demonstrated, concerns over their cost, footprint, and visual impacts prevented their implementation. However, a package of relatively minor improvements in the vicinity of the Convention Center (Phase 1) was identified during this study. ODOT and the City of Portland continued to coordinate on design concepts to address the bottleneck at the I-5 and I-84 interchange and have been constructed by ODOT.

- **1990 to 1996 – Greeley-North Banfield Modified Concept**

This initial concept relied on the use of multiple braided ramps to eliminate dangerous weaving maneuvers between I-84 and I-405. Though the concept showed traffic benefits, many were concerned about the cost, the widened freeway footprint, and the overall visual impact of the proposed structures.

- **2007 – I-5: I-84 to I-405 Design Workshop Concept Report**

ODOT and the City of Portland continued to coordinate on design concepts to address the bottleneck at the I-5 and I-84 interchange. In studying potential improvements to the study area once again, project costs, right-of-way needs and community impacts continued to prevent broad community support for the improvements.

- **2010 to 2012 – North/Northeast Quadrant and I-5 Broadway-Weidler Plans**

The I-5 Broadway/Weidler plan was created to support the City’s N/NE Quadrant vision. ODOT and the City collaborated on one planning process to create two plans – the N/NE Quadrant Plan for land use and the I-5 Broadway/Weidler Plan for transportation.

ODOT and the City reached agreement on a more practically designed set of alternatives through the 2010-2012 N/NE Quadrant and I-5 Broadway/Weidler Plans effort. ODOT and the City worked collaboratively with a 30-member Stakeholder Advisory Committee (SAC) to refine the design into a facility plan that includes one recommended concept. During this multi-year process, ODOT continued to narrow the scope of freeway improvements to accommodate and incorporate modifications to the local circulation system in line with the City’s land use planning goals. Together, ODOT and the City studied over 70 different design concepts via design workshops with the public.

This level of practical design was unique for a transportation project, in that it incorporated land use and urban design priorities into the design concept development.

The final Facility Plan and recommended concept were unanimously adopted by City Council and the Oregon Transportation Commission (OTC) in 2012.

Key highlights include:

- Quadrant plan is part of the Central City 2035 plan – focused on enhanced connectivity, creating opportunities for economic development, developing new open spaces, and creating places and opportunities for community.
 - Envisions greater housing density to increase vitality, including a priority for housing affordable to low and middle income households, and job creation.
 - The I-5 Broadway/Weidler Plan was created to support this land use vision.
 - Joint effort represents unique land use-transportation approach in planning improvements to urban freeways.
 - As part of the public involvement effort in this plan, a diverse, 30-member Stakeholder Advisory Committee (SAC) was assembled and included members representing neighborhood, business, bicycle, pedestrian, transit, freight, rail, event facility and property owner interests. This ensured that the public had multiple opportunities to provide meaningful input into the planning process. A total of 19 full SAC meetings and 13 subcommittee meetings were held; each was open to the public and provided opportunity for public comment. Another 10 public events were held including community walks, open houses, and stakeholder meetings with project staff. Over 100 people attended project open houses providing input on the design process.
- **2016 – I-5 Southbound Off-Ramp at North Broadway Project (I-5 Broadway Weidler Project)**

As an initial step in the N/NE Quadrant Plan, ODOT and the City of Portland completed a series of improvements at the I-5 Rose Quarter/City Center exit to reduce potential collisions in the area.

Key improvements included:

- Realignment of the right turn lane located at the I-5 southbound off-ramp
 - A new pedestrian signal at an existing crosswalk
 - Replacement of a traffic signal
 - Installation of ADA accessible curb ramps in the project area
- **2016 – I-5 Broadway-Weidler Interchange Improvement Study**

This study provided an initial assessment of the technical feasibility of I-5 Broadway-Weidler components before heading into a more detailed environmental review. The study determined that the Environmental Review was merited. For this study, the project team also “re-launched” the project for stakeholders who had been involved in the development of the N/NE Quadrant Plan. Public involvement included phone calls and briefings with groups and representatives who had served on the advisory committee and also two Open House opportunities to review the project goals and findings.

3 Public Involvement Objectives

Successful public involvement for this project means we create a common understanding with the public that:

- There is a need or opportunity – one that must be addressed
- We have the right team and it is our responsibility to address the need or opportunity
- Our approach in addressing the need or opportunity is reasonable, sensible, and responsible
- We listen, we care, and there are multiple opportunities to provide input as the project is developed

The project will be guided by broad and targeted stakeholder outreach designed to meet the following objectives:

- **Engage** residents and key stakeholders (public agencies, impacted property and business owners, user groups, and other key community groups) to provide project awareness, allow for public comment, and document and address concerns as they relate to design and construction impacts.
- **Provide a collaborative, transparent process** for sharing information, exchanging ideas, and offering informed consultation with the agencies and key stakeholders.
- **Inform** the general public on the project purpose and need, schedule, and opportunities to comment.

3.1 Key Project Messages/Talking Points

3.1.1 Project Overview

The Oregon Department of Transportation (ODOT) is continuing to study and design improvements to I-5 between I-84 and I-405 in Portland. This project continues prior planning efforts of the Broadway-Weidler Facility Plan by further studying proposed improvements for safety, operations, and connectivity. ODOT will prepare a federally required environmental study, per the National Environmental Policy Act (NEPA), that will examine whether or not the project has significant impacts. This process includes extensive public involvement to understand opportunities to increase community connectivity while optimizing roadway improvements. The planning and environmental process is expected to be completed in late 2018.

The need for this project is founded on a history of heavy traffic and unsafe driving conditions in the area. This stretch of I-5 through the Rose Quarter has the highest crash rate in the state of Oregon. Tight spacing of on- and off-ramps force vehicles to merge and weave in short distances, causing frequent rear-end and sideswipe collisions. The absence of shoulders makes it difficult for emergency vehicles to quickly respond and prevents stopped vehicles from moving out of through traffic, causing further delays and hindering operations.

Through a robust community engagement process and in coordination with the City of Portland and the N/NE Quadrant Plan, the Broadway-Weidler Facility Plan was developed and identified solutions for addressing safety and operations on I-5 while improving connectivity for all travelers through the Rose Quarter. This project will further study and refine those improvements.

3.1.2 Key Messages

Key messages that should be communicated throughout the project include:

- With high traffic volumes, closely spaced interchanges, and no shoulders, I-5 at the Rose Quarter has the highest crash rate in the state of Oregon. This stretch of I-5 frustrates freight haulers and commuters with long and unreliable travel times. Adjacent streets are often clogged as vehicles line up to enter I-5, impacting travel for those on bikes, transit, and on foot.
- ODOT, in partnership with the City of Portland, will improve safety and reliability on I-5 and the adjacent local streets. The project:
 - Adds shoulders and an auxiliary lane that connects entrance and exit ramps on I-5, reducing the weaving and merging that leads to crashes.
 - Relocates the southbound I-5 entrance ramp from Wheeler to Weidler, providing more streamlined access to I-5 and reducing conflicts with bikes/peds/transit.
 - Rebuilds the Broadway and Weidler overcrossings as one structure, covering I-5 and providing opportunities for open space and improved bike/ped travel; also rebuilds the Hancock and Dixon overcrossings with one structure.
 - Improves east/west and north/south connections for pedestrians and bicyclists with a new separated bike/ped path on Williams and a new bike/ped overcrossing at Clackamas.
 - Improves safety and connections on local streets by upgrading bicycle and pedestrian facilities.
- In order to make the highway improvements, structures and surface streets spanning over the highway will need to be modified. These modifications provide an opportunity to improve safety and connectivity for all modes (auto, bicycle, pedestrian, transit) over I-5, consistent with recommendations in the N/NE Quadrant Plan. This includes new bicycle facilities and crosswalks to improve bicycle and pedestrian safety and connections to and from major transit amenities within the Central City. Keep in mind, the highway and local street improvements are inseparable; one cannot occur without the other.
- The project will reduce crashes by over 50% on I-5, save over 2.5 million hours of travel time each year and result in \$732 million in economic benefits. It also supports the City's N/NE Quadrant plan for growth and new homes and jobs in the area.
- The project started in summer 2017 and will perform a federally required environmental study that will last through 2018. This process includes broad public engagement and input.

- The project is funded through the environmental review phase. State funding also has been programmed through the state transportation package, and ODOT will continue to look towards federal grants, regional measures, and local funding to design and construct the project.

3.1.3 Project Objectives

Key project objectives that should be communicated throughout the public involvement process include:

- The objective of the I-5 Rose Quarter Improvement Project is to evaluate the environmental impacts, both positive and negative and short-term and long-term, of the proposed transportation improvements that seek to increase safety and operations for all modes of travel and provide better connectivity through the Rose Quarter.
- Additional goals and objectives of the project include:
 - Enhance pedestrian and bicycle safety and mobility on surface streets in the vicinity of the Broadway-Weidler interchange.
 - Address safety and congestion for all modes on streets connected to the Broadway-Weidler interchange.
 - Improve freight movement and circulation on the local street network.
 - Support the goals of the N/NE Quadrant Plan related to I-5 and the Broadway-Weidler interchange.
- The project's planning and environmental review process includes extensive public involvement to understand opportunities to increase community connectivity while optimizing roadway improvements for all modes of transportation. ODOT, in partnership with the City of Portland, will seek community input throughout this study.

3.1.4 City of Portland and the N/NE Quadrant Plan

- ODOT's Broadway-Weidler Facility Plan was developed in conjunction and collaboration with the City of Portland's N/NE Quadrant Plan. As part of the development of these two plans, the City, ODOT and a 30-member Stakeholder Advisory Committee engaged in a unique collaborative process to address transportation, urban design and land use issues in the area. The Broadway-Weidler Facility Plan focuses on the major transportation issues related to I-5 in this area while supporting the multimodal goals of the N/NE Quadrant Plan, including improved pedestrian and bike facilities.
- The I-5 Rose Quarter Improvement Project picks up where the Broadway-Weidler Facility Plan left off by performing an environmental study on the proposed improvements.
- ODOT and the City of Portland will continue to partner and collaborate through this project.
- To learn more about the City's N/NE Quadrant Plan, visit <https://www.portlandoregon.gov/bps/52841>.



4 Level of Public Involvement

Public involvement and community input are essential to the success of this project. This section outlines the level of public involvement, communications and outreach activities that will be performed throughout the project. While some stakeholders will be engaged through targeted events and activities, all groups will be invited to participate in community-wide open house events and online opportunities to weigh in. A project website will be maintained throughout the life of the project and provide opportunities to learn about the project, submit a comment and sign-up for project updates.

4.1 Key Stakeholders

The below section identifies four key stakeholder categories and summarizes how those stakeholders will be engaged throughout the project. Stakeholder categories include:

1. Project Committees
2. Community Groups
3. Agencies
4. General Public

Refer to Section 2 for a more detailed list of Stakeholders and Their Key Issues/Concerns.

4.1.1 Committees

Three stakeholder committees will be assembled to provide input to the project on behalf of their agency, organizations or community interest group. Below are the suggested committees, their purpose and participant affiliations.

Agency Executive Committee will receive briefings on status and direction of the project and input being heard from the Community Liaison's. Meetings will be open to the public. Participants include directors and elected members of agencies with project jurisdiction and funding contribution, including:

- ODOT (Region 1 Manager)
- City of Portland (Commissioner)
- TriMet (General Manager)
- FHWA (Administrator)

Agency Working Group will guide environmental review process, address technical project elements, inform/support public involvement and prepare information for the Agency Executive Committee. Participants include agencies supporting the Executive Committee and/or those that are directly affected by the project, including:

- ODOT
- PBOT
- BPS
- TriMet
- Metro
- BDS (as needed)



- Water Bureau (as needed)
- BES (as needed)
- Portland Streetcar (as needed)
- Port of Portland (as needed)
- Prosper Portland (as needed)

Community Liaisons will receive informational updates on the environmental review and public involvement processes; inform public involvement and how to effectively reach diverse and typically underrepresented communities that have historic and/or current connection to the project area; provide feedback on process; communicate information to community members to build awareness; and discuss opportunities for community involvement in future project phases. Participants will include community members representing the following experiences:

- Racial diversity
- Modal diversity
 - Bicycle
 - Pedestrian
 - Transit
 - ADA interests
- Low-income
- Business owners
- Residents
- Connection to project area
- Lived experience

4.1.2 Community Groups

Due to the many interests associated with this project, a targeted outreach approach will ensure meaningful engagement is performed and input related to those interests is adequately captured. Project team members will hold targeted activities (outlined in Section 5 Public Involvement Activities) throughout the public involvement process in order to capture and include the voices of the following community groups:

- Businesses
- Neighborhood Associations
- Faith-Based Organizations
- Environmental Justice (minority, low income, underserved)
- Bicycle, Pedestrian and ADA
- Transit
- Residents
- Property and Business Owners

4.1.3 Public Agencies

Several local and state agencies have general and technical interests in the project. Key agencies will be involved with the project's Agency Working Group (see 4.1.1 Committees). Project team members will keep agencies informed via emails of project updates and be responsible for inner-agency coordination. If an agency requests a face-to-face project briefing, the public involvement team will work with agency staff to coordinate and facilitate agency briefings or presentations.

4.1.4 General Public



I-5 and the Rose Quarter are highly used areas in Portland. Whether people are traveling from Beaverton to attend a Blazers game at the Moda Center or commuting from Vancouver, Washington, to downtown Portland for work, it will be important to keep the general public aware of the project and ways to get involved. By use of the project website, an online open house, news releases and social media, the project team will encourage not only local community groups and agencies, but also commuters and the general public to sign up for project updates, stay informed and weigh in.

4.2 Key Issues/Concerns

The public involvement team will coordinate with technical team members to understand and address potential stakeholder concerns related to their area of study. A list of potential stakeholder concerns is provided below. This list will be updated as more information becomes available.

Subject Matter	Who is Interested	Concerns/Issues to Address
Transportation	Road users (vehicle, bike, ped, ADA, freight, transit (Portland Streetcar))	<ul style="list-style-type: none"> • Changes to traffic patterns • Changes to access • Improved Safety • Multi-modal design (bike/ped treatments, ADA compliance) • Transit impacts and opportunities • Community connectivity
Air Quality and Climate Change	Environmental Protection Interest Groups	<ul style="list-style-type: none"> • Potential impacts to air quality and influences on climate change
Noise	Nearby Property and Business Owners and Residents	<ul style="list-style-type: none"> • Changes to noise decibel levels during project construction and long-term operation
Environmental Justice	Minority groups and historically impacted groups	<ul style="list-style-type: none"> • Potential impacts to minority groups (displacement, gentrification, business and property loss) • Reconciliation for historically impacted groups
Right of Way (ROW)	Property and Business Owners	<ul style="list-style-type: none"> • Land acquisitions, relocations or changes
Water Resources	Environmental Interest Groups and Agencies	<ul style="list-style-type: none"> • Potential impacts to stormwater runoff, infiltration and treatment
Archeological and Historic Resources	Archeological Society and Native American interest groups; Historic Preservation and Interest Groups	<ul style="list-style-type: none"> • Potential impacts to existing historical and archeological locations and materials



Land Use	Local agencies, developers, business and community groups	<ul style="list-style-type: none"> Potential changes to existing land uses; development code compliance Opportunities or impacts to economic vitality and community connectivity
HazMat	Environmental protection interest groups	<ul style="list-style-type: none"> Potential exposure to hazardous materials during project construction and long-term operation
Socioeconomics	Business, neighborhood and community groups	<ul style="list-style-type: none"> Potential economic impacts
Section 4(f)	Parks, recreation and wildlife interest groups and agencies	<ul style="list-style-type: none"> Potential impacts to existing park areas, wildlife habitats or populations Opportunities for new open spaces and natural landscapes
Utilities	Utility Organizations and Agencies	<ul style="list-style-type: none"> Potential utility relocations

4.3 Resources and Budget

The total PI consultant budget for this project is \$327,199 (total consultant Professional Engineering (PE) Services = \$2,609,276)

- Mailings Expense = \$4,550
- Other Direct Expenses (Subconsultants, printing, meeting materials, rentals, travel, translations and other) = \$74,667
- Staff time (2,141 consultant hours including all activities, coordination, graphics and support staff) = \$252,532

5 Public Involvement Activities

Public Involvement activities for the I-5 Rose Quarter Improvement Project consist of agency-sponsored activities, community-sponsored activities, targeted outreach activities and interactive online communications.

A list of public involvement techniques and activities that will be used throughout the project are provided below.

5.1.1 Activities to Involve the Public

- Open houses and community forums (in-person and online)
- Community Liaison Committee and Agency Executive Committee meetings
- Face-to-face meetings/interviews
- Community walks



- Community bike rides
- Transit canvassing
- Business canvassing and briefings
- Business roundtable discussions
- Faith-based outreach
- Project website with interactive graphics, maps and online comment form
- Emails and newsletters
- Booth tabling at community events
- Online and in-person surveys

5.1.2 Opportunities for the Public to Comment

- Face-to-face meetings
- Community and project events
- Comment forms – online and hard copy
- Direct email, call or letter to project team (project team contact information on project materials)
- Project website with online comment form
- Online and in-person surveys

5.1.3 Techniques to distribute Information to the Public

- Fact sheets and informational handouts
- Mailers
- Emails and newsletters
- Project website
- Social media
- News releases and media outreach
- Booth tabling at community events
- Presentations for local neighborhood associations, business associations and interest group meetings
- Face-to-face briefings

5.2 Additional Goals

Offer translation and ADA accessibility request information on public information materials.



6 Implementation

A detailed schedule/table of tasks (based on the above information and activities) shows what is to be done, who is responsible, and when it is to be accomplished.

The project team will provide updates, and any significant changes, commitments and course-adjustments. The PI Action Plan table below will be helpful in tracking the execution.

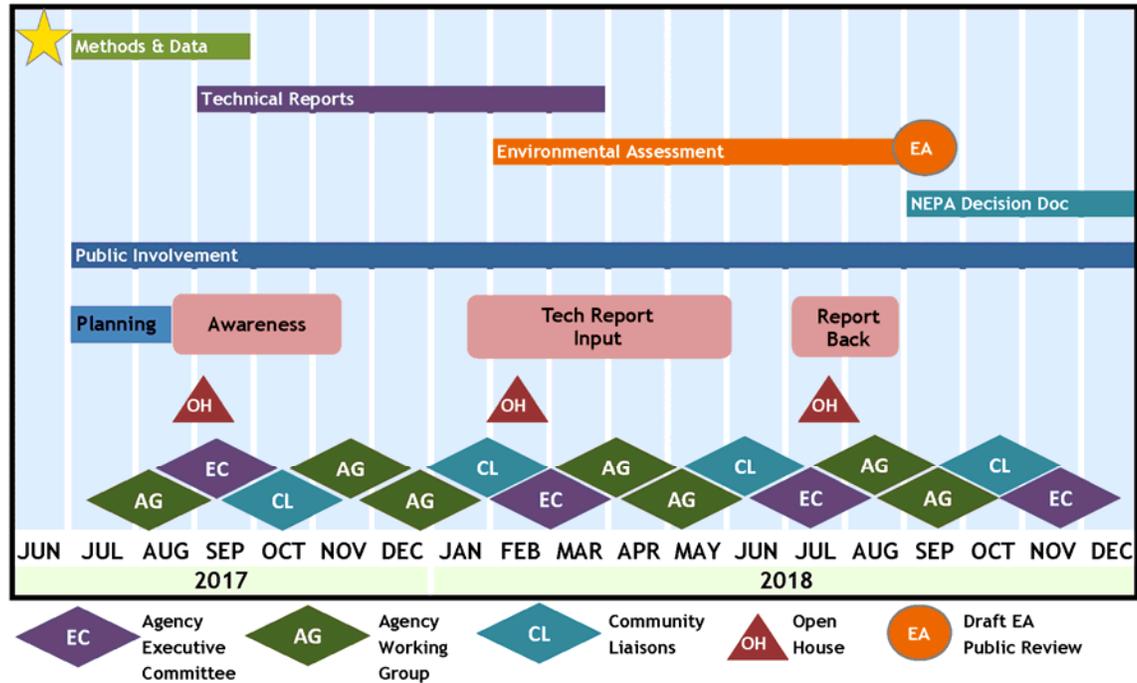
PI Action Plan			
What	Who	When/Frequency	Notes
PI Team Strategy Meetings	HDR/ODOT	Kickoff Meeting – 6/26/17 Website/Logo – 7/13/17 Open House Prep – September *Quarterly PI check-in's unless specified otherwise.	Coordination, agenda prep, attendance, meeting notes
PI Plan and Stakeholder List	HDR ODOT Review	Draft – 7/5/17 Final – 7/17/17 (pending ODOT review) <i>*Consider vetting PIP with Executive Committee</i>	The PIP is a living document and will be updated on an as needed basis
Logo/Website Development	HDR ODOT Review	Draft – Week of 8/14/17 Logo Final – 7/17/17 (pending ODOT review)	Website will be maintained and updated on a regular basis
Factsheet Newsletter /Mailer (3)	HDR ODOT (review and mailing)	Draft – Week of 7/31/17 Final – Week of 8/14/17 (pending ODOT review) <i>*Newsletter updates will be developed in conjunction with future open house events.</i> Update – February 2018 Update – July 2018	Develop content, graphics and layout, and mailing
Open House Events (3 in-person; 1 online)	HDR/ODOT	OH 1 – Week of 9/11/17 (in-person) OH 2 – Feb/March 2018 (in-person and online) OH 3 – July 2018 (in-person)	Prep meeting, Open House outline, event and materials prep
Community Walks (2)	HDR/ODOT	Fall 2017 Spring 2018	Coordination, materials prep, attendance and event summary
Community Bike Ride (1)	HDR/ODOT	Fall 2017	Coordination, materials prep, attendance and event summary
Transit Canvassing	HDR/Jeanna Wooley/Jessica Stanton ODOT	Fall 2017	Coordination, materials prep, attendance and event summary



PI Action Plan			
What	Who	When/Frequency	Notes
EJ Outreach	ODOT HDR Jeanna Wooley Jessica Stanton	Spring 2017 Fall/Winter 2017	Coordination, materials prep, attendance and event summary
Faith-Based (5) and Neighborhood Association (2) Outreach	HDR/Jeanna Wooley/Jessica Stanton ODOT	Fall/Winter 2017 Spring/Summer 2018	Coordination, materials prep, attendance and event summary
Business Roundtable	HDR/ODOT	Fall/Winter 2017/2018	
Business Canvassing	HDR/Jeanna Wooley/Jessica Stanton ODOT	Fall/Winter 2017/2018	Coordination, materials prep, attendance and event summary
Facility Users Outreach Survey	DHM/HDR	Spring 2018	Coordination, materials prep, attendance and event summary
Community Forums (3)	HDR/ODOT	Winter/Spring/Summer 2018	Coordination, materials prep, attendance and event summary
Tabling Event(s) & Community Gatherings (5)	HDR/Jeanna Wooley/Jessica Stanton ODOT	Fall/Winter 2017 Spring/Summer 2018	Coordination, materials prep, attendance and event summary
Stakeholder Interviews with potentially affected Property and Business Owners	HDR/ODOT	As needed throughout project <i>*Note: EJ oriented interviews conducted in Spring 2017.</i>	Coordination, materials prep, attendance and interviews summary
Stakeholder and Comment Database Management	HDR ODOT reviews comments responses	Ongoing	Maintain stakeholder list and manage comment database
PI Summary	HDR ODOT Review	Summer/Fall 2018	Draft and final PI Summary

6.1 Timeline

The Public Involvement process will be ongoing and concurrent with the environmental study activities.



7 Evaluation

The following questions will be used throughout the project to help measure the success of our outreach efforts and refine this plan, if needed. The outreach activities and the Public Involvement Plan will be periodically evaluated to determine success. Stakeholders will be asked for feedback on the outreach success along the way. Public responses will be recorded in an evaluation section of the interview or event summary. Project materials will be modified as necessary in response to these evaluations. The below questions will be asked or presented to stakeholders during interviews, meetings and public events, either verbally or by survey form (see Appendix B.).

- Did we work effectively and proactively to inform and coordinate with our agency partners?
- Was the project information, including the need and opportunities clearly understood? If not, what do we need to do differently?
- Did we correctly identify and reach all of the key stakeholders? If not, what were the reasons we missed some, and how can we do a better job in the future?
- Did we correctly identify stakeholder issues? If not, how can we do a better job in the future?
- Were our messages about the project effective? If not, why?
- Did each of the project's communications tools work? Did we reach our target audiences? If not, what other tools would have been more effective?



Evaluation Method	Measures
<ul style="list-style-type: none"> • Evaluation Forms • Quarterly check-in's to understand extent of outreach progress and/or challenges. Review evaluation questions, report on what's been heard, discuss how materials and activities can be modified to address public comment. • Website Analytics 	<ul style="list-style-type: none"> • Direct feedback from stakeholders and team members (verbal, email, feedback form) • Number of participants attending events. • Number of responses received from surveys or comment forms • Number of targeted EJ oriented events • Percentage of EJ oriented participants • Number website hits • Level and accuracy of media coverage

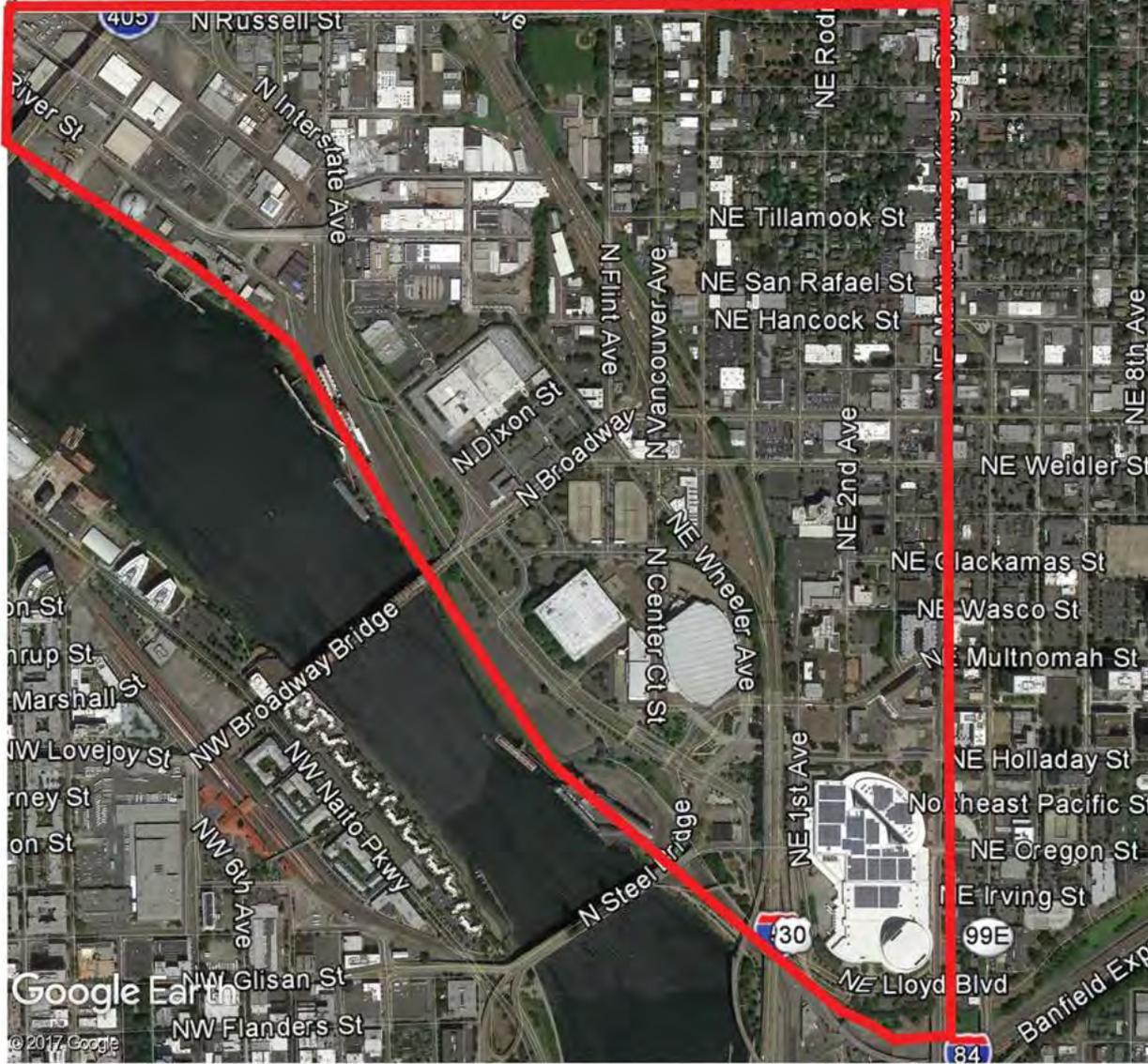


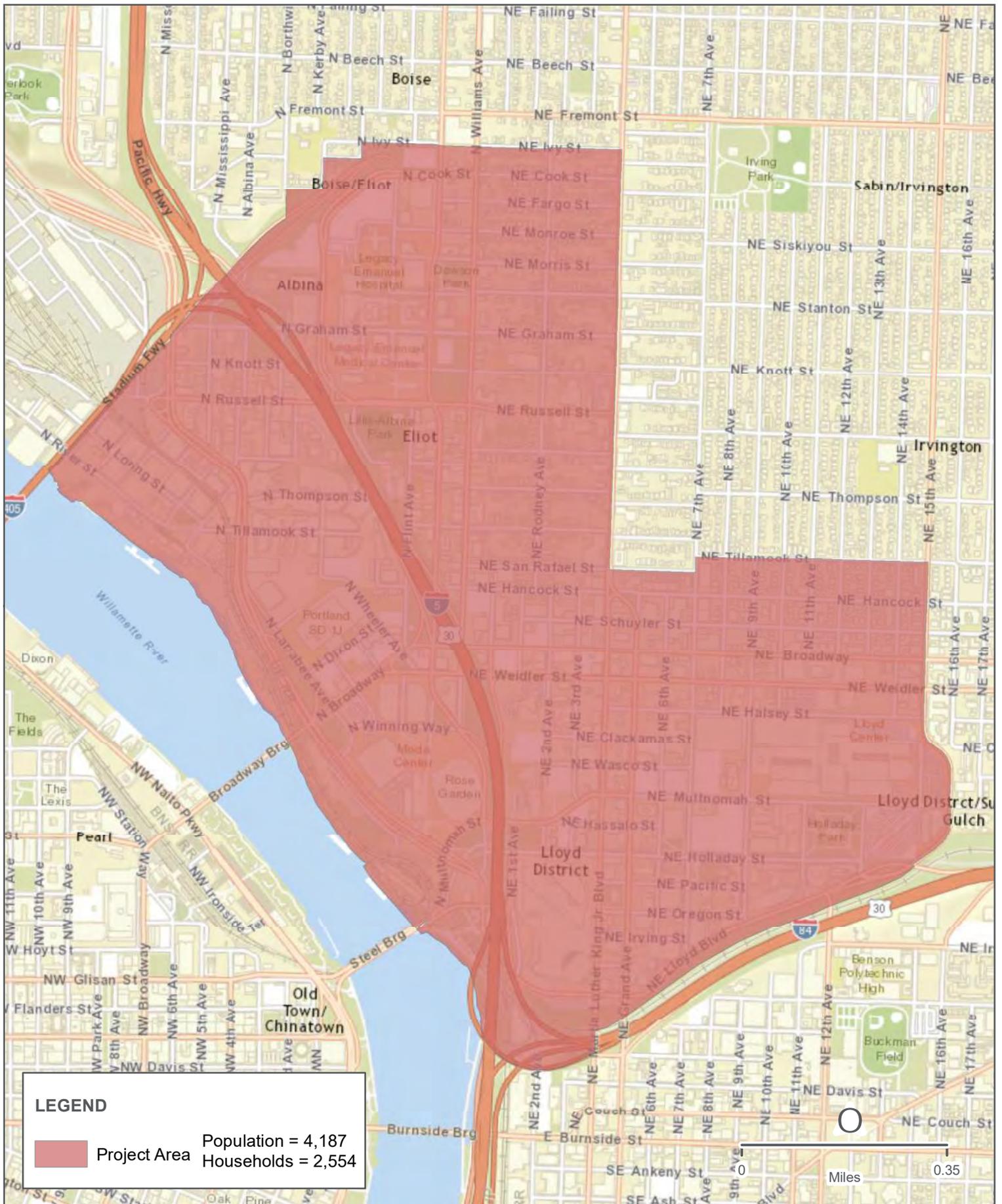
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Appendix A. Project Area Maps

Env. Justice Area of Project Impact





POPULATION AND HOUSEHOLDS BY BLOCK (2010 CENSUS)





Appendix B. Stakeholder List

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
School	Abe Proctor	Portland Community College	Community Relations Manager						
Community Group	ADDISON JACOBS	RESPONSIBLE GROWTH FORUM							
Business	Alan Blaisdell	Fred Meyer	Store Director						
Agency	Alan Lehto	TriMet							
Agency	Alando Simpson	Oregon Transportation Commission	Commissioner						
Neighborhood Association	ALESIA REESE	WOODLAND PARK NBRHD ASSN							
Agency	Alice Cannon	City of Tualatin	Assistant City Manager						
Business	Alison Perlick	Courtyard by Marriott	Assistant General Manger						
Neighborhood Association	Alison Stoll	Central Northeast Neighbors (CNN)	Executive Director						
Neighborhood Association	Allan Rudwick	Eliot Neighborhood Association	Land Use/Planning Committee Chair/Co-Chair						
Stakeholder	Allegra Rainbow	Resident							
Business	Alyssa Prouty	Lloyd Center Mall	Marketing Assistant						
Agency	Amalia Alarcon de Morris	City of Portland: Office of Neighborhood Involvement	Director						
Agency	Amanda Fritz	City of Portland, City Council	Commissioner						
Business	Amber Holland	Portland Farmers Market Office	Operations Manager						
Neighborhood Association	AMY WELCH	HAYDEN ISLAND NBRHD ASSN							
Agency	Andre Baugh	City of Portland, Bureau of Planning & Sustainability Commission	Vice Chair						
Community Group	Andrea Marquez-Horna	Latino Network							
Agency	Andrea Marzette	PORT OF PORTLAND							
Stakeholder	Andreas Philipp								
Agency	Andy Cotugno	Metro	Planner						
Community Group	Andy Shaw	Central City Concern							
School	Angela Jackson	Portland State Business Accelerator							
Neighborhood Association	Angela Kirkman	Kerns Neighborhood Association	Chair						
Stakeholder	Angela Kremer								
Neighborhood Association	Angela Southwick	Neighbors West-Northwest	Community Outreach Specialist						
Neighborhood Association	Ann Gardner	Northwest Industrial Neighborhood Association	APNBA Delegate						

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Business	Anne & Mike Miller	Gluten Free Gem	Owners						
Neighborhood Association	Anne Dufay	Southeast Uplift Neighborhood Association	Executive Director						
School	Anne Gurnee	Southwest Charter School	Education Director						
Agency	ANNE TAYLOR	YMCA							
Agency	Annette Price	Port of Portland	State Affairs Manager						
Agency	Anntoinette Pietka	CITY OF PORTLAND BUREAU OF HOUSING AND COMMUNITY DEVELOPMENT							
Stakeholder	Antoinette and Keith Edwards								
Stakeholder	Anton Vetterlein								
Agency	April Bertelsen	PBOT							
Neighborhood Association	ART BEEHLER	FRIENDS OF CATHERAL PARK NBRHD ASSN							
Stakeholder	Art Lewellan	The Loti Project/ The Seattle Circulator Plan							
Agency	Art Pearce	PBOT	Planning, Policy & Projects Group Manager						
Business	Arthur Hayes	ROGERS TERMINALS							
Community Group	Ashe Urban	Southeast Uplift Neighborhood Program (SE Uplift)	Communications &						
Business	Ashlie Kulpinski	The Emery Apts (Riverstone Re	Property Manager						
Stakeholder	Avel Gordly		Former Senator						
Emergency Services	Barb Kunkel	Portland Fire/EMS							
Business	Barbara K	Safeway	SD						
Agency	Barry Manning	BPS							
Stakeholder	Bart	Hoffman							
Agency	Bart Treece	WSDOT	WSDOT Communications Manager						
Health	Beatrice L Gilmore	NORTH PORTLAND HEALTH CLINIC							
Business	Ben Foote								
Agency	BENELL TYNDALL	BLUE LINE TRANSPORTATION COMPANY							

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Neighborhood Association	Benjamin Hazelton	CRESTON-KENILWORTH NA							
Community Group	Bernie Bottomly	Portland Business Alliance	VP of Government Relations and Economic Development						
Media	Bernie Foster	The Skanner							
Business	Betsy Reese	Paramount Parking							
Neighborhood Association	Betsy Shand	South Burlingame Neighborhood Association	Chair						
Stakeholder	Betty Smith								
Stakeholder	Bev Stein								
Community Group	BILL DUDLEY	COLUMBIA RIVER ECONOMIC DEVELOPMENT COUNCIL							
Community Group	Bill Dant	West Portland Park Neighborhood Association	Chair						
Rail	BILL LYTLE	BURLINGTON NORTHERN SANTE FE RAILROAD							
Community Center	BILLY WEBB	ELKS LODGE							
Neighborhood Association	BOARD MEMBERS	SUNNYSIDE NBRHD ASSN							
Agency	Bob Hillier	PBOT							
Business	BOB ISAACSON	FREIGHTLINER CORP							
Agency	BOB MOSER	PORT OF VANCOUVER							
Freight	Bob Russell	Oregon Trucking Association/Oregon Freight Advisory Committee	Vice President of Government Affairs						
Community Group	Bob Sallinger	Audubon Society	Conservation Director						
Media	Bobby LaRon	OPB	Director, Administrative Services						
Neighborhood Association	BONNY MCKNIGHT	RUSSELL NBRHD ASSN							
Stakeholder	Brad Halverson								
Business	Brad Perkins	Perkins Realty							
Business	Brandon Sharp	Ex Novo Brewing Co							

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Business	Brenda Aspnes	Residence Inn by Marriott							
Agency	Brenda Jackson	Main Post Office	Transportation Manager						
Agency	Brenda Triplett-Coleman	ODOT							
School	Brian Chatard	Wilson High School	Principal						
Business	Brian Nienaber	OVERNITE TRANSPORTATION CO							
Agency	Brian Rager	City of Tigard	Public Works Director						
Agency	Brian Vincent	Multnomah County	Roads & Bridges						
Business	Bridgid Blackburn	CARGO							
Neighborhood Association	Britt Brewer	Sullivan's Gulch NA							
Rail	Brock A. Nelson	Union Pacific Railroad							
Business	BRUCE ALTIZER	POSTAL ANNEX							
Business	BRUCE ANDERSON	UNITED GRAIN CORPORATION							
Stakeholder	Bruce Broussard								
School	BRUCE PODOBNIK	LEWIS & CLARK COLLEGE							
Business	Bruce Yarwood	Jacksons							
Freight	Buck Collekmann	TP FREIGHT LINES							
Business	Cait Kramer	VanderHouwen & Assoc., Inc.							
Neighborhood Association	Cameron Herrington	Northeast Coalition of Neighborhoods (NECN)	Communications Man						
Media	Candy Thompson	OREGONLIVE.COM							
Stakeholder	Carl Talton								
Community Group	Carly Riter	Portland Business Alliance	Government Relations Director,						
Emergency Services	Carmen Merlo	Portland Bureau of Emergency Management	Director						
Neighborhood Association	Carol Gossett	Sullivan's Gulch NA							
Stakeholder	Carolyn McCarthy								
Business	Carrie Hess	Ink Brigade							
Stakeholder	Carrie Strahorn								
Media	CASE MARVIN	THE REFLECTOR							
Neighborhood Association	Cathy Crawford	UNIVERSITY PARK NBRHD ASSN							
Agency	Celeste Dimichina	WSDOT	WSDOT communications						
Business	Charlene Zidell	The Zidell Companies	Director of Corporate Relations and Communications						

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Community Group	CHARLES CUSHMAN	LEAGUE OF PRIVATE PROPERTY VOTERS							
Stakeholder	Charles Hering								
Community Group	Charles McGee	Black Parent Initiative	Executive Director						
Stakeholder	Charley								
Stakeholder	Chase Hurt								
Business	Chelsea Warnes	The Zidell Companies	Corporate Relations and Communications						
Agency	Cheryl E. Kuck	Portland Bureau of Transportation	PIO						
Community Group	Cheryl Roberts	African American Alliance for Homeownership							
Emergency Services	Chief Michael Reese	Portland Police Bureau	Police Chief						
Agency	CHIEF OF POLICE	VANCOUVER POLICE DEPT							
Events	Chris Crabb	North American Organic Brewers Festival							
Agency	Chris Deffebach	Metro							
Stakeholder	Chris Guinn								
Community Group	Chris Hammond	CENTRAL EASTSIDE INDUSTRIAL COUNCIL							
Business	Chris Metz	JELD-WEN Field/Timbers	Media						
Business	Chris Oxley	Rose Quarter							
Agency	Chris Smith	PSC	Commissioner						
Agency	Chris Warner	PBOT	Assistant Director						
School	Christina Friedhoff	St. Mary's Academy							
Community Group	Christine & Ray McDermott	FRIENDS OF THE TREES							
Community Center	CHRISTINE WAMSLEY	COLUMBIA BUSINESS CENTER							
Community Center	Claire Oliver	Southwest Community Connection							
Stakeholder	Clay Newton	Resident							
Business	Cleo	Screw Loose Studio							
Business	Colas Construction								
Stakeholder	Collins Cortes								
Stakeholder	Connie Ashbrook		Oregon tradeswoman						

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Business	Connie Potter	Potter Fiduciary Services	President						
Agency	Constance Beaumont	OREGON DEPT OF LAND CONSERVATION & DEV	Transportation and Growth Management Outreach Coordinator						
Community Group	Cory Murphy	Black Male Achievement							
Agency	Courtney Duke	CITY OF PORTLAND OFFICE OF TRANSPORTATION							
Agency	CRAIG BROWN	THE OREGONIAN CLARK COUNTY BUREAU							
Community Group	Crystal Ball	HOUSING OUR FAMILIES							
Business	Curtis McCracken	CTESY TRUCKING							
School	Cynthia Carmina Gomez	Portland State University	Director of Cultural Resource Centers						
Business Association	Cynthia Sulaski	Swan Island Business Association							
Business	Cynthia Warmenhoven	Massage Envy	Clinic Administrator						
Business	Dale Kawata	Main Post Office	Manager of						
Business	Damian Penneck	NW NATURAL							
Stakeholder	Damien Hall								
Agency	Dan Anderson	PBOT	Media						
Business	Dan Bower	Streetcar							
Rail	DAN BURNS	BURLINGTON NORTHERN SANTE FE RAILROAD							
Agency	Dan Douthit	Portland Bureau of Emergency Management	Public Information Specialist						
Business	Dan Larsen								
Agency	Dan Marchand	TriMet							
Business	DAN MILLER	TOTAL LOGISTICS RESOURCES INC							
Business	DAN PETERSON	PGE							
Agency	Dan Saltzman	City of Portland, City Council	Commissioner						
Business	DAN SPAHR	UPS							
Business	Daneen Hayward	Portland Bureau of Emergency Communications (911)							
Business	Daniel Deutsch	Alora Development							
Business	Daniel Foster	Walgreen's	Manager						
Agency	Danielle Cowan	Clackamas County	Community & Legislative Affairs Director						

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Agency	Dante James	Portland Office of Equity and Human Rights	Bureau Director						
Community Group	Darlene Lombos	SISTERS IN ACTION FOR POWER							
Business	Darren Darsey	CrossFIT503	Coach/ Owner						
Neighborhood Association	DAVE AND DIXIE JOHNSTON	COLLINS VIEW NBRHD ASSN							
Agency	Dave Hendrie	Portland Police Bureau	Traffic Division Chief						
Neighborhood Association	DAVE HILTS	MT TABOR NBRHD ASSN							
Business Association	Dave Panchot	Swan Island Business Association	President						
	David Harrington	COP - Emergency Mgmt							
Agency	David Lohman	Oregon Transportation Commission	Commissioner						
Health	David Newell	OHSU Logistics Center							
Agency	David Smith								
Community Group	David Valentine	Willamette Sailing Club	Club Manager						
School	David Williams	Portland Public Schools	Government Relations Director						
Rail	DAVID WOLTER	BURLINGTON NORTHERN SANTE FE RAILROAD							
Agency	DEAN GIBBS	CITY OF DURHAM							
Neighborhood Association	Dean Gisvold	Irvington NA							
Neighborhood Association	Dean Smith	Ashcreek Neighborhood Association	Chair						
School	Deb Crawford	Portland Community College - Sylvania Campus	Mgr/Community Relat						
School	Debbi Monahan	St. Clare Shool	Principal						
Agency	Debbie Bischoff	BPS	NE Portland Liason						
Community Group	DEBORAH BARNES	MILWAUKIE CITY COUNCIL							
Stakeholder	Deborah Leopold-Hutchins								
Agency	Deborah Redman	Metro							
Community Group	Deborah Williams	HOUSING AUTHORITY OF PORTLAND							
Freight	Debra Dunn	Oregon Trucking Association	President						
Agency	Dee Hidalgo	ODOT - Region 1	Community Affairs Coordinator						

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Agency	Deena Platman	CITY OF PORTLAND OFFICE OF TRANSPORTATION							
Stakeholder	Del Walton								
Agency	Denice Ambrosio	City of Tualatin	Community Development Program Coordinator						
Business	Dennis Henderson	Lloyd Center Mall	Operations Director						
Business	Dennis Henderosn	Lloyd Center	Operations Manager						
Community Group	DENNIS JOHNSON	VANCOUVER BICYCLE CLUB							
Stakeholder	Derek								
Business	Derek Yates	New Seasons Arbor Lodge	Operations Manger						
Business	Devin Kelly	Stash Tea Company							
Business Association	DIANE DICKSON	MONTAVILLA BUSINESS ASSN							
Agency	Diane Hale	BPS							
Business	DIANE L & BILL NIKKILA	PORTLAND MEADOWS							
Business Association	DIANE RULIEN	DIVISION/CLINTON BUSINESS ASSN							
Community Group	Dianne Riley	Social Justice Fund							
Businesses	DICK COLBY	THE OREGONIAN							
Business Association	DICK HARMON	METROPOLITAN ALLIANCE FOR THE COMMON GOOD							
Businesses	DJ Landes	Residence Inn Marriott	Front Desk Lead						
School	DON EBERT	PCC CASCADE PARK							
Agency	Don Hamilton	ODOT - Region 1	Public Information Officer						
Neighborhood Association	DON MACGILLIVRAY	BUCKMAN COMMUNITY ASSN							
Stakeholder	DONNA HEMPSTEAD	ENVIRONMENTAL AND LAND USE ECONOMICS							
Stakeholder	Donna Maxey								
Community Group	Donna Purdy	JEFFERSON CARING COMMUNITY							
Stakeholder	Donny Adair								
Community Group	Doretta Schrock	North Portland Neighborhood Services (NPNS)	Outreach Specialist						
Neighborhood Association	DORIS NICHOLS	PARKROSE NBRHD ASSN							
Neighborhood Association	DOUG BALLOU	NBRHD ADVISORY COMMITTEE OF CLARK COUNTY (NACCC)							

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Community Group	Doug Klotz	Oregon Walks Portland Pedestrian Advisory Committee							
Stakeholder	Doug Kobilan								
Faith-based	Dr. Martin	Mt. Olivet Baptist Church							
Stakeholder	Dr. T.A. Allen Bethel								
Emergency Services	Duane Bray	City of Portland: EMERGENCY OPERATIONS DIVISION	Emergency Operations Division Chief						
Business	DUANE FURUKAWA	UPS							
Stakeholder	Duke Hong								
Stakeholder	Duyen Ngo								
Business Association	E. Walter Van Valkenburg	Oregon Business Development Commission							
Elected	Earl Blumenauer	US House of Representatives	US Representative						
Stakeholder	Earline Penson								
Community Group	Ed Abrahamson	Irvington Community Association Land Use Committee							
Community Group	Ed Blackburn	Madrona Studios - Central City Concern	President & CEO						
School	ED PRICE	VANCOUVER SCHOOL DISTRICT							
Faith-based	Ed Williams	Mt. Olivet Baptist Church	Associate Pastor						
Community Group	Eie Knut	SOUTHWEST HILLS RESIDENTIAL LEAGUE							
Business Association	Elaine Gillepsie	HILLSDALE BUSINESS AND PROFESSIONAL ASSN							
Stakeholder	Ellen Vanderslice								
Community Group	Elliott Akwai-Scott	Bicycle Advisory Committee	Vice Chairperson						
Emergency Services	Elliott Eki	AAA OF OREGON							
Stakeholder	Emily Wilson	Resident							
Business	Eric Gibson								
Business	Eric Lovell	Uroboros Glass Studio							
Community Group	Eric Norberg	SELLWOOD-MORELAND IMPROVEMENT LEAGUE							
Stakeholder	Eric Schnell								
Stakeholder	Erin Halton								
Emergency Services	Erin Janssens	City of Portland: Fire & Rescue	Fire Chief						
Community Group	Erin L Kelley	Portland Pedestrian Advisory Committee,							

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Stakeholder	Erin O'Brien		Resident						
Stakeholder	Eugene Scattergood								
Stakeholder	F.X. Rosica								
Agency	Farnell Newton	PORTLAND PARKS & REC (UNIVERSITY PARK COMMUNITY CENTER)							
Business	Fawn Aberson	FilosoPn Media							
Stakeholder	Faye Burch	Black Women's Gathering, PBDg, Faye Associates							
Community Center	FELCIA TRIPP	PORTLAND HOUSING CENTER							
Stakeholder	Francie Royce								
Agency	FRED BATEMAN	C-TRAN							
Community Group	FRITZ HIRSCH, C/O SE UPLIFT	MONTAVILLA COMMUNITY ASSN							
Stakeholder	Galina Easterly								
Business	Gary Bauer	NW NATURAL							
Community Group	Gary Boehm	ST JOHNS BUSINESS BOOSTERS							
Community Group	Gary Cardwell	NW CONTAINER SERVICES INC							
Freight	Gary Eichman	Portland Freight Committee							
Community Group	Gary Hahan	Raz Transportation	Safety Manager						
Business Association	Gary Marschke	NNE Business Association							
Community Group	Gary Sheperd	The Old Spaghetti Factory	Sr General Mgr						
School	GARY THOMSEN	EVERGREEN SCHOOL DISTRICT; DIRECTOR OF TRANSPORTATION							
Neighborhood Association	Gary Warren	Lloyd District Community Association							
Business	GENA HOLMGREN	WATSON TRUCK BROKERING							
Agency	Geoffrey Bowyer	ODOT - Region 1	TMOC/Incident Response Manager						
Freight	George Childs	FED EX FREIGHT							
Business	George Lynn	KINDER MORGAN BULK TERMINALS INC							
Business	George Peter Psihogios	Barbur Liquor	Agent						

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Community Group	GERALD BRUCE	INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS LOCAL 48							
Community Group	Gerik Kransky	The Street Trust	Policy Director						
Business	Gerry Holodak	Rip City Management, LLC	Facility Security Coordinator						
Agency	Glen Tulloch	FRITZ MARITIME AGENCY							
Neighborhood Association	Glen Tyrell	LDCA/Resident							
Community Group	GORDON BUSSEY	CLASS HARBOR MARINA							
Freight	GORDON COHOON	MITCHELL BROS TRUCKING							
Stakeholder	Gordon Mathern								
Business	Grace Lial	Doubletree by Hilton Portland	Director of Guest Services						
Agency	Grant Morehead	PBOT							
Freight	GREG HEARD	YELLOW FREIGHT							
Agency	Greg Jones	City of Portland Bureau of Transportation	Assistant Director						
Health	Greg Parks	Legacy Emanuel Hospital							
Agency	Guy R. Graham, P.E.	City of Lake Oswego	Public Works Director/City Engineer						
Stakeholder	Gwenn Baldwin								
Agency	Harry Dalgaard	Travel Oregon							
Business	Harvey Withan	INTERNATIONAL TERMINALS							
Community Group	Heather Kudray	Craft Brew Alliance	Facilities Coordinator						
Neighborhood Association	Heather Waisanan	Kerns Neighborhood Association	Communications						
Health	Heidi Guenin	Upstream Public Health							
Neighborhood Association	Howard Weiner	Old Town Chinatown Community Association	Owner-Chair						
Business Association	HUMBERTO REYNA	HISPANIC CHAMBER							
Agency	Ian Gilmour	Clackamas County							
Stakeholder	Ian Poellet								
Stakeholder	Israel Knight								
Business	J NEWHOUSE	TRAIL BLAZERS/OREGON ARENA CORP							
Agency	Jack Hoffman	City of Lake Oswego	Mayor						
Business	Jack Molemkamp	Fred Meyer - Burlingame	Store Director						
Community Group	Jackie Merver	NARA							

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Community Group	James Anderson	CalarogaTerr.							
Freight	JAMES CARROLL SR	C&J TRUCKING & CONSTRUCTION INC							
Freight	JAMES HEBE	FREIGHTLINER CORPORATION							
Stakeholder	James Jandacek								
Stakeholder	James Mundlin								
Business Association	James Parker	Native American Chamber	Administrator						
Stakeholder	James Posey								
Business Association	James Taylor	Native American Chamber							
School	JAN COLTON	PCC SYLVANIA							
Business	JANA RIPLEY	WINDERMERE REALTY							
Neighborhood Association	Janet Kelly	CORBETT/TERWILLIGER/LAIR HILL NBRHD ASSN							
Community Center	Janet Kinney	MULTNOMAH COUNTY LIBRARY							
Business	Jason	Gary Germer & Associates							
Stakeholder	Jason Franklin								
Neighborhood Association	JASON GRAF	BOISE NBRHD ASSN							
Agency	Jay Guo	City of Portland: EMERGENCY OPERATIONS DIVISION	Senior Business Operations Manager						
Agency	Jay Sugnet	PBOT							
Community Group	Jean Estey Hoops	FRIENDS OF CATHEDRAL PARK ASSN							
Business	Jean Kelleher	DocuMart	Manager						
Elected	Jeff Merkley	US Senate	US Senator						
Community Center	JENNIE PORTIS	NE WORKFORCE CENTER							
Business	Jennifer Gregorich	New Season's Market	Community Coordinator, N Williams						
Neighborhood Association	Jennifer Kirk	Neighbors West-Northwest	Information and Outreach Coordinator						
Community Group	Jenny Cadigan	WESTSIDE TRANSPORTATION ALLIANCE	Executive Director						
Stakeholder	Jenny Lyman								
Neighborhood Association	JERRIE JOHNSON	ARBOR LODGE NBRHD ASSN							

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Business Association	JOHN BARKER	BELMONT BUSINESS ASSN							
Business	John Barth	Next Day Express							
Stakeholder	John Benassu								
Business	JOHN BLAISDELL	PORTLAND PACKAGING CO INC							
Business	John Corson	City Home							
Business	John Cullerton	URS Corporation							
Agency	JOHN DIEHNEL	ODOT DRR AND MOTOR VEHICLE SERVICES							
Community Group	John Fyre	SELLWOOD-MORELAND IMPROVEMENT LEAGUE (SMILE)							
Agency	John Gillam	PBOT							
Health	John Landolfe	OHSU	Transportation Options Coordinator						
Neighborhood Association	John Lanquette	LLOYD DISTRICT COMMUNITY ASSN							
Business	John May	Greyhound Portland	Station Manager						
Business	JOHN MCDANIEL	JONES OREGON STEVEDORING COMPANY							
Emergency Services									
	John Porter	AAA							
Neighborhood Association	John Prouty	Crestwood Neighborhood Association	President/Treasurer						
Stakeholder	John Rumpakis								
Freight	JOHN STOBIE	ABF FREIGHT SYSTEM							
Business	John Tilles	Portland Kayak Company							
Business Association	John Washington	N/NE Business Association							
Agency	John Williams	Metro							
Business Association	Joice Taylor	N/NE Business Association							
Community Group	JoLonna Windsheimer	Hillsdale Main Street	President						
Community Group									
	Jonathan Maus	BikePortland							
Community Group	JONATHAN SCHLUETER	WESTSIDE ECONOMIC ALLIANCE							
Agency	Jonna Papaefthimiou	Mayor's Office							
Community Group	JOSE CAMPOS	OREGON ECONOMIC DEV COUNCIL							
Community Group	JOSE RIVERA	HACIENDA CDC							
Business	Josh Philip	SCHNITZER STEEL							

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Agency	Karen Buehrig	Clackamas County	Transportation Planning Supervisor						
School	Karen Gibson	Portland State University	Professor (Has conducted research in area housing)						
Agency	Karen Schilling	Multnomah County	Land Use & Transportation Planning Manager						
School	KARIN WIKLUND	PORTLAND PUBLIC SCHOOLS PARENT POLICY COUNCIL							
Business	Karis Stoudamire	Moda Center							
School	Karl Johnson	Portland State University	Customer Service Manager						
Agency	Karl Lisle	BPS							
Stakeholder	Kate Hove								
Neighborhood	KATHERINE ANDERSON	EAST PORTLAND NBRHD OFFICE							
Health	Kathleen O'Higgins	Seasons Hospice and Pallative Care	Team Assistant						
Business	Kathryn Silva	The Zidell Companies	General Counsel						
Agency	Kathy Couch	City of Portland: Office of Neighborhood Involvement	Administrative Assistant						
Events	Kathy Gull	Lady Golf Classics Inc.							
Business	Kathy Ison	System Design Consultants							
Stakeholder	Katie Morsman								
Stakeholder	Katie Urey	Self							
Agency	Katy Belokonny		Project Communications Coordinator						
Neighborhood Association	Kay Newell	Boise Neighborhood Association							
Community Group	Kay Toran	Volunteers of America							
Business	Kayine	Soap Box Theory							
Stakeholder	Keigo Kiyohara								
Emergency Services	KEITH HYDE	VANCOUVER POLICE DEPT TRAFFIC ENFORCEMENT							
Neighborhood Association	Kelly Fedderson	Southeast Uplift Neighborhood Association	Community Resource Program Manager						
Business Association	Kelly O Brian	Oregon Business Association	Transportation Coordinator						

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Community Group	Kelly Rodgers	Coalition for a Livable Future							
Stakeholder	Kelvin Adkins-Heljeson								
Stakeholder	Ken Berry		Longtime community person						
School	Ken Dodge	PCC							
Neighborhood Association	Ken Love	South Portland Neighborhood Association	Chair						
Business	KEN MISHLER	K LINE AMERICA							
Business	Ken Pickett	JELD-WEN Field/Timbers	Senior VP						
Business	Ken Romer	Frame Central							
Business Association	Ken Turner	ALLIANCE OF PORTLAND NBRHD BUSINESS ASSNS							
School	KENDI ESARY	PCC CASCADE PARK							
Agency	Kenny Asher	City of Tigard	Community Development Director						
Community Group	KENT NELSON	KENTON FOOT PATROL							
Media	KEVIN BATH	ASIAN REPORTER THE							
School	Kevin Crotchett	Jackson Middle School	Principal						
Health	Kevin Darling	OHSU Logistics Center							
Faith-based	Kevin Nichols	The Well Community Church	Pastor of Church Operations						
Stakeholder	Kiel Johnson	Lloyd resident							
Business	Kieran Collins	Pacific Coast Fruit Company	VP of Operations						
Health	Kim Caragol	Compass Oncology							
Business	Kim Kolin	Greyhound Portland	Station Manager						
Agency	Kimberly Branam	PDC	Executive Director						
Agency	Kimberly Dinwiddie	ODOT - Region 1	Project Communications Coordinator/ PIO						
Community Group	Kris Nelson	THE CLIMATE TRUST							
Stakeholder	Kristen Martin								
School	KRISTIN WATKINS	PCC STEPS TO SUCCESS							
Community Group	KURT CREAGER	VANCOUVER HOUSING AUTHORITY							
Business	Kurt Widmer	Widmer Brothers Brewing							
Stakeholder	Lakeitha Elliott	Self Enhancement Inc., Portland African American Leadership Forum							
Community Center	Landra Glover	The ReBuilding Center							

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Community Group	LANG NGUYEN	ASIAN PACIFIC ASSN							
Stakeholder	Larry Jackson								
Business Association	LARRY SCRUGGS	LOMBARD BUSINESS ASSOC							
Stakeholder	Laura La Forte								
School	Laura Valent	ROOSEVELT HIGH SCHOOL							
Neighborhood Association	Laurie Simpson	Elliot NA							
Business	LAUX	ARCO							
Agency	Leah Treat	City of Portland	Director of Transportation						
Community Group	Lee & Cathy Orton	BROOKLYN ACTION CORPS							
Stakeholder	Lee Jenkins	UNIVERSITY PARK							
Business	LEE POWELL	POWELL DISTRIBUTING CO INC							
School	Lennie Edwards	JEFFERSON HIGH SCHOOL							
Neighborhood Association	Leo Frishberg	EASTMORELAND NBRHD ASSN							
Agency	Lew Bowers	PDC							
Agency	Lewis Wardrip	PBOT	Traffic Engineer						
Stakeholder	Lilian Tsai								
Community Group	Linda Baker	WILLAMETTE PEDESTRIAN COALITION							
School	LINDA REISSER	PCC CASCADE PARK TERRELL HALL 3B							
Agency	Lindsay Walker	Go Lloyd							
School	Lisa Bates	Portland State University							
Business	Lisa Belt	Lovejoy Bakers							
Business	LISA DUNCAN	FEDEX							
Stakeholder	Lisa Horne	PENINSULA CDC (HOUSING)							
Business	Lisa Kimsley	McMenamins Corporate	Director, HR						
Business	Lisa Nellen	Gentech Dentist							
Emergency Services	Lisa St. Helen	Portland Bureau of Emergency Communications (911)							
Emergency Services	Lisa Turley	City of Portland Bureau of Emergency Communications	Emergency Communications Director						

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Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Community Group	Lloyd Lindley	AIA Portland / ASLA Portland							
Stakeholder	Lorenzo Poe								
Community Group	LONNY RODGERS	COLUMBIA RIVER PILOTS							
Agency	Loretta Smith	Multnomah County	Multnomah County Commissioner, District 2, N/NE Portland						
Community Group	LOU MUSHMAN	VANCOUVER HOUSING AUTHORITY							
Agency	Lou Ogden	City of Tualatin	Mayor						
Health	Louis Ornelas	OHSU							
Business	Luke Regier	John's Landing Auto Body							
Community Group	LYNDA DAVID	REGIONAL TRANSPORTATION COUNCIL (RTC)							
Agency	Lyne Martin	Saltzman's Office	Commissioner						
Stakeholder	Lynn Keller								
Business Association	Lynnae Berg	PORTLAND BUSINESS ALLIANCE							
Neighborhood Association	LYNNE COWARD	SULLIVAN'S GULCH NBRHD ASSN							
Business	Malina Downey	UPS							
Community Group	Mara Gross	COALITION FOR A LIVABLE FUTURE							
Agency	Marc Boldt	Clark County	Council Chair						
Neighborhood Association	Marcia Leslie	Far Southwest Neighborhood Association	Co-Chair						
Agency	Marcus Hibdon	Travel Portland	Communications and Public Relations Manager						
Community Group	Marcy Jacobs	OREGON ECONOMIC DEV COUNCIL							
Stakeholder	Margaret Carter		Former Senator						
Health	Margarita Zalozh	Keizer Permanente	Facilities Manager						
Community Group	Maria Elena Guerra	OCHA (OREGON COUNCIL FOR HISPANIC ADVANCEMENT)							
Business	Maria Oreste	Radio Cab	Public Relations						
Community Group	Mariah Mickman	FRIENDS OF TREES							
Emergency Services	Marie Dodds	AAA							
School	Marilynn Considine	National College of Natural Medicine	Public Relations						
Business	Marion Haynes	THE SCHNITZER GROUP							
Business	Mark Donahue	Olympic Provisions							

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Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Healthy	Mark Ganz	REGENCE BLUE CROSS BLUE SHIELD							
Community Group	MARK HARRINGTON	REGIONAL TRANSPORTATION COUNCIL (RTC)							
Agency	Mark Johnson	ODOT							
Agency	Mark Lear	PBOT							
Agency	Mark Ragget	BPS Project Staff	Senior Planner						
Media	Mark Washington	The Portland Observer							
Stakeholder	Marsha Hanchrow	Employee in district							
Stakeholder	Marshall Glickman								
Stakeholder	Martin Gonzalez	TriMet							
Community Group	Martin Soloway	Central City Concern							
Agency	Mary "Libby" Pace-Wentz	City of Gladstone	Traffic Safety Commission						
Agency	Mary Fetsch	TriMet	Communications						
Community Group	Mary Kyle McCurdy	1000 FRIENDS OF OREGON							
Business	Mary Po	Grand +Benedicts							
Community Center	MaryAnn Takashima	Southwest Community Center	Director						
Business	Matt Utchtman	Oregon Convention Center	Director of Operations						
Business	Matt Hoffmann	Fred Meyer	Logistics						
Business	Matt Pizzuti	Convention Center	Executive Director						
Stakeholder	Matt Stefanik	Resident							
Business	Matthew Rotchford	Portland Expo Center	Director						
Stakeholder	Maurice Henderson	Mayor's Office							
Stakeholder	Maurice Rahming								
Agency	Mauricio Leclerc	PBOT							
Community Center	Maximo Behrens	Matt Dishman Community Center & Indoor Pool	Director						
Stakeholder	Maxine Fitzpatrick								
Health	Meagan								
Media	Melanie Davis	EL HISPANIC NEWS							
Business	Melinda Merill	Fred Meyer	Community Affairs						
Stakeholder	Melissa Egan	Institute for Conflict Management							

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Business	Meliza Arzu	Crowne Plaza	Guest Relations Manager						
Business	Meredith Morelli	Hopworks Bike Bar							
Emergency Services	Merrill Gonterman	Portland Fire/EMS							
Agency	Michael Huggins	Port of Portland/Airport							
Community Group	Michael Burch	Carpenter's Union							
Community Group	MICHAEL DALE	DOWNTOWN COMMUNITY ASSN							
Health	Michael Harrison	OHSU Government & Neighborhood Relations							
Freight	MICHAEL MOISES	OREGON TRUCKING ASSN INC							
Stakeholder	Michael Rocha								
Health	Michael Sorensen	ROOSEVELT NBRHD HEALTH & FAMILY							
Business Association	Michele Cassinelli	Multnomah Village Business Association	President						
Agency	Michelle DePass	Portland Housing Bureau							
Agency	Michelle Godfrey	Travel Oregon	Marketing & PR						
Neighborhood Association	Michelle Thompson	Overlook Neighborhood Association	Communications/New						
School	Michelle Van Orsow	Lewis and Clark College	Public Relations and Communications Specialist						
Community Group	Midge Purcell	Urban League							
Neighborhood Association	Mikal Apenes	Hillsdale Neighborhood Association	President						
Business	Mike Bernatz	Langley Investment Properties							
Community Group	MIKE BOLLIGER	CENTRAL EASTSIDE INDUSTRIAL COUNCIL							
Agency	MIKE BRANT	PORT OF PORTLAND POLICE DEPT							
Freight	MIKE CRONK	FREIGHTLINER							
Agency	Mike Gotterba	City of Salem	Public Information Officer						
Stakeholder	Mike Hayes								
Agency	Mike Mason	ODOT							
Freight	MIKE MCBRIDE	PORTLAND FREIGHTLINER CORP							
Community Group	Mike Mullins	Ride Connection	Mobility Manager						

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Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Agency	Nicholas Starin	BPS							
Stakeholder	Nichole Giottfely	AMR							
Community Group	Nichole Maher	Native American Youth Association							
Agency	Nick Fish	City of Portland, City Council	Commissioner						
Agency	Nick Fortey	FHWA							
Community Group	NICK WILSON	TIGARD CITY COUNCIL							
Agency	Ning Zhou	PBOT Project Staff	Transportation Modeling & Analysis						
Business	Nita Jacura	Property Manager, Paramount Parking							
Community Group	Nkenge	Urban League							
Business	Noah Hesse	muvtraining	Brand Ambassador						
Stakeholder	Noni Causey	(Alando Simpsons Aunt)							
Business Association	NOVA HILL	AFRICAN-AMERICAN CHAMBER OF COMMERCE							
Stakeholder	Otakar Andrysek								
Agency	Owen Ronchelli	Lloyd TMA							
Business	PAM BULLINGER	NW TRAFFIC CONTROL INC							
School	Pam Wilson	Capitol Hill Elementary	Principal						
School	Pamela Brown	PORTLAND PUBLIC SCHOOLS							
Community Group	Pamela Kambur	PORTLAND HOUSING AUTHORITY							
Faith-based	Pastor Hardy	Highland Church							
Faith-based	Pastor Hills	New Hope							
Faith-based	Pastor Holt								
Faith-based	Pastor LeRoy Haines								
Faith-based	Pastor Mark Strong								
Faith-based	Pastor Matthew Hennessee	Vancouver Avenue First Baptist Church	Pastor						

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Business	Priscilla Almeida	Rose Quarter							
School	Rachael King	Village Free School	Program Director						
Community Group	RACHEL FELICE	COLUMBIA SLOUGH WATERSHED COUNCIL							
Business	Rachelle Kaufman	Ankrom Moisan	Administration						
Agency	Randy Neves	Portland Bureau of Emergency Management	Public Information Officer						
Stakeholder	Ray Leary								
Community Group	RAY POLANI	CITIZENS FOR BETTER TRANSIT							
School	RAY WARREN	LEWIS & CLARK COLLEGE							
Community Group	RAYNA KINE	LEAGUE OF WOMEN VOTERS							
Agency	Rebecca Lee	MULTNOMAH COUNTY OREGON							
Stakeholder	Rene								
Stakeholder	Renee Katruska								
Stakeholder	Renee Mitchell								
Elected	Rep. Mary Nolan	Oregon State Legislature							
Elected	Representative Betty Komp	Oregon Legislature District #22	State Representative						
Elected	Representative Brian Clem	Oregon Legislature District #21	State Representative						
Elected	Representative Denyc Boles	Oregon Legislature District #19	State Representative						
Elected	Representative Jim Thompson	Oregon Legislature District #23	State Representative						
Elected	Representative Jim Weidner	Oregon Legislature District #24	State Representative						
Elected	Representative Vic Gilliam	Oregon Legislature District #18	State Representative						
Elected	Representative Vicki Berger	Oregon Legislature District #20	State Representative						
Community Group	REY ESPAÑA	LATINO NETWORK							
Agency	Rian Windsheimer	ODOT							
School	Rich Chapin	Rosemary Anderson High School/Portland Opportunities Industrialization Center (RAHS/POIC)	Director of Education						
Business	Rich Reese	Owner business							
Agency	Richard Bixby	East Portland Neighborhood Office (EPNO)	Executive Director						

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Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Stakeholder	Richard Brown								
Stakeholder	Richard Westberg								
Business	Rick Heffner	Fred Meyer	VP of Operations						
Neighborhood Association	RICK SANDSTROM	FRIENDS OF CATHEDRAL PARK NA							
Agency	Rick Williams	Lloyd Transportation Management Association (TMA)	Executive Director						
Community Group	Rithy Khut	Bicycle Advisory Committee	Chairperson						
Neighborhood Association	Rob & Pam Plance	ST JOHNS NBRHD ASSN							
Stakeholder	Rob Andrews								
Agency	Rob Burchfield	City of Portland Bureau of Transportation	City Traffic Engineer						
School	Rob Cowie	Portland Public Schools	Director, Community Involvement and Public Affairs						
Events	Robert Baumgartner	DEQ							
Business	Robert Black	Business Management of Local Comm.							
Business	Robert Debnam	Roberts of Portland	Owner/Stylist						
Agency	ROBERT DENHAM	PORTLAND RECYCLING							
Community Group	Robert Hamilton	COALITION OF BLACK MEN							
Business Association	ROBERT JOHNSON	RALEIGH HILLS BUSINESS ASSN							
Business	Robert Munson	Airfilco Inc.							
Business	ROBERT SNARIC	ZUPAN'S MARKET							
Agency	Roberta Altstadt	TriMet	Public Information Officer						
Freight	Robin Banks	CONSOLIDATED FREIGHTWAYS							
School	Robyn K. Pierce	Portland State University	Director of Facilities and Planning						
Community Group	Roger Averbeck	SWNI Transportation Committee	Chair						
Community Group	ROLAND EMETAZ	TRANSPORTATION FUTURES COMMITTEE							
Community Group	Rolf Glerum	PACIFIC RIM TRADE ASSN							
Business	ROLIN VANCE	OREGON ARMORED SERVICE INC							
Community Group	Ron Herndon	Albina Head Start							
Elected	Ron Wyden	US Senate	US Senator						
Stakeholder	Ronald Breeden								
Neighborhood Association	ROSANNE LEE	EAST PORTLAND NBRHD OFFICE							

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Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Neighborhood Association	ROSE MARIE OPP	MILL PARK NBRHD ASSN							
Community Group	Ross Danielson	Sons of Haiti							
Agency	Ross Mark	Portland Parks & Recreation							
Stakeholder	Russell								
Media	Ruth Asher	EL HISPANIC NEWS							
Business Association	Ryan Deckert	Oregon Business Association	President						
Stakeholder	Sally		Willson						
Neighborhood Association	SALLY KNEUVEN	SYLVAN-HIGHLANDS NBRHD ASSN							
Stakeholder	Sally Willson								
Stakeholder	Sam Baraso								
Stakeholder	Sam Imperati	Institute for Conflict Management							
Business Association	Sandra McDonough	Portland Business Alliance	President and CEO						
Agency	Sara King	PPS Facilities Manager							
School	Sara Renkens	Portland State University	Transportation						
Neighborhood Association	SARAH F MOORE	RICHMOND NBRHD ASSN							
Health	Sasha (Alex) Sanderson	OHSU - Technology Transfer and Business Development	Administrative Specialist						
Business	SCOTT ANDREWS	COLUMBIA RIVER SAND & GRAVEL							
Business	SCOTT CURTIS	UPS							
Business	Scott Eddy	Cascade Custom Software	Senior Partner						
Rail	Scott Hurd	National Railroad Passenger Corporation (Amtrak)	Relief Agent						
Agency	Scott Lazenby	City of Lake Oswego	City Manager						
Business	Scott Sisson	Moda Center							
Community Group	Sean Hubert	Central City Concern							
Agency	Sean O'Halloran	Oregon Transportation Commission	Commissioner						
Elected	Sen. Ginny Burdick	Oregon State Legislature							
Elected	Senator Alan Olsen	Oregon Senate District #20	State Senator						
Elected	Senator Ginny Burdick	Oregon Senate District #18	State Senator						

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Elected	Senator Kathleen Taylor	Oregon Senate District #21	State Senator						
Elected	Senator Lew Fredrick	Oregon Senate District #22	Senator						
Elected	Senator Michael Dembrow	Oregon Senate District #23	State Senator						
Elected	Senator Richard Devlin	Oregon Senate District #19	State Senator						
Elected	Senator Rod Monroe	Oregon Senate District #24	State Senator						
Stakeholder	Serena Stoudamire		Works for Governor Kate Brown						
Agency	Sgt. Duane Larson	Oregon State Police	Portland Area Command						
Neighborhood Association	Sharon Genasei	NW DISTRICT ASSN							
Neighborhood Association	Sharon Keast	Southwest Neighborhoods, Inc. (SWNI)	Communications						
Business Association	Sharon Nasset	NORTH PORTLAND BUSINESS ASSN							
Stakeholder	Sharon Watkins								
School	Shawn Garnett	Markham Elementary	Principal						
Business	Shawn Sullivan	WINKLER DEVELOPMENT							
Stakeholder	Sheila Holden								
Agency	Shelli Romero	ODOT - Region 1	Area Manager						
Stakeholder	Sherri								
Community Group	SHERYL PFAFF	COMMUNITY CHOICES 2010 - CHAMBER OF COMMERCE							
Agency	Shirley Block	TriMet	Route Changes						
Business	Shirley Bonfiglio Sidley	Picture Perfect N&S Photo Inc	VP of Operations						
Agency	Shoshana Oppenheim	City of Portland	Transportation Policy Manager						
Agency	Spencer Williams	BPS Project Staff	Associate Planner						
Emergency Services	Station 04	Portland Fire & Rescue							
Agency	Steffeni Mendoza-Grey	City of Portland							
Agency	Stephanie Beckman	BPS							
Community Group	Stephanie Noll	The Street Trust	Executive Director						
Business	Stephanie Soden	Portland Expo Center	Media Contact						
Agency	STEPHANIE TAYLOR	OREGON DEPT OF HUMAN RESOURCES							
Stakeholder	Stephen Greene	Private sector	Former PDC Project Manager						
Community Group	Steve Bozzone	Active Right of Way (AROW)							
Business	Steve Entler	Radio Cab	General Manager						
Stakeholder	Steve Fosler								
Freight	STEVE HARRAH	HARRAH'S TRUCKING							

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Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Agency	Steve Iwata	BPS							
Agency	Steve Novick	City of Portland	Commissioner						
Business	STEVE STOCKER	PGE							
Agency	Steve Townsen	City of Portland Bureau of Transportation	City Engineer						
Stakeholder	Steve Urke	Self							
Business	Steve Wolfe	Waste Management							
Business	Steven Preston	Sergeants Towing Inc.							
Stakeholder	Stuart								
Agency	Stuart Gwin	City of Portland	Transportation Planner						
Business	Sue Bedel	Kaiser Foundation Health Plan of NW							
Business	Sue Jensen	Local 14 Art Show							
Neighborhood Association	Sue Rubin	CRESTON-KENILWORTH NBRHD ASSN							
Agency	Susan Anderson	BPS							
Elected	SUSAN STONE	MILWAUKIE CITY COUNCIL							
Neighborhood Association	Susan 'Sue' Pearce	Hosford-Abernethy Neighborhood Development	Chair						
Agency	Susie Lahsene	Port							
Elected	Suzanne Bonamici	US House of Representatives	US Representative						
Business	Suzanne Hein	Lexi Dog	owner						
Agency	Suzanne Kahn	City of Portland Bureau of Transportation	Maintenance Operations Group Manager						
Elected	SYDNEY SHERWOOD	TIGARD CITY COUNCIL							
Neighborhood Association	Sylvia Bogert	SWNI	Director						
Community Group	SYLVIA WELCH	PCC NORTH OFFICE OF CIVIL RIGHTS							
Business	Tamara Francis	D-Lux Hardwood Floors							
Agency	Tamara Hellman	WSDOT	WSDOT communications						
Community Group	TAMARA JONES	HRACC (HUMAN RESOURCES ASSN OF CLARK COUNTY)							
Agency	Tammy Baney	Oregon Transportation Commission	Commissioner Chair						
School	TANA HASART	CLARK COLLEGE							
Business	Tatyana Krasnogorov	Kaiser Permanente							
Stakeholder	Tawna Sanchez								
Community Group	TED HOWARD	PORTLAND COMMUNITY LAND TRUST							

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Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Agency	Veronica Rinard	Travel Portland	Communications						
Agency	Vickie Hardin Woods	City of Salem	Community Development Director						
Agency	Vinh Mason	BPS							
Neighborhood Association	Virgil Alexander	LLOYD DISTRICT COMMUNITY ASSN							
Media	VP, HR and Administration	Oregon Public Broadcasting	Debbie Rotich						
Agency	Wade Byers	City of Gladstone	Mayor						
Business	Wade Lange	Langley Investment Properties							
Business	Wanda Rosenbarger	Lloyd Center Mall							
Business	WANDA ROSENBERGER	LLOYD CENTER							
School	WARREN FLUKER	PCC METRO							
Business	Warren Anderson	ROSS ISLAND SAND & GRAVEL							
Community Group	WAYNE COZAD II	SWAN ISLAND BUSINESS ASSN							
Community Group	Wayne Kingsley	Central Eastside Industrial Council							
Agency	Wendy Cawley	PBOT							
Business	Wendy Sprints	Hair of the Dog Brewing Co.							
Neighborhood Association	WES RISHER	Hillsdale Neighborhood Association							
Business	William M Wilkinson	LASCO SHIPPING COMPANY							
Business	William Ruff	LRS Architects							
Stakeholder	William S Hoffman	OFFICE OF TRANSPORTATION & ENGINEERING							
Agency	Winston Sandino	PBOT							
Stakeholder	Wynn Avocette								
Agency	Young Park	TriMet							
Community Group		African American History Archives							
Faith-based		Albina Ministerial Alliance							
School		Albina Youth Opportunity School							
Business		American Barista & Coffee School & Consulting Services							

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Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Emergency Services		American Medical Response							
Business		Animal Traffic							
Community Group		Asia America							
Business		AT&T							
Business		Bishops							
Business		Black Wagon							
Business		Blue Star Donuts							
School		Boise Elementary School							
Business		Box Social							
Business		Bridge City Comics							
Business		Bridgetown Beerhouse							
Business		Broadway Cab							
Neighborhood Association		Buckman Community Association							
Business		Budget Inn							
Business		Budget Lodge							
Business		Budget Motel							
Business		Bungalo Bar							
Business		Bunk Bar							
Business		Bunk Bar							
Business		Café Du Berry							
Business		Camera Solutions							
Business		Cason's Fine Meats							
Business		CD Game Exchange							
Business		Cedo's Falafel & Gyros							
Community Center		Central Library							
Business		CENTRAL Post Office							
Business		Cha Cha Cha							
Business		Cha Cha Cha							
Agency		City Hall							
business		Clark Lewis							
Community Group		Coalition of Communities of Color							
Business		Coffeehouse-Five							
business		Cooper's Hall							
Business		Corbett Fish House							
Business		Courtyard Portland Downtown/Convention Center							
Business		Creo Chocolate							
Business		Crowne Plaza Portland - Downtown Convention Center							
Agency		C-Tran	Marketing/Admin Office						
Business		Cup Coffee							

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Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
School		De La Salle North Catholic High School							
Business		Dean's Barbershop							
Business		Doubletree by Hilton Hotel Portland							
Business		Downtown Retail Council/Portland Clean & Safe							
Business		Dynalectric							
Business		Eagle Towncar							
Business		East Portland Post Office							
School		East West College of the Healing Arts							
Business		Economy Inn							
Business		Elephants Deli							
Neighborhood Association		Eliot Neighborhood Association							
Community Center		ETHOS: Interstate Firehouse Cultural Center							
School		Etoile French Immersion School							
Business		Finales Bakery							
Business		Fred Meyer							
Business		Fresh Pot							
Business		Frice Pastry							
Business		Gasser Inc							
Business		Gentle Dental							
Business		Gorge Performance							
Business		Gray's Landing							
Business		Greenleaf							
Business		Gypsy Chic							
Business		heartspark							
Business		Heavenly Donuts							
Business		Here We Go Again							
Community Center		Hillsdale Community Center							
Business		Hillsdale Farmers Market							
Community Center		Hillsdale Library							
Business		Homeforward							
Neighborhood Association		Homestead Neighborhood Association c/o SWNI							
Business		Honey Baked Ham							
Business		Inn at the Convention Center							
Business		Innovative Benefits Group							
Community Group		Innovative Housing							
School		International School							
Business		Interstate Lanes							
Business		Interstate Medical Office East - Kaiser Permanente							

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Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Business		Interurban							
Business		Johns Landing Cleaners							
Business		John's Marketplace							
Business		Jolly Roger							
Business		Just Like a Woman							
Business		Kenny & Zuke's Deli Bar							
Community Center		Kenton Library							
Business		Kids Backyard Store							
Community Group		Know Your City							
Media		KPDX (FOX 49)	NEWS EDITOR						
Business		Lardo							
Business		Las Primas							
Business		Laughing Planet							
Business		Leftbank Annex							
Business		Leftbank Annex							
Health		Legacy Good Samaritan Medical Center							
Health		Legacy Hospital Research and Lab							
Business		Lincoln							
Business		Little Big Burgers							
Neighborhood Association		Lloyd District							
Business		Lovejoy Bakers							
Business		Macadam Floor Design							
Business		Macadam Nail Boutique							
Business		Master Craft							
Business		McMennamins Pub (Macadam)							
Business		Mercy Corps							
Business		MESO (Microenterprises Services of Oregon)							
Business Association		Metropolitan Business Association Inc							
Business		Mirabella Portland							
Business		Mississippi Studios							
Business		Mississippi Studios							
Business		Moloko							
Business		Monsoon Thai Cuisine							
Business		Monticello Motel							
Business		Mr. French Coffee Kitchen							
Events		Mulnomah Days							
Business Association		Multnomah Village Business Association							
Business Association		Multnomah Village Business Association							
Community Center/Faith-based		Muslim Community Center of Portland							

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Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Community Group		NAMC							
Community Group		Native American Liason with the City of Portland							
Health		Natural Balance Chiropractic Clinic							
School		Natural Beginnings Day School							
Health		NCNM (clinic has a different address)							
Business		New Rose City Cab Company							
Business		New Seasons: Grant Park							
Business		New Seasons: Williams							
Business		Nite Hawk Café & Lounge							
Agency		North Portland DMV							
Neighborhood Association		Northeast Coalition of Neighborhoods (NECN)							
School		Northwest Earth Institute							
Business Association		Northwest Industrial Business Association							
Community Center		Northwest Library							
Business Association		NW Business Association							
School		OCKLEY GREEN MIDDLE SCHOOL							
Health		OHSU - Life Sciences Building							
Business		OMSI							
Events		OMSI	Community Events						
Community Group		OPAL							
Business Association		Oregon Association of Minority Entrepreneurs							
Community Group		Oregon Business Council							
Health		Oregon Eye Specialists & The Sight Shop	Patient Accounts						
Community Group		Oregon Historical Society							
Business		Oregon Motel							
Business		Overlook House							
Neighborhood Association		Overlook Neighborhood Association							
Community Group		PAALF EJ Subcommittee							

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
School		Pacific Northwest College of Art							
Business		Palms Motel							
Business		Panda Express							
Business		Pause Kitchen & Bar							
Business		Paxton Gate							
School		PCC Cascade							
Community Center		Peninsula Park Community Center							
Business		Perfect Look							
Business		Pet Loft							
Business		Philippe's Bread							
Business		Pine State Biscuits							
Business		Poa Café							
Business Association		Portland Business Alliance							
School		Portland Community College CLIMB Center							
Emergency Services		Portland Fire and Rescue							
Emergency Services		Portland Fire/EMS							
Business		Portland Pensione							
School		Portland Public Schools	Transportation Director						
School		Portland Superintendent-Schools							
Business		Portland Taxi Cab Company							
Business		Portland Town Car and Limo							
Business		Portland Trailblazers							
Business		PORTLAND Post Office							
Business		Posies Bakery & Café							
Business		Postal Annex (Macadam)							
Business		Prost							
Health		Providence Therapeutic Pool							
School		PSU's Center for Executive and Professional Education							
Community Center		Q Center							
Business		Quality Inn Downtown Convention Center							
Business		Ramona Apartments							
Community Group		Reach CDC							

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Business		Residence Inn North Harbour							
Business		Ristretto Roasters							
Business		Ruby Jewel							
Business		Safeway							
Business		Salty's Dog and Cat Shop							
Business		Sampling Lab							
Business		Samurai Blue							
Business		Scout Realty Co.							
Business		Secret Society							
Business		Sheridan Fruit Market							
Business		Sherwin Williams							
Business		Shilo Inn							
Business		Shilo Inn Rose Garden							
Business		South Paw Deli							
Business Association		South Portland Business Association							
Business		South Waterfront Heated Storage							
School		Southwest Charter School							
Business		Spielwerk Toys							
Business		Sprint Store							
Business		Starbucks							
Business		Starbucks (Macadam)							
School		Sumner College	Student Services						
Business		Sunlan Lightbulbs							
Stakeholder		Swan Island Networks							
Business		Tasty n Sons							
Business		Tazo Tea Co.							
Business		Tesoaria Portland Tasting Room							
Business		The Annex							
Business		The Circuit Boulderling Gym							
Business		The Meadow							
Business		The Miracles							
Business		The Playground Gym							
Business		The Portland Trail Bazers							
Agency		The Portland Water Bureau							
Business		The Zidell Companies							
Business		T-Mobile							
Business		Toro Bravo							

I-5 Rose Quarter Improvement Project - Stakeholder List

Category	Name	Organization	Title	Email	Phone	Address	City	Zip	Source
Business		Portland Winterhawks							
Business		Burgerville							
Business		Denny's							
Business		First Tech federal Credit Union							
Business		Bonneville Power Administration							
Business		Wendy's							
Business		7-Eleven							
Business		Walgreens							
Business		FedEx							
Business		Tillamook Station							
Business		Tiny's Coffee Northeast							
Business		Brown Printing Inc							
Business		Queen of Sheba							
Business		OX Restaurant							
Business		Billy Ray's Dive							
Business		Safeway							
Business		Spirit of 77							
Business		Dutch Bros.							
Business		Red Robin Gourtmet Burgers							
Business		Hassalo on Eighth							
Media		DAILY JOURNAL OF COMMERCE							
Community Group		HOUSING OUR FAMILIES (HOF)							
Community Center		NE MULTICULTURAL CENTER							
Agency		NORTH POLICE PRECINCT							
Media		THE PORTLAND OBSERVER							

Community Group		U OF P ENVIRONMENTAL CLUB	
Agency		CITY OF TIGARD	
Agency		COLUMBIA RIVER ECONOMIC DEVELOPMENT COUNCIL	
Community Group		FIREFIGHTERS PORTLAND	
Community Group		FRIENDS OF CLARK COUNTY	
Community Center		IMPACT MINORITY PLAN CENTER	
Business		J & R TRUCKING INC	
School		JEFFERSON HIGH SCHOOL	
Health		LEGACY EMMANUEL HOSPITAL & HEALTH CENTER	
Business		PORTLAND TRAILER & EQUIPMENT	
Business		POWELL DISTRIBUTING CO INC	
Neighborhood Association		THE NBRHD OUTREACH ASSN	
Community Group		THE SOUTHWEST WASHINGTON FAIRNESS COALITION	
Agency		WILLAMETTE TRAFFIC BUREAU	
Freight		YELLOW FREIGHT	



Appendix C. Evaluation Form

Date: _____

I-5 Rose Quarter Improvement Project Communications Evaluation Form

Type of Event:

Public Event Stakeholder Meeting Small Group Activity Other: _____

Name of Event: _____

Date of Event: _____

Contact Info. (if applicable): _____

Evaluation Questions (use all that apply):

1.) How was your experience interacting with project team members? Were you able to say what you needed and did you feel heard?

Yes No

Comments/suggestions for improvement (optional): _____

2.) Were there adequate resources to help you obtain and understand information (i.e. handouts, posters, staff, translators, online resources, etc.)? And were they easy to read and understand?

Yes No

Comments/suggestions for improvement (optional): _____

3.) Were there adequate resources to help you communicate information (i.e. comment form, contact information, online resources, translators, etc.)?

Yes No

Comments/suggestions for improvement (optional): _____

4.) Was the need (or opportunity) for the project clearly understood?

Yes No

Comments/suggestions for improvement (optional): _____

5.) Do you have any suggestions or other comments about how we could better communicate with you (and your affiliates) in the future?

Yes No

Comments/suggestions for improvement (optional): _____



II.2 PUBLIC INVOLVEMENT SUMMARY APRIL 2019 - MAY 2020



Appendix II.2. Public Involvement: April 1, 2019 – May 31, 2020

This appendix summarizes public involvement during the Environmental Assessment (EA) phase of the I-5 Rose Quarter Improvement Project through May 31, 2020. The EA phase is still ongoing. This document will be amended to capture additional engagement activities once the EA process is complete.

Overview

The Oregon Department of Transportation (ODOT), in partnership with the City of Portland (City), continued public engagement after the close of the 45-day environmental assessment (EA) public comment period on April 1, 2019. This summary describes the engagement from April 1, 2019 to May 31, 2020. Most of the public engagement during this time period focused on project awareness and outreach to environmental justice and Title VI communities to collect feedback. This summary includes the following sections:

- By the numbers
- What we heard
- Information sharing
- Outreach and engagement
- Attachments (supporting materials)

By the numbers

The following statistics represent engagement from April 1, 2019 to May 31, 2020. Other sections of the summary discuss this engagement in greater detail.

- 8 tabling events, with over 700 individual engagements
- 5 discussion groups, with 52 participants
- 1,543 comments submitted
- 4,624 e-newsletter recipients (as of the May 27, 2020 e-newsletter)
- 7 e-newsletters
- 3 mailers

What we heard

The project team received broad input encompassing a large range of perspectives. This report summarizes themes identified between April 1, 2019 and May 31, 2020. Key themes include:

- Many people were unaware of the Project, including most people at the tabling events held over the summer.
- Support for the project purpose to address the largest congestion bottleneck in the state.

- Support for the highway covers to reconnect the local street grid and create more community space in the neighborhood.
- Support for the highway covers to be built in a way that would support development on top.
- Opposition to moving I-5 closer to Harriet Tubman Middle School.
- Opposition from bicycle and climate advocacy groups regarding adding auxiliary lanes to I-5 as a means to mitigate congestion.
- Support for the project to complete an Environmental Impact Statement (EIS)

Information sharing

E-newsletters

Five email newsletters were sent to people who signed up for the project updates list. The newsletters are included in Attachment 1.

Table 1. Project email newsletters

Date	Subject	Purpose	Sections	Number of Recipients
May 30, 2019	EA Comment Period Public Comments Available	To inform recipients that the public comments submitted during the EA comment period were available on the project website	<ul style="list-style-type: none"> • Public comments available online for I-5 Rose Quarter Improvement Project • Please stay engaged • About the project 	1,888
July 15, 2019	Project Updates	Notifications about upcoming tabling events and soil sampling field work as well as general project information and updates	<ul style="list-style-type: none"> • I-5 Rose Quarter Project staff out and about this summer • Soil sampling on I-5 scheduled to start in July • Please stay engaged • About the project 	2,142
January 30, 2020	Get Involved	Announced that the application to join the Community Advisory Committee (CAC) was open	<ul style="list-style-type: none"> • Apply to help shape the I-5 Rose Quarter Improvement Project: Applications now available for Community Advisory Committee 	3,525

Appendix II.2. Public Involvement: April 1, 2019 – May 31, 2020

Date	Subject	Purpose	Sections	Number of Recipients
			<ul style="list-style-type: none"> • Link to CAC application • About the Project 	
March 16, 2020	I-5 Rose Quarter Improvement Project advances based on OTC direction	To provide updates on the direction given from the OTC, including the establishment of the CAC. The email provided the list of selected CAC members, selection methodology and CAC demographics.	<ul style="list-style-type: none"> • I-5 Rose Quarter Improvement Project advances based on OTC direction • To reduce public health risk, OTC postpones March 20 meeting, opens extended public comment period • Community shows high interest in the CAC - members named • About the Project 	3,596
March 18, 2020	Join us for the online CAC Meet & Greet on March 25	To provide meeting logistics for the CAC Meet & Greet that was held via Zoom due to community health concerns around Coronavirus (COVID-19)	<ul style="list-style-type: none"> • Join us for the online CAC Meet & Greet on March 25 • Link to Zoom meeting • About the Project 	3,718
April 17, 2020	Community Opportunity Advisory Committee (COAC) to meet on April 21	To provide meeting logistics for the COAC meeting held via Zoom due to COVID-19	<ul style="list-style-type: none"> • Community Opportunity Advisory Committee (COAC) to meet on April 21 • Link to Zoom meeting • How to provide public comment • About the Project 	4,628
April 27, 2020	April E-newsletter	To provide project updates including outcomes of the recent OTC	<ul style="list-style-type: none"> • COVID-19 • OTC to ODOT: Continue work on I-5 	4,624

Date	Subject	Purpose	Sections	Number of Recipients
		meeting, notification of the environmental peer review, independent highway cover review, the contractor CM/GC Request for Proposals (RFP) release, and upcoming field work	Rose Quarter Improvement Project <ul style="list-style-type: none"> • Project next steps • ODOT seeking Project contractor • Executive Steering Committee update • Rose Quarter underground: Looking at conditions from the bottom up • About the Project 	
May 27, 2020	May Email Update	To provide project updates including notification of the CAC meeting, a recap of the ESC meeting, a reminder of the RFP and ongoing field work.	<ul style="list-style-type: none"> • Community Advisory Committee meets tomorrow • Executive Steering Committee kicks off • Contractor roundup: Proposals due in May • Rose Quarter underground: More work ahead • About the Project 	4,661

Mailers

Field Work Mailer (July 2019)

One field work notification postcard was sent to businesses and residents within a quarter-mile radius of soil sampling sites in the project area in July 2019. The field work mailer was sent to inform those in the immediate area of the presence of equipment and to notify residents and businesses of nighttime noise and possible lane restrictions due to the field work. (Attachment 2)

ODOT mailed a total of 4,723 field work mailer postcards.

CAC Mailer

One CAC notification postcard was sent to 17,958 residents and businesses within or near the project area as one of the notification methods to recruit members of the CAC. Applications to be a member of the CAC were accepted from January 29, through February 18, 2020. (Attachment 3)

ODOT mailed a total of 17,958 postcards.

Field Work Mailer (April 2020)

One field work notification pamphlet was sent to businesses and residents within the project area in April 2020. The field work pamphlet was sent to inform those in the vicinity of upcoming pavement exploration, utility mapping and soil sampling. The pamphlet notified residents and businesses of nighttime noise and possible lane restrictions due to the field work. (Attachment 4)

ODOT mailed a total of 17,858 pamphlets.

Project voicemail

ODOT set up an informational voicemail line on May 1, 2019 to provide project updates. The voicemail was recorded in both English and Spanish and was updated eight times during this time period. The hotline received the most traffic during July 2019, which coincided with lane closures in the project area to conduct field work.

Table 2. Project voicemail visitors

Month	Number of calls
2019	
May	21
June	8
July	26
August	7
September	3
October	6
November	1
December	4
2020	
January	7
February	18
March	9
April	4
May	13

Website

The project website was available to the public at www.i5RoseQuarter.org. The website provided a way to learn about the proposed project and its history, as well as how to get

involved, submit comments or sign up for project updates. The website was referenced on all project materials as the hub for the most in-depth and up-to-date project information.

Website visit tracking began in October 2019. Between October 1, 2019 and May 31, 2020, there were 31,715 pageviews. The average visit duration was two minutes, and more than 30 percent of visitors accessed the website through a mobile device or tablet. The two most visited pages were the homepage and the CAC page.

Fact sheets

The project team developed two project fact sheets, one general and one for Disadvantaged Business Enterprise (DBE) opportunities, during this timeframe. They were handed out during tabling and other project-related events. Digital copies were available on the website.

General project brochure

The project team revised the project's brochure with new renderings of the 'before' and proposed 'after' views of the highway covers, the Hancock-Dixon bike/ped bridge and the Williams multi-use path. (Attachment 5)

Disadvantaged Business Enterprise (DBE) fact sheet

The project team developed a fact sheet to describe the business and workforce development opportunities available to DBE firms. (Attachment 6)

Outreach and Engagement

Tabling

Members of the project team staffed booths at the events listed in Table 3 to inform community members of the project, collect mailing list sign-ups, and share information about the project. Public interactions and identified key themes for each event are below.

Table 3. Tabling Events

Event	Date	# People Engaged
Juneteenth	Saturday, June 15, 2019	79
Good in the Hood	Saturday, June 22, 2019	124
Alberta Street Fair	Saturday, August 10, 2019	323
Sunday Parkways – Green Loop	Sunday, August 25, 2019	75
Sunday Parkways – NE Portland	Sunday, September 22, 2019	57

Juneteenth

Juneteenth Independence Day or Freedom Day commemorates the June 19, 1865 announcement of the abolition of slavery and the emancipation of African American slaves. The Portland Juneteenth Celebration involves a parade followed by live music, art, food, educational booths, cultural booths and a children's play area.

Key themes:

- Roughly half of the visitors had not heard of the project.
- One individual was angry and critical of the project and the process to date.
- Some people expressed concerns about:
 - The process and local impacts to the natural and built environment.
 - ODOT potentially taking, by eminent domain, more property in their neighborhood.
 - Impacts to local schools.
- Of the 6-10 children who visited the booth, most were people of color and most were about 8-11 years old. They were interested in the project and wanted to know more about potential new parks and bike access to the waterfront.

Portland Mayor Ted Wheeler visited the table and commented on his involvement with the project.

Good in the Hood

Good in the Hood is an annual multi-cultural music and food festival, featuring live music and a parade that takes place in NE Portland near the project area.

This event is hosted by Good in the Hood (GITH), a non-profit organization founded in 1990. GITH states its purpose is a creative medium by which Portland residents, businesses and organizations can engage in music, food and resources while connecting people with experiences that strengthen unity in the community.

Key themes:

- Most people were unaware or knew very little about the project.
- Some people agreed that congestion was an issue and were surprised to learn the area has the highest crash rate on an urban interstate in the state.
- Some people voiced concern about construction impacts and inquired about the construction timeline.
- A few people asked if the project was definitely happening or just proposed, and whether or not the public had a say in the matter.
- A student from Harriet Tubman Middle School shared many concerns about the project and submitted a formal written comment.
- Congressman Earl Blumenauer stopped by the booth and took a photo with a member of the project team.

Alberta Street Fair

As stated on its website, the Alberta Street Fair is an eclectic mix of live music, vendors, food and drink for people of all ages hosted by a non-profit organization called Alberta Main Street. The event draws more than 25,000 people annually and has occurred for more than 20 years.

Key themes:

- Most people were unaware or knew very little about the project.
- Some people agreed that congestion was an issue and were satisfied to see something was being done to address traffic.
- Many people liked the idea of the highway covers and were excited about the possibility of increased accessibility for pedestrians and bicyclists.
- A few people were concerned about the environmental impacts of the project.
- A few people expressed distrust of ODOT.

Sunday Parkways

Portland Sunday Parkways is a series of free summertime events hosted by Portland Bureau of Transportation (PBOT). The stated purpose is to promote healthy, active living by opening the city's largest public space – its streets – to the non-motorized public to walk, bike, roll and discover active transportation. A designated route is shut down to car and truck traffic for an extended period, and people walk, bike, or roll parts or the entirety of the route.

Green Loop

The “Green Loop” route is a concept featured in the Central City 2035 Plan that envisions a linear park connecting nearly a dozen districts. This linear park includes locations such as the Portland Art Museum, North Park Blocks and the Rose Quarter. The project's booth was in the Rose Quarter area at the Moda Center Plaza.

Key themes:

- Most visitors to the booth were unaware of the project.
- After discussion with staff, most people unaware of the project expressed support for the project because they thought it would help with congestion on I-5, and they liked the pedestrian and bicycle improvements over I-5.
- Many people who already knew about the project supported it because of anticipated improvements to traffic congestion on I-5 and pedestrian and bicycle crossings of I-5.
- A handful of people stated their opposition to the project because of opposition to freeway expansion in general or implications for air quality at Harriet Tubman Middle School.
- Several of the people who opposed the project expressed excitement about bike and pedestrian improvements.

NE Portland

The NE Portland event's route traced an 8-mile loop along the Northeast neighborhood greenways. The Project's booth was located at Fernhill Park. Visitors were sparse compared to other events due to intermittent heavy rainfall.

Key themes:

- Most people were unaware of or knew very little about the project and wanted information about process and timeline.
- Many people liked the idea of the highway covers. They were excited about the possibility of increased accessibility for pedestrians and bicyclists, and the idea of green or open space on the covers.
- A few people expressed concerns about impacts to Harriet Tubman and lane widening.

Discussion Groups

The project team uses discussion groups as one of many important tools to capture feedback on the project. These conversations are intended to support an authentic, transparent and responsive community engagement approach, one that meets people where they are and engages in meaningful two-way dialogue. The discussion group process seeks to:

- Reach and hear from historically-underrepresented population groups to understand their distinct needs, issues and concerns;
- Create awareness and educate these groups about project elements and planning history; and
- Establish an informed network of Title VI/Environmental Justice community groups for future engagement.

Discussion Group	Subgroup	Date	# People Engaged
African American	Group 1	Tuesday, October 8, 2019	11
	Group 2	Tuesday, October 8, 2019	9
	Group 3	Wednesday, October 9, 2019	12
	Group 4	Wednesday, October 9, 2019	7
Native American		Thursday, February 27, 2020	13

African American Discussion Groups

ODOT sponsored four discussion groups as part of its I-5 Rose Quarter Improvement Project Title VI/Environmental Justice engagement.¹ The African American Discussion Group Summary

¹ Title VI/Environmental Justice communities have been defined by ODOT for the purposes of this outreach as people with disabilities, people of color, low income and limited English proficiency populations.

is included as Attachment 7. The groups were comprised of African Americans in Portland, many of whom had ties to the Rose Quarter and Albina area. All of the groups were hosted at the Urban League of Portland and were approximately two hours long. A total of 39 residents attended the four groups. Participants were grouped as follows:

- Group 1: Residents over 45 years of age
- Group 2: Residents under 45 years of age
- Group 3: Displaced residents or those with a close connection to someone who had been displaced
- Group 4: Displaced residents or those with a close connection to someone who had been displaced

Key Themes:

- Congestion is a problem and needs to be addressed.
- There is a lack of trust in ODOT and other government agencies.
- ODOT and agencies involved in this Project must commit to engaging with and making a concerted effort to serve the needs of the African American population in Portland.
- There is little support for the project design concepts or elements, though some saw the potential benefits to the region as a whole.
- Participants did not believe the Project, as currently envisioned, was designed with African Americans in mind.
- Fundamental aspects of livability, such as housing affordability and education, should be prioritized ahead of bike accessibility.
- Interest in discussing investments and projects that would help support the remaining African Americans in the area and encourage others to return to Albina and the Rose Quarter.

Native American Discussion Groups

ODOT hosted a Native American discussion group as part of the I-5 Rose Quarter Improvement Project. The Native American Discussion Group Summary is included as Attachment 8. The group included Native American individuals from the Portland area. Acknowledging Portland is home to the ninth-largest population of Native Americans in the U.S., and that Native Americans comprise the original population in and around what is now called the Albina and Rose Quarter areas, Native American insights and heritage will inform the Project as design progresses.

Key Themes:

- **Recognition that the Albina and Rose Quarter area is congested, and it is a safety concern** – Most participants agree that the Albina/Rose Quarter area has a congestion problem that should be addressed. Most participants agree that travel through the Project area is necessary for most people and experiences congestion for all modes of transportation. Most recognize that congestion on I-5 causes aggressive driving behaviors, which is a concern for safety. A few participants asked how tolling would impact congestion.

- **Some support for Project components** – Some participants believe the auxiliary lanes on I-5 will not relieve congestion. One participant stated that if the auxiliary lanes were to relieve the bottleneck just a bit, that would be a success in their eyes. Other participants believe that the highway covers will help improve some congestion and hope that bus-only lanes with protected bus stop shelters are prioritized in Project design. Some participants like the Clackamas pedestrian/bicycle-only bridge.
- **Skepticism about the driving forces of the Project** – Two participants are skeptical about the Project and want to know about the real driving forces behind the Project. Specifically, they want to know what funders are pushing the Project to completion. Most of the participants agree that they would not mind paying more taxes for the Project if the real community would benefit from it and not big developers.
- **Lack of transparency on how BIPOC communities would benefit** – Most participants felt like there is a lack of clarity and transparency surrounding how black indigenous people of color (BIPOC) would benefit from the Project. A few participants asked who would be displaced during the construction and what mechanisms are in place so that after construction BIPOC are not displaced and forced to sell their properties. Most are concerned that the Project would continue to gentrify the area and further displace BIPOC. One participant asked if this Project would be a repeat of Vanport.
- **Frustration regarding project information** – Most participants voiced frustration and felt that there was a lack of information regarding Project decisions, funding, history, and previous engagement. Two participants shared that this was the first time they had heard of the Project. Some participants asked why the legislature would approve this type of funding package when there are so many people in the Portland metro area experiencing homelessness who are in dire needs of services. Another participant asked how decisions were made and if the Project engaged with everyone from rich to poor. Another participant shared that departments of transportation always get their way. A few participants asked specifically how the African American community has been engaged throughout the Project.

Project inbox

The project continuously accepted feedback and questions via the project email account: info@i5rosequarter.org. The email address was referenced on all project materials. The project website also included an integrated comment form that connected directly to the inbox.

Any communication sent to the email address or webform received this standard message:

Hello,

Thank you for sharing your thoughts with the I-5 Rose Quarter Improvement Project team. If your message contains a question or ADA request, we will do our best to get back to you within five (5) business days.

For more information and to subscribe to our mailing list, please see the project website: www.i5rosequarter.org.

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

¿Hablas español? Podemos proporcionar la información de esta publicación en español. Para recibir información por favor llame al 503-731-4128.

Sincerely,

The I-5 Rose Quarter Project team

Over 1,500 messages were sent to the project inbox between April 1, 2019 and May 31, 2020. More than 100 personalized responses were drafted and sent to members of the public who asked questions or requested information. All communications received through the inbox were logged in a database and coded by category.

The most mentioned category related to the project's environmental process. Many of the comments received requested the project to conduct an Environmental Impact Statement (EIS). The next most mentioned categories are 'Climate change', 'Harriet Tubman Middle School' and 'Air quality'. The top ten categories are listed in Table 4.

Table 4. Number of comments by category

Category	Number of Comments
Environmental process	782
Climate change	543
Harriet Tubman Middle School	337
Purpose and Need	312
Air quality	311
Cost	302
Environmental impacts	291
Highway congestion	224
Transit	224
Health	189

DBE/OJT outreach

The I-5 Rose Quarter Improvement Project aims to improve economic opportunities and reduce barriers for Disadvantaged Business Enterprises (DBEs).

DBEs are small businesses that are at least 51% owned by:

- Minorities: African Americans, Hispanics, Native Americans, Asian-Pacific Island Americans and Subcontinent Asian Americans.
- Women and other individuals on a case-by-case basis.

DBE, Small Minority and Local Contracting Survey

The Disadvantaged Business Enterprise and On-the-Job Training (DBE/OJT) team launched a survey to engage and gather information on DBE-certified and eligible subcontractors, who could be part of a team to bid on the I-5 Rose Quarter Improvement Project.

The survey went live on August 5, 2019 and was available until October 16, 2019. The project team received 132 completed responses. Survey outreach included:

- A flyer (Attachment 9)
- An email blast through the Office of Civil Rights
- Over 1,000 calls to DBE/OJT stakeholders
- A post on the project website

The data was assembled to share with the eventual Prime construction contractor to better design the subcontracting plan. The survey offered insights into the barriers and challenges faced by DBEs and what types of technical assistance could help prepare them for future work on the project.

DBE/OJT COAC

In March 2019, ODOT convened a Community Opportunity Advisory Committee (COAC) to advise on the Project's DBE/OJT program. Since its formation, the COAC has had three meetings.

April 23, 2019

The project team hosted its first DBE/OJT COAC meet and greet in April 2019. The purpose of the meeting was an introduction to the committee and the project. In addition to project team staff, five COAC members attended the meeting.

The COAC proposed the following recommendations to guide project-related contracting practices:

- Build on lessons learned of what has and has not worked in the past to remedy barriers to DBEs.
- The Construction Manager/General Contractor (CM/GC) Prime agreement must encourage DBE participation.
- Develop availability estimates that are representative of MWBE community, including potential DBEs.
- Encourage Prime not to self-perform, bring on DBEs early and hold Prime accountable to goal.
- Ensure oversight of DBE replacement.
- Hire small businesses near the project area.
- Increase pool of qualified workers in the project area.

Appendix II.2. Public Involvement: April 1, 2019 – May 31, 2020

- Establish small business set-asides.
- Address barriers to DBEs by facilitating access to insurance, reducing bonding requirements, and dividing scopes of work into smaller packages.
- Technical assistance must include backroom and management training, as well as access to capital. Technical assistance must be provided by DBEs who understand barriers to doing ODOT work.
- Ensure transparency and develop regular reporting using real-time data on who benefits from the Project and DBE participation tracking.
- Define meaning of "success" and building "wealth creation."

May 20, 2019

The project team hosted the second COAC meeting in May 2019. The purpose of the meeting was to outline guiding principles for ODOT to consider as it developed a CM/GC procurement process. In addition to project team staff, 10 COAC members and five members of the public attended the meeting.

The DBE/OJT team developed the following guiding principles (listed below) for DBE/OJT work:

- Build the capacity of DBE businesses for current and future projects.
- Build capacity in local underrepresented populations to meet local construction workforce needs.
- Further DBE businesses' expertise to be successful with project subcontracting opportunities.
- Increase local underrepresented populations skills/access to construction trades.
- Provide technical assistance and certification for DBE firms and workforce providers to access underrepresented local populations.
- Provide new opportunities and facilitate new relationships between DBE subcontractors and primes.
- Maximize trade opportunities at all levels for DBEs as part of the project.
- Enhance relationships between ODOT/City of Portland and the DBE community.
- Constitute a DBE/OJT Advisory Committee of local community members to provide recommendations on DBE/OJT project development.

April 21, 2020

The project team hosted the third COAC meeting in April 2020. The purpose of the meeting was to review the Construction Manager/General Contractor (CM/GC) Request for Proposals (RFP) specifications and discuss how they meet the committee's goals. In addition to project team staff, 8 COAC members attended the meeting.

The DBE/OJT team developed key takeaways regarding desirable specification provisions derived from community input and presented them to the committee. Their key takeaways include:

- Transparency and accountability
- Prime monitoring
- DBE and workforce goals

- Multiple subcontracting opportunities
- Priming opportunities
- Technical assistance, networking
- Prompt payment

Best HQ

In April 2019, project team members attended a business expo event sponsored by Best HQ, where they staffed an information table alongside ODOT's Office of Civil Rights (OCR).

The project team distributed information about the project and advertised the project's upcoming Industry Forum event.

SAME Meet the Primes

In June 2019 the project team set up an information table at a networking and information sharing event sponsored by the Society of American Military Engineers (SAME).

Several people who visited the information table were not aware of the project and asked about the project's timeline and contracting opportunities.

Approximately 75 people attended the event, 20 people interacted with the project table and nine attendees signed up for the project mailing list.

Industry Forum

In July 2019 the project team set up an information table at a project-sponsored networking and information sharing event for prime contractors and DBE subcontractors ahead of the release of the CM/GC RFP.

ODOT sponsored the event to share its vision and expectations for the construction phase of the project. Shelli Romero (ODOT) moderated the presentation portion of the event. Kris Strickler (ODOT), Millicent Williams (City of Portland), Megan Channell (ODOT), André Baugh (Owner's Rep), Amber Ontiveros (Owner's Rep), Mike Baker (Owner's Rep), Cindy Potter (Owner's Rep), and Brett Schneider (Owner's Rep), delivered portions of the presentation.

Several people who visited the information table were not aware of the project's purpose and goals. Visitors spent time learning about the project through display boards and conversations with project team members.

More than 80 people attended the event and 21 attendees signed up for the project mailing list when they visited the information table. Additional attendees signed up for the mailing list at the check-in table.

Community Advisory Committee (CAC)

The I-5 Rose Quarter Improvement Project Community Advisory Committee (CAC) is composed of up to 25 members who represent diverse perspectives including historic and existing ties to the project area and community. Members represent individual or organizational interests and

serve as a conduit of information between the CAC and the community, organization and/or interest they represent.

CAC recruitment and selection

ODOT and project partners completed a thorough recruitment and selection process to identify CAC members. ODOT and project partners recognized the complex nature of the project and sought to ensure that diverse perspectives, as well as communities historically impacted by involuntary displacement from the project area, were represented. Over 150 people applied to serve on the CAC, showing a high level of interest among community members.

Recruitment

The application period ran from January 29 through February 18, 2020. ODOT received 151 complete applications. Recruitment outreach included:

Postal mail

- Mailed application information to 17,958 residents and businesses within or near the project area

Material distribution

- Distributed application materials through the following channels:
 - Community facilities and organizations: Matt Dishman Community Center, Peninsular Park Community Center, North Portland Library, Albina Library, Portland African American Leadership Forum and Urban League of Portland
 - Places of worship: AME Zion Church, Immaculate Heart of Mary, Hughes Memorial Methodist Church, Vancouver Ave First Baptist Church, Life Change Church, Allen Temple CME Church, St. Stephen Missionary Baptist, The Well Community, Mt. Olivet Baptist Church North Campus, New Hope Missionary Baptist Church, NE Community Fellowship and New Song Community Church
 - Apartment complexes: The Russell, The Overlook, The Cornerstone, Axxess 15, The Irvington, Monroe, Barbara Maher, and Madrona Studios

Personal communication

- Conducted phone or in-person conversations with community-based organizations, inviting them to distribute information to their membership including: Albina Vision Trust, Portland African American Leadership Forum (PAALF), Portland National Association for the Advancement of Colored People (NAACP) Chapter, Self Enhancement Improvement, Inc. (SEI), Coalition of Communities of Color, Northeast Coalition of Neighborhoods (NECN), Eliot Neighborhood Association, Lloyd District Community Association, Organizing People/Activating Leaders (OPAL), Verde and Williams Vancouver Business Association
- Contacted individual community leaders

Online communication

- Emailed applications through the project distribution list

- Provided access to online applications on the project website

Paid advertisements

- Purchased social media ads on Facebook, Instagram, and Twitter, with links cross-posted by other users/members.
- Purchased digital or print ads in The Skanner, El Latino de Hoy, The Daily Journal of Commerce, and The Portland Observer

Evaluation and selection process

An evaluation team made up of non-agency staff reviewed and sorted 151 completed applications by organizational, neighborhood, or personal interests. Applications were evaluated based on responses to the open-ended questions and assessed for how the applicant may represent the breadth of interests, experience, community knowledge, and demographic diversity sought by ODOT and project partners.

A demographic report of the applications received is available on the project website at <https://www.i5rosequarter.org/get-involved/community-advisory-committee-cac/> and is appended to this document. (Attachment 10)

The evaluation team presented its recommended roster of candidates to the 8-person selection team, composed of ODOT and partner organization representatives including senior staff from the City of Portland Bureau of Transportation, Metro, Prosper Portland and Albina Vision Trust. The selection team reached agreement on a recommended roster of candidates, which ODOT forwarded to the Oregon Transportation Commission for final approval.

CAC Meet and Greet

The CAC's first meet and greet occurred March 25, 2020 via Zoom.

Twenty CAC members attended the video call and shared their perspectives on the Rose Quarter area. Approximately 40 members of the public observed the meeting. The meet and greet was recorded and posted on YouTube and linked to on the project website.

The meeting summary report is posted on <https://www.i5rosequarter.org/get-involved/events/>

CAC Meeting #1

The CAC's first official meeting was on May 28, 2020 via Zoom.

Twenty-one CAC members attended the video call. At this meeting the committee reviewed the project's design elements and the CAC's draft charter. The meeting was recorded and posted on YouTube and linked to on the project website.

All meeting information is posted on <https://www.i5rosequarter.org/get-involved/events/>

Executive Steering Committee (ESC)

The I-5 Rose Quarter Improvement Project Executive Steering Committee (ESC) is composed of local government officials and pertinent community-based organizations in our region. The ESC's purpose is to advise the OTC and ODOT on major decisions related to the project's design and construction. The formation of the ESC provides a critical opportunity for the OTC, ODOT, and regional and local organizations to work cooperatively to develop a design for the Project that responds to local transportation needs in the area as well as addressing critical regional and state mobility, congestion relief, and safety improvement needs.

Membership

The OTC convened the ESC, in consultation with ODOT and regional partners. Members were invited by the OTC, in coordination with regional partner agencies. The ESC currently has 15 members who represent the following organizations:

- Albina Vision Trust
- City of Portland, Office of Mayor
- City of Portland, Office of Commissioner
- Governor's Office
- Labor – Oregon Building Trades
- Metro
- Multnomah County
- N/NE Community Development Initiative
- N/NE Housing Strategy
- National Association of Minority Contractors (NAMC)
- Oregon Department of Transportation
- Oregon Trucking Associations
- Portland Public Schools
- TriMet
- Williams and Russell Project

ESC Meeting #1

The ESC's first meeting was held on May 22, 2020 via Zoom.

Fourteen members attended the video call. At this meeting the committee reviewed a document expressing the project's values. The meeting was livestreamed, live-captioned, recorded and posted on YouTube and linked to on the project website.

All meeting information is posted on <https://www.i5rosequarter.org/get-involved/events/>

Attachment 1

E-Newsletters

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I-5 Rose Quarter Improvement Project: Public Comments Available

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Oregon Department of Transportation



I-5 ROSE QUARTER IMPROVEMENT PROJECT

Project Newsletter | May 30, 2019

Thank you! Your comments led to a thorough process.

Thank you to all who took time to comment on the Environmental Assessment for the I-5 Rose Quarter Improvement Project or who attended meetings and community briefings. We appreciate the thoughtfulness of the comments and knowledge shared to help ensure a thorough environmental process.

The Federal Highway Administration (FHWA) and the Oregon Department of Transportation (ODOT) are reviewing all written comments and public testimony received during the official 45-day comment period that ended April 1, 2019. While we work on responses to your comments, we want you to have access to the information shared with us. All the comments received are now posted on the [project website](#). Responses to these comments are forthcoming in the coming months.

Topics frequently mentioned in the comments include:

- Design and function of the covers over I-5
- Public process, including the selection of the project for funding and alternatives considered
- Public health, including air quality and noise effects
- Climate change
- Traffic volumes and safety
- Transit operations
- Grades and location of bicycle and pedestrian facilities

- Effects to minority and historically marginalized communities
- Construction effects
- Consistency with local land use plans
- Level of environmental documentation

Please stay engaged

We encourage your continued engagement in this project. More opportunities to provide your feedback and input are coming in the future with a community advisory committee, open houses and design charrettes.

About the Project

The I-5 Rose Quarter Improvement Project was created by ODOT in partnership with the City of Portland and with input from the local community. It will improve both local streets and I-5 in the Rose Quarter area resulting in a more safe and connected community that will keep people moving, whether you walk, bike, roll, drive, take transit, use local streets or the highway.

Learn more about the project and sign up for email updates at:

www.i5RoseQuarter.org

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

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I-5 Rose Quarter Improvement Project: Project Updates

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Oregon Department of Transportation



I-5 ROSE QUARTER
IMPROVEMENT PROJECT

I-5 Rose Quarter Project staff out and about this summer

Come talk with us at local events this summer

We are actively working with our federal partners to review and respond to the public comments received during the Environmental Assessment public review period that ended earlier this year. While the federal review process is underway, we are seeking additional community input to help define a vision for the covers over Interstate 5.



Community members shared their input on the I-5 Rose Quarter Improvement Project covers at Good in the Hood in June 2019

We have been out and about in the community to share project information and learn about your values and priorities. In June, staff attended the [Juneteenth Celebration](#) and the [Good in the Hood Multicultural Festival](#). At these summer events, community members learned about project elements, asked questions and shared input.

Please join us at these additional events this summer to learn more about the project and share your thoughts:

- [Alberta Street Fair](#), Saturday, August 10, along Alberta Street
- [Green Loop Sunday Parkways](#), Sunday, August 25, along the Green Loop
- [NE Sunday Parkways](#), September 22, 2019, in NE Portland

We are also planning other summer outreach activities including community discussions, an online questionnaire, additional in-person engagement opportunities and recruitment for a Community Advisory Committee (CAC). The CAC will be formed through an open application process later this year. The CAC will advise ODOT and the City of Portland on design aspects, meaningful engagement and equitable project outcomes.

Soil sampling on I-5 scheduled to start in July

Crews are expected to collect soil samples in the Rose Quarter area starting mid-July and continuing until October. The work will ensure the I-5 Rose Quarter Improvement Project can provide information that will help answer questions raised by community members during the Environmental Assessment review about soil stabilities and the highway covers, informs legislative requirements outlined in House Bill 2017, and informs future urban design opportunities.

The soil sampling will require some earthwork, site grading, and clearing limited sections of bushes along I-5.

What you will see and hear

Crews will use two different types of machines to collect soil. The majority of soil samples will be collected using a truck-mounted rig. Sites with difficult access will require use of a track-mounted rig. You may hear some noise while crews work nearby, but activities will be no louder than typical highway traffic. The holes will be approximately 8 to 12 inches wide and up to 120 feet deep. They will be backfilled within approximately two weeks of sampling and will be covered while not in use.

Here's what you can expect

Daytime work: Mon – Fri, 8 a.m. to 6 p.m.

Nighttime work: Mon – Sat, 10 p.m. to 5 a.m.

Lane closures and detours: Expect temporary nighttime lane closures on I-5 and daytime traffic impacts.

[Visit TripCheck](#), for details on specific closures and detours as the schedule is developed

[Visit the soil sampling webpage](#) for a map of sampling locations.



Truck-mounted rig used for soil sampling at most locations.



Track-mounted rig used for soil sampling on site with limited access.

Please stay engaged

We encourage your continued engagement in this project as it moves to the next phase of design and analysis. More opportunities to provide your feedback and input are coming soon.

About the Project

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the multimodal local street network. The Project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The Project also will improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. The Project's transportation improvements allow the City to implement the development goals for the N/NE area and realize the City's Central City 2035 Plan.

Learn more about the project and sign up for email updates at:

www.i5RoseQuarter.org

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I-5 Rose Quarter Improvement Project: Get Involved

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I-5 Rose Quarter Improvement Project

Apply to help shape the I-5 Rose Quarter Improvement Project:

Applications now available for Community Advisory Committee



We are currently recruiting interested community members to serve on an advisory committee. The committee will help shape the project design and recommend avenues for equitable engagement with the community. The application period runs through February 18, 2020. Apply today!

The Community Advisory Committee (CAC) will include up to 20 members who represent diverse perspectives. Meetings will occur up to nine times per year for up to three hours at a location within or near the project area. Interested community members can learn more and apply at <https://i5rosequarter.org/>.

The project team has heard from the community about the importance of continued public engagement. The CAC is one example of how the project will intentionally seek community input, further extend opportunities for the public to engage, and bring community interests and values into the decision-making process. As the project moves forward, ODOT will demonstrate and communicate how the CAC's input meaningfully informs project decisions.

In addition to seeking diversity in the CAC respective to geography, demographics, and current interests, ODOT strives for committee composition reflecting the historic Black and African American Albina Community.



About the Project

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the local multimodal street network. The project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. The project's transportation improvements allow the City to implement the development goals for the N/NE area and realize the City's Central City 2035 Plan.

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I-5 Rose Quarter Improvement Project advances based on OTC direction

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I-5 Rose Quarter Improvement Project

I-5 Rose Quarter Improvement Project advances based on OTC direction

Over the last two months, we have taken several steps to implement the [Oregon Transportation Commission's \(OTC\) direction](#) on the I-5 Rose Quarter Improvement Project. To date we've:

- Established a project Executive Steering Committee and sent invitations to members. OTC Vice Chair Alando Simpson will chair the Executive Steering Committee and Dr. Steven Holt, owner of Try Excellence LLC, will serve as the lead consultant for and facilitate this committee.
- Established a Community Advisory Committee (CAC). (See more on the committee below.)
- Started the selection process for a third-party firm to evaluate highway cover design options.

The OTC also approved submitting a [Cost to Complete Report to the Legislature](#).

To reduce public health risk, OTC postpones March 20 meeting, opens extended public comment period

In response to Governor Kate Brown's directive to cancel large group meetings and events in order to slow the spread of the coronavirus, the Oregon Transportation Commission (OTC) announced on Friday that it would postpone its March 20 meeting until April 2. Further, the meeting will be by teleconference rather than in person to reduce the threat of exposing Oregonians to the coronavirus.

During its April 2 meeting, the OTC will receive updates on the I-5 Rose Quarter Improvement Project and provide information to ODOT regarding the project's environmental review. Due to the changes in timing and format of the OTC meeting and to ensure access for anyone who would like to provide public testimony on the Rose Quarter Improvement Project or other agenda items, ODOT is opening a two week public comment period beginning Monday, March 16, 2020 and continuing through 5 p.m. PDT on Friday, March 27, 2020. For more information, see [here](#).

Community shows high interest in the CAC - members named

Together with project partners, we have selected the 24 members of the [CAC](#) after a recruitment process that drew more than 150 interested applicants. Thank you to everyone who applied to join the committee.

The committee members represent diverse perspectives, including historic ties to the project area and community. Members will advise the project team and a steering committee including elected officials and other community-based representatives. They also will serve as liaisons between the CAC and their networks.

To ensure diverse perspectives are represented on the CAC, we sent notice of the open call for applications to communities throughout the project area in a variety of ways. [Learn more](#) about how members were recruited and selected and about the [diverse applications](#) we received.

Committee members are:

- David Anchel
- Brad Baker, Eliot Neighborhood Association
- Pastor Craig Brown, St. Paul Missionary Baptist Church
- Steve Cackley
- Andrew J. Campbell, REACH
- Robert S. Carroll, Columbia Pacific Building and Construction Trades Council
- Natasha Coleman
- Clint Culpepper, Portland State University
- Cleo Davis
- Liz Foucher-Branch
- Jasmine Gadie
- Tristan Isaac, Bus Riders Unite
- Jon Isaacs, Portland Business Alliance
- Saumya Kini
- Olivia Lufkin, Portland Public School Student
- Bianca Montás
- Brett Morgan, 1000 Friends of Oregon
- Christopher John O'Connor
- Shannon Olive, WomenFirst Transition and Referral Center

- Shawn Penney
- Carolyn Stoudamire
- Jenny Taylor, Go Lloyd
- Claire Vlach, Oregon Walks
- Diane E. Williams

Christine Moses will facilitate the committee. Christine is founder and chief executive officer of [Buffalo Cloud Consulting](#), which provides equity and inclusion coaching, facilitation and consulting, as well as community engagement and communications services.

The project team has heard from the community about the importance of continued public engagement and the committee is one example of how the project will seek community input, further expand opportunities for the public to engage, and bring community interests and values into the decision-making process. As the project moves forward, we will demonstrate and communicate how the committee's input informs project decisions.

After much reflection, due to community health concerns around Coronavirus (COVID-19) the CAC in-person meet and greet originally scheduled for March 18, 2020 will be rescheduled as an on-line meet and greet. This will allow the CAC to begin important conversations and build relationships, while being respectful of public health concerns. We are working with CAC members to confirm the meeting schedule. The meet and greet will offer an opportunity for CAC members to meet each other and provide input on their vision for the Project. The on-line event will be open to the public. Stay tuned and check the [Project website](#) for updates and more details.

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

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About the Project

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the West Coast. The project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also redesign overpasses and reconnect neighborhood streets, enhancing public spaces, and promoting economic development. The project's transportation improvements allow the city to implement the development goals for the area and realize the city's Central City 2035 Plan.

Learn more [about the project](#) and sign up for email updates at:





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Join us for the online CAC Meet & Greet on March 25

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I-5 Rose Quarter Improvement Project

Join us for the online Community Advisory Committee (CAC) Meet & Greet on March 25

Thank you for your patience as we worked to reformat and reschedule the first CAC meet and greet due to community health concerns around Coronavirus (COVID-19). Based on feedback from our CAC members, the online event is scheduled for Wednesday, March 25, from 4 p.m. – 6 p.m. and will be hosted using Zoom, an online meeting platform. The online meet and greet will allow CAC members to get to know one another and build relationships, while ensuring a safe environment. The event will provide an opportunity for CAC members to meet each other and reflect on the project area history. No project presentations or decisions will occur at this meeting. The meeting will be open for the public to listen as we continue to uphold an unwavering commitment to transparency, accessibility and accountability. Details of the first formal CAC meeting following this online meet and greet are forthcoming. To make sure your computer is properly setup before the meeting, you can use the [Zoom test site](#).

Visit the [events](#) page for more details or use the link below to join us on the 25th.



For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

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Under Oregon's Public Records Law ([ORS 192.311 – 192.478](#)) the public has the right to inspect and copy certain public records. Information shared via any public forum is public record and, if requested, may be disclosed as [required by law](#).

[Learn More about the CAC](#)

About the Project

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the West Coast. The project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also redesign overpasses and reconnect neighborhood streets, enhancing public spaces, and promoting economic development. The project's transportation improvements allow the city to implement the development goals for the area and realize the city's Central City 2035 Plan.

Learn more [about the project](#) and sign up for email updates at:

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Community Opportunity Advisory Committee (COAC) to meet on April 21

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Project Update

Community Opportunity Advisory Committee (COAC) to meet on April 21

The I-5 Rose Quarter Improvement Project's Disadvantaged Business Enterprise & On the Job Training (DBE/OJT) Community Opportunity Advisory Committee (COAC) will meet on April 21, 2020 from 5:30 – 7:30 PM, and will be hosted using Zoom, an online meeting platform. The meeting will be open for the public to listen. To make sure your computer is properly setup before the meeting, you can use the [Zoom test site](#).

If you wish to attend the meeting but cannot attend by phone or computer, please contact the Project team at [503-470-3127](tel:503-470-3127) at least 24 hours before the meeting time.

Visit the [events](#) page for more details or use the link below to join us on the 21st.



IF YOU WOULD LIKE TO PROVIDE PUBLIC COMMENT

In addition to a brief public comment opportunity at the meeting, written comments may be submitted by emailing info@i5rosequarter.org with "COAC Public Comment" in the subject line. Comments received by 11 AM the day before the meeting will be shared with the committee in advance. All written comments received will be added into the meeting record. Questions related to the Rose Quarter RFP must be directed to odotprocroseqtr@odot.state.or.us.



For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or

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About the Project

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I-5 Rose Quarter Improvement Project: April E-newsletter

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I-5 Rose Quarter Improvement Project

April E-Newsletter

In this issue:

- COVID-19
- OTC to ODOT: Continue work on I-5 Rose Quarter Improvement Project
- Project next steps
- ODOT seeking Project contractor
- Executive Steering Committee update
- Rose Quarter underground: Looking at conditions from the bottom up

COVID-19

In response to Governor Kate Brown's directive to "[Stay Home, Save Lives](#)," all ODOT-related meetings will be held on a virtual platform and will remain open to the public. ODOT is committed to maintaining accessibility and transparency for all public meetings. Look to the [Project website](#) for public involvement opportunities and event information. Visit the agency's [COVID-19](#) web page for more information.

OTC to ODOT: Continue work on I-5 Rose Quarter Improvement Project

At its [April 2 meeting](#), the [Oregon Transportation Commission](#) (OTC) instructed ODOT to work with the Federal Highway Administration (FHWA) and local and regional partners to continue the federal Environmental Assessment (EA) process for the I-5 Rose Quarter Improvement Project. The draft EA, an in-depth analysis of the benefits and impacts of the Project, was published in spring 2019.

Central to OTC's direction is the desire to collaborate with partners and the community to design and build a forward-leaning Project that responds to transportation needs, community health goals, supports investments in the area, and brings restorative justice and economic progress to the Albina community. View the Project's progress on [OTC-directed actions](#).

Project next steps

Key direction from the OTC included an environmental peer review, an independent highway cover evaluation and more public engagement.

Environmental peer review

As directed by the OTC, ODOT is convening a panel of experts from across the nation to conduct a peer review of the Project's air quality and noise reports prepared for the Project's Environmental Assessment. A summary report of the peer review findings will be completed and available for the public to view by June.

The peer review findings will inform the Environmental Assessment. FHWA and ODOT will also complete the EA process by responding to the comments received and revising the EA as necessary. Based on this information, FHWA will then issue a decision document.

Independent highway cover evaluation



Aerial graphic showing (in green with white hashing) proposed location of lids and adjacent areas for potential development

During 2020, ODOT and partners will collaborate to explore design options for the proposed highway covers. Following direction from the OTC, ODOT is hiring an independent consultant that will evaluate the highway cover design options. The consultant team will consider:

1. Opportunities the current highway cover design concepts offer for community development
2. Community vision for the highway covers, how might the highway covers design concept be modified, and what it would take from an engineering standpoint to provide that community vision
3. What options promote economic development and growth potential in line with the marketplace

The OTC directed ODOT to begin this analysis in response to interest from key stakeholders. A draft report is expected this summer, with a final report due to the OTC by October 2020. This consideration and analysis of the highway covers will include community engagement activities, particularly during spring and summer. This study, along with other ongoing technical analysis, and community engagement will continue to inform overall Project design.

Public engagement activities continue



Participants engage at a discussion group February 2020

While community involvement in this Project has been ongoing for years, it is not done and we have a lot more work to do. With only 15% of the Project design completed, ODOT will meaningfully engage the community in a two-way dialogue to design a Project that honors the history of the community that was harmed when I-5 and other public and private developments were built and provides the best options for a vibrant future. Engagement will be guided by an outcomes-based approach that provides transparent and intentionally-developed input opportunities, activities and outreach events.

The Project team will host community engagement events in 2020 to hear from the community to inform Project process and design. Public engagement opportunities include the Executive Steering Committee and Community Advisory Committee public meetings, discussion groups, surveys, open houses, direct outreach, briefings for community organizations, Project site tours, and other activities.

ODOT seeking Project contractor

On Monday, April 13, ODOT released a [Request for Proposals](#) (RFP) for a Construction Manager/General Contractor (CM/GC) for the Portland-area I-5 Rose Quarter Improvement Project. This unique contracting process allows the agency to bring the contractor into the design phase early and use a variety of innovative tools for increased community engagement and inclusion of Disadvantaged Business Enterprise (DBE) firms. The process also maximizes opportunity to help build the capacity of minority-owned businesses for current and future projects.

[Read the press release](#)

Executive Steering Committee update

The OTC is convening an Executive Steering Committee (ESC), in consultation with ODOT and regional partners, to advise the commission and ODOT on I-5 Rose Quarter Improvement Project decisions. The ESC will provide input and recommendations on: principles and values to guide the Project, design elements such as the highway covers, equitable engagement strategies, Project delivery decisions, and other considerations. OTC Vice Chair Alando Simpson will chair the ESC, which will be facilitated by Dr. Steven Holt of Try Excellence LLC. We will share more information prior to the first ESC meeting.

Rose Quarter underground: Looking at conditions from the bottom up



Pavement explorations will be conducted by machine or by hand

ODOT contractor crews will be out in the Project area starting in May to collect critical data to inform Project design. Three types of separate field work are scheduled to take place:

Activity	Description	Duration
Pavement exploration	Pavement coring, testing and surface measurements on local streets	May 4 – late May 2020
Utility mapping	Locate, map and record data on underground utilities in	June – December

	Project area	2020
Soil sampling	Soil sample collection in Project area	July – November 2020



About the Project

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the local multimodal street network. The Project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The Project will also improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. The Project’s transportation improvements allow the City to implement the development goals for the N/NE area and realize the City’s Central City 2035 Plan.

Learn more about the Project and sign up for email updates at:

www.i5RoseQuarter.org



Oregon Department of Transportation

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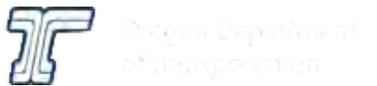
Receive Updates



I-5 Rose Quarter Improvement Project: May Email Update

Oregon Department of Transportation sent this bulletin at 05/27/2020 01:56 PM PDT

Having trouble viewing this email? [View it as a Web page.](#)



May Email Update

In this issue

- Community Advisory Committee meets tomorrow
- Executive Steering Committee kicks off
- Contractor roundup: Proposals due in May
- Rose Quarter underground: More work ahead

Community Advisory Committee meets tomorrow



All project public meetings are being held on a virtual platform

The Project [Community Advisory Committee](#) (CAC) meets on Thursday, May 28, 2020 from 5:30 p.m. to 8:00 p.m. The on-line meeting is open to the public. The CAC brings community interests and values into the Project's decision-making process. Meeting topics include a committee orientation and Project design process overview.

To attend this meeting from your computer or phone, join [Zoom](#) or watch the livestream on [YouTube](#). Click below for more details about the CAC and how to submit public comment.

All Project committee meetings are open to the public. If you wish to attend a virtual meeting but cannot attend by phone or computer or you require language accommodations, please contact the Project team at [503-470-3127](tel:503-470-3127) at least 48 hours in advance of the meeting.



Executive Steering Committee kicks off

The first [Executive Steering Committee](#) (ESC) meeting took place Friday, May 22, 2020. The meeting focused on the ESC's defined values for the Project, which are intended to guide Project activities moving forward. The on-line meeting was open to the public. View a video of the meeting and download materials at the project [website](#).

The Oregon Transportation Commission ([OTC](#)) convened the ESC in consultation with ODOT and regional partners to advise the OTC and ODOT on I-5 Rose Quarter Improvement Project decisions. The ESC advises on principles and values to guide the Project, design elements such as highway covers, equitable engagement strategies, and

other considerations. OTC Vice Chair Alando Simpson is ESC chair and Dr. Steven Holt facilitates the ESC. Click below for more information about the ESC and its kickoff meeting.



Contractor roundup: Proposals due in May

The due date for responses to a [Request for Proposals](#) (RFP) for a Construction Manager/General Contractor (CM/GC) for the I-5 Rose Quarter Improvement Project was extended to May 28, 2020. Refer to [ORPIN](#) for all up-to-date information on the RFP. CM/GC is a unique contracting process that allows us to bring the contractor into the design phase early and use a variety of innovative tools for increased community engagement and inclusion of small businesses and Disadvantaged Business Enterprise (DBE) firms. The process also seeks to build the capacity of small businesses and DBEs for current and future projects. A Meet the Proposers event is planned this summer – more details to come.



Rose Quarter underground: More work ahead



Crew in the Rose Quarter taking pavement core samples

ODOT contractor crews are out in the Project area to collect critical data to inform Project design. Three types of separate field work are scheduled to take place:

Activity	Description	Duration
Pavement exploration	Pavement coring, testing and surface measurements on local streets	May 4 – late May 2020
Utility mapping	Locate, map and record data on underground utilities in Project area	June – December 2020
Soil sampling	Soil sample collection in Project area	July – November 2020

About the Project

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the local multimodal street network. The project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The project will also improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. The project's transportation improvements allow the City to implement the development goals for the N/NE area and realize the City's Central City 2035 Plan.

Learn more about the project and sign up for email updates at:

In response to Governor Kate Brown's directive to "[Stay Home, Save Lives](#)," all Project public meetings are being held on a virtual platform. We are committed to maintaining accessibility and transparency for all public meetings. Look to the Project [website](#) for opportunities to get involved. Visit the agency's [COVID-19](#) web page for more information.

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

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Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

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Attachment 2

Field Work Mailer (July 2019)

PLACE
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Look inside to learn

- Plans for soil sampling in the I-5 Rose Quarter area
- What you will see and hear during the summer field work

123 NW Flanders St
Portland, OR 97209-4012



I-5 ROSE QUARTER IMPROVEMENT PROJECT

JULY 2019

Stay informed
Sign up for updates at www.i5RoseQuarter.org

Questions? Just ask!
503-470-3127 | info@i5RoseQuarter.org
24-hour noise hotline: 503-731-8415

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What is the I-5 Rose Quarter Improvement Project? The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the local multimodal and street network. The Project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The Project also will improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. The Project's transportation improvements allow the City to implement the development goals for the N/NE area and realize the City's Central City 2035 Plan.



Soil sampling on I-5 scheduled to start in July

Crews are expected to collect soil samples in the Rose Quarter area starting mid-July and continuing until October. The work will ensure the I-5 Rose Quarter Improvement Project can provide information that will help answer questions raised by community members during the Environmental Assessment review about soil stabilities and the highway covers, informs legislative requirements outlined in House Bill 2017, and informs future urban design opportunities.

The soil sampling will require some earthwork, site grading, and clearing limited sections of bushes along I-5.

What you will see and hear

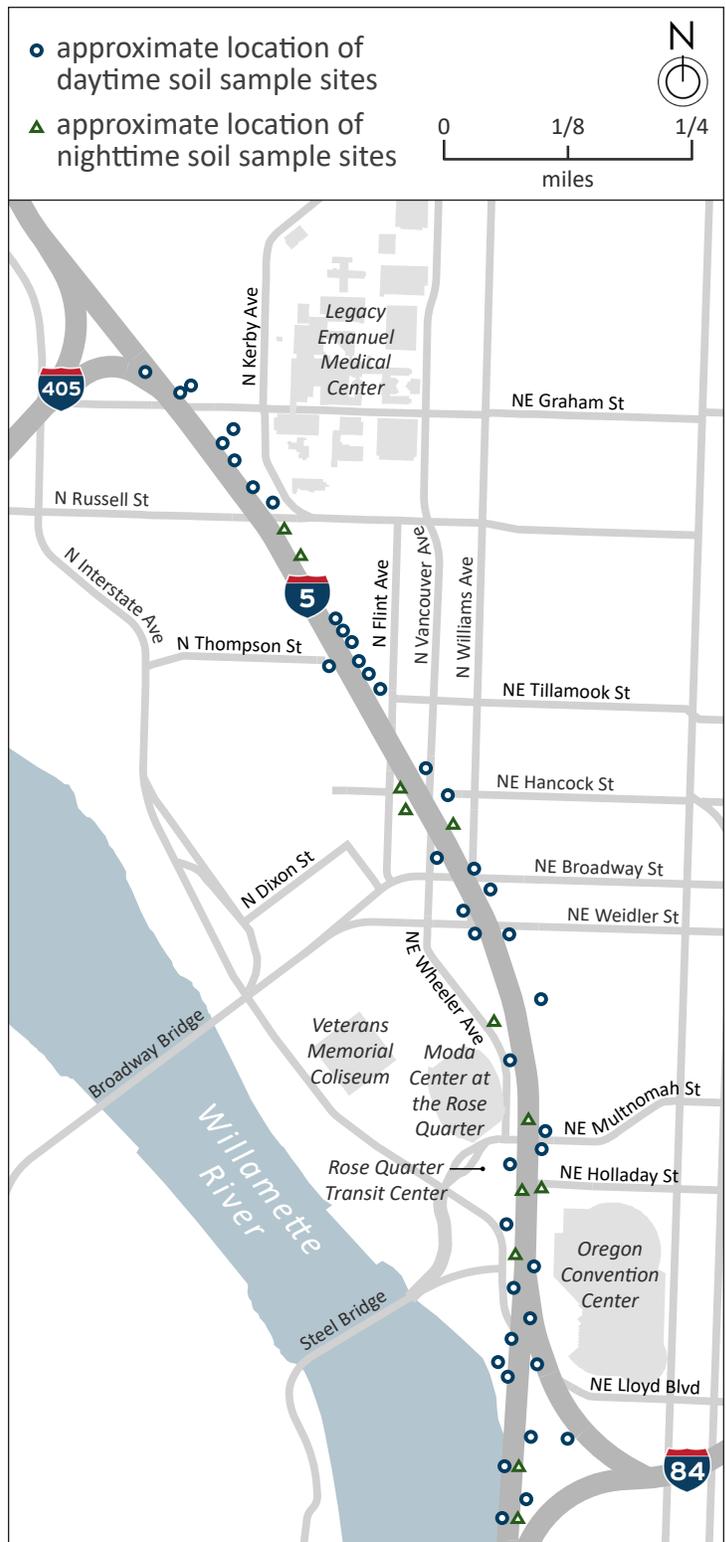
Crews will use two different types of machines to collect soil. The majority of soil samples will be collected using a truck-mounted rig. Sites with difficult access will require use of a track-mounted rig. You may hear some noise while crews work nearby, but activities will be no louder than typical highway traffic. The holes will be approximately 8 to 12 inches wide and up to 120 feet deep. They will be backfilled within approximately two weeks of sampling and will be covered while not in use.



Truck-mounted rig used for soil sampling at most locations (left). Track-mounted rig used for soil sampling on sites with limited access (right).

Here's what you can expect:

- **Daytime work:** Mon-Fri, 8 a.m. to 6 p.m.
- **Nighttime work:** Mon-Sat, 10 p.m. to 5 a.m.
- **Lane closures and detours:** Expect temporary nighttime lane closures on I-5 and daytime traffic impacts. Visit TripCheck (www.tripcheck.com) for details on specific closures and detours as the schedule is developed.



Soil sampling will occur in the Rose Quarter and Albina area along I-5 and on/off ramps, shoulders, and nearby local streets between I-84 and I-405.

Attachment 3

CAC Mailer



123 NW Flanders St
Portland, OR 97209-4012



I-5 ROSE QUARTER
IMPROVEMENT PROJECT

Get Involved!

ODOT is looking for interested community members to join a
Community Advisory Committee (CAC) for the I-5 Rose Quarter Improvement Project.

APPLY ONLINE TODAY

The **I-5 Rose Quarter Improvement Project** adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the multimodal local street network. The Project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The Project will also improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. The Project's transportation improvements allow the City of Portland to implement the development goals for the N/NE area and realize the City's Central City 2035 Plan.



I-5 ROSE QUARTER IMPROVEMENT PROJECT

In the 1950s and 1960s, construction of I-5, the Veterans Memorial Coliseum, Rose Quarter/Moda Center, Emanuel Hospital and urban renewal divided and displaced North Portland communities and disproportionately impacted communities of color, especially African American communities. ODOT, with support from the City of Portland, is increasing opportunities for a diverse workforce, providing economic benefits for and intentionally engaging with the African American community and communities of color.

A Community Advisory Committee (CAC) will convene in Spring 2020 to advise ODOT about Project design that directly affects the local community. As a CAC volunteer, you will have an opportunity to shape the Project's design and recommend avenues for equitable engagement with the community.

We are recruiting up to 20 committee volunteers. The group will meet up to 9 times per year at a location within or near the Project area. Please submit an application to volunteer.

INTERESTED IN PARTICIPATING?

Apply online by February 18, 2020



www.i5RoseQuarter.org

Please call for a paper application



info@i5RoseQuarter.org



503-470-3127

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

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Attachment 4

Field Work Mailer (April 2020)



I-5 ROSE QUARTER IMPROVEMENT PROJECT

April 2020

UPCOMING FIELD WORK Starting May 2020

Purpose of Field Work

Crews are planning to perform field work on local streets starting in early May and continuing through December 2020.

Three types of separate field work are scheduled to take place over several months to inform project design: pavement exploration, underground utility mapping and soil sampling.

See inside for details on work timing and traffic and noise impacts. **See project website for updates: www.i5RoseQuarter.org.**

What is the Project?

The **I-5 Rose Quarter Improvement Project** adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the multimodal local street network.

The Project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon.

The Project will also improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities.

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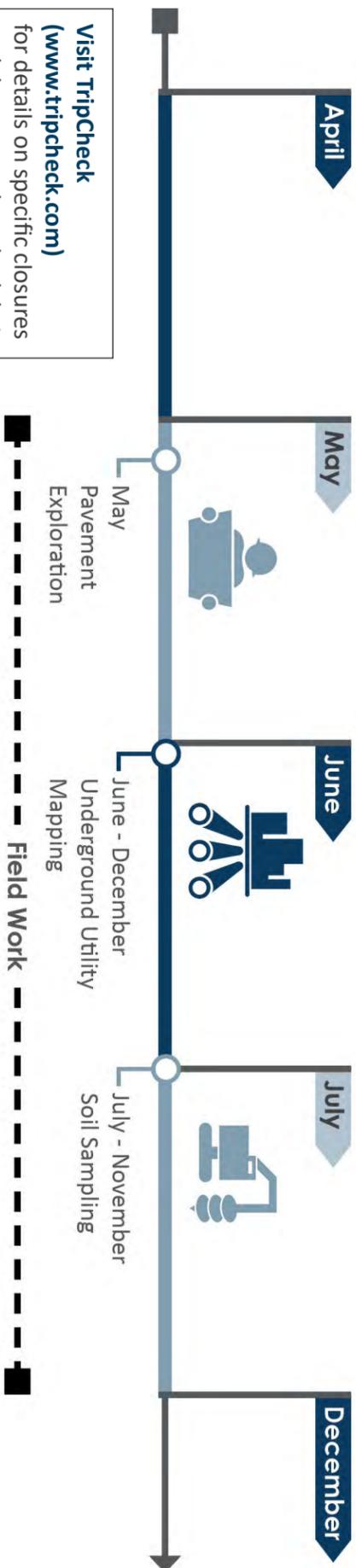
Stay informed

Sign up for updates at www.i5RoseQuarter.org

Questions? Just ask!

503-470-3127 | info@i5RoseQuarter.org
24-hour noise hotline: 503-731-8415

FIELD WORK TIMELINE



Visit [TripCheck \(www.tripcheck.com\)](http://www.tripcheck.com) for details on specific closures and detours as the schedule is developed

PAVEMENT EXPLORATION

Field work in the Rose Quarter area

Crews are planning pavement exploration work in the I-5 Rose Quarter Improvement Project area starting in early May and continuing until late May. The work will provide information about the existing pavement condition of local streets to inform the multimodal design of the I-5 Rose Quarter Improvement Project.

What you will see and hear

The pavement explorations will be conducted by machine or hand and will involve holes ranging from 2 feet wide and 3 feet deep to 8 inches wide and 10 feet deep and will be backfilled within 24 hours and covered when not in use. You may hear some noise while crews work nearby, but activities will be no louder than typical traffic noises.

Here's what you can expect:

- **Work dates:** May 4 - late May
- **Daytime work:** Mon-Fri, 8 a.m. to 5 p.m.
- **Nighttime work:** Mon-Sat, 8 p.m. to 5 a.m.
- **Temporary closures and detours for people walking, biking, rolling, and driving**



Pavement explorations will occur in the Rose Quarter and Albina area on local streets.

UNDERGROUND UTILITY MAPPING

Underground utility mapping to start in June

Underground utility mapping and investigation work is scheduled to begin in June and continue through December in the project area. The purpose of this work is to collect and record the locations of underground utilities. This critical information is used to inform design and construction planning. Field work will primarily take place with short traffic impacts and little noise.

Here's what you can expect:

- **Work dates:** June through December
- **Daytime work:** Mon-Fri, 8 a.m. to 5 p.m.
- **Nighttime work:** Mon-Sat, 8 p.m. to 5 a.m.
- **Temporary closures and detours for people walking, biking, rolling, and driving**

SOIL SAMPLING

Soil sampling on and near I-5 scheduled to start in July

Crews are expected to collect soil samples in the Rose Quarter area starting in July and continuing until November. Soil sampling will occur on and near I-5, including some locations in the Willamette River. The work will ensure the I-5 Rose Quarter Improvement Project team develops designs that are appropriate for local soil conditions. More details on the soil sampling locations will be available on the project website as the schedule is developed.

What you will see and hear

Soil sampling will be conducted by heavy machinery and will involve holes approximately 8 to 12 inches wide and up to 120 feet deep. They will be backfilled within approximately two weeks of sampling and will be covered while not in use. You may hear some noise while crews work nearby, but activities will be no louder than typical traffic noises.

Here's what you can expect:

- **Work dates:** July through November
- **Daytime work:** Mon-Fri, 8 a.m. to 5 p.m.
- **Nighttime work:** Mon-Sat, 8 p.m. to 5 a.m.
- **Temporary closures and detours for people walking, biking, rolling, and driving**

www.i5RoseQuarter.org

UTILITY MAPPING AND SOIL SAMPLING AREA



Soil sampling and utility investigation work will take place throughout the 1.8 mile-long project corridor, including some locations in the Willamette River.

Visit TripCheck (www.tripcheck.com)

for details on specific closures and detours as the schedule is developed

Attachment 5

Project Brochure



I-5 through the Rose Quarter today (above);
Clackamas pedestrian and bicycle bridge (below)



Williams bicycle lane at NE Weidler St. (above);
Williams multi-use path at NE Weidler St. (below)



Learn More

Phone: 503-470-3127
Email: info@i5RoseQuarter.org
Visit: www.i5RoseQuarter.org

We want the community to help shape the project. We invite and encourage you to join us in these conversations, get involved and provide input.

Project Timeline



For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

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I-5 ROSE QUARTER IMPROVEMENT PROJECT

Imagine a New Rose Quarter Area



...with a safer and more reliable I-5, a better connected community and opportunities for economic growth.



www.i5RoseQuarter.org

The **I-5 Rose Quarter Improvement Project** was created by the local community, City of Portland and ODOT. After looking at more than 70 options, this concept was recommended to move forward to address long-standing traffic and connection issues in the area. In the early 1960's, during an era of highway building nationwide, the building of I-5, combined with other developments and urban renewal, disconnected the community and resulted in displacement – namely displacement of the African American community out of the central city.



Rose Quarter area today (above); highway covers (below)



Project Benefits

- Reduce crashes on I-5 by up to 50 percent and save drivers nearly 2.5 million hours of travel time a year on I-5 in the Rose Quarter
- Result in \$732 million in economic benefits each year with more efficient movement of goods
- Allow emergency responders to move to and through the area on new shoulders
- Provide a catalyst for economic and redevelopment opportunities in the Albina neighborhood
- Contract with minority-owned Disadvantaged Businesses Enterprises to increase opportunities for a diverse workforce, generating economic equity benefits for the African American community and communities of color
- Create new connections over I-5 for more safe and convenient travel for pedestrians and bicyclists
- Provide drivers with more time and space to merge in and out of traffic for smoother traffic flow on I-5
- Improve local streets for pedestrians, bicyclists, and transit riders around and over I-5

Imagine a more connected Rose Quarter area

With separated bike lanes and wider sidewalks, safer and more reliable I-5 travel and new connections, the I-5 Rose Quarter Improvement Project will help realize this vision.

A BETTER CONNECTED COMMUNITY

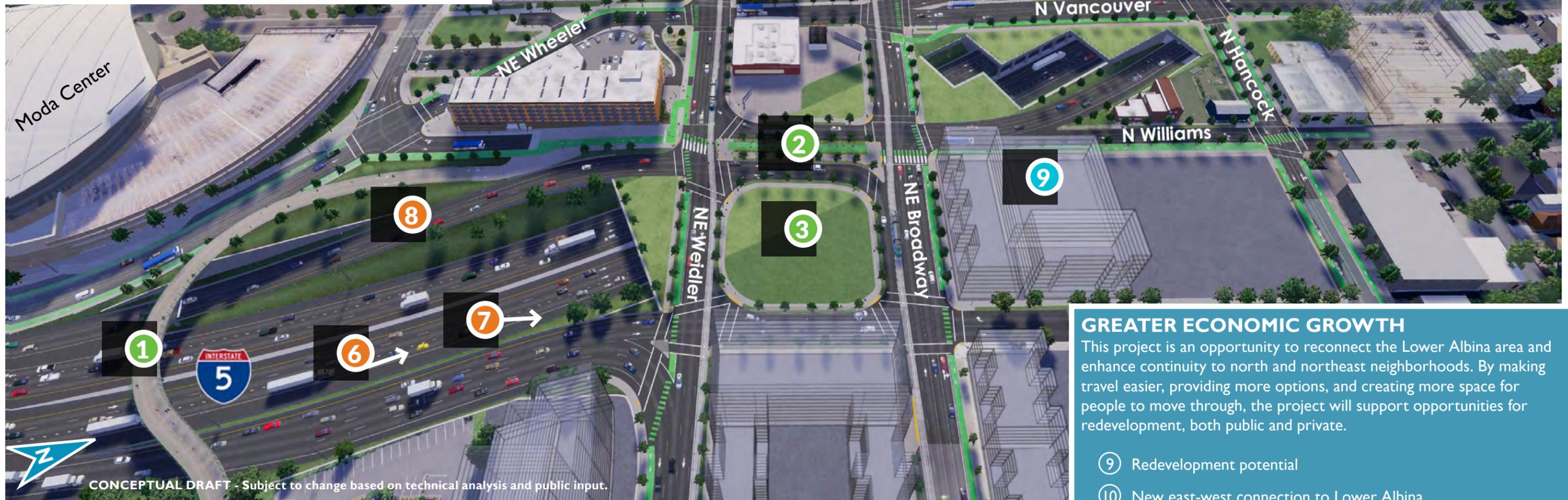
The project creates new connections across I-5 and more space for people walking and biking, so everyone can travel more safely and conveniently through the Rose Quarter area. These improvements include:

- 1 A bicycle- and pedestrian-only bridge over I-5, from NE Clackamas Street to the Rose Quarter
- 2 New, upgraded pedestrian and bicycle paths in the area of Broadway/Weidler and Vancouver/Williams
- 3 Covers over the highway where bridges cross over I-5
- 4 Improved pedestrian and bicycle access to transit – Portland Streetcar, TriMet bus and MAX lines
- 5 A direct road connection over I-5 between N Hancock Street to N Dixon Street

A SAFER AND MORE RELIABLE I-5

Three Interstates (I-5, I-84, and I-405) intersect in the short distance between the Morrison Bridge and the Fremont Bridge, creating the biggest bottleneck in the state of Oregon. This outdated design with closely spaced interchanges and no shoulders has resulted in this section of I-5 having the highest crash rate in the state. With the following improvements, we can reduce frequent crashes, improving safety and reliability for travelers.

- 6 New ramp-to-ramp lanes (auxiliary lanes) along I-5
- 7 Full shoulders along the highway
- 8 Relocating the I-5 southbound on-ramp from NE Wheeler Avenue to NE Weidler Street



GREATER ECONOMIC GROWTH

This project is an opportunity to reconnect the Lower Albina area and enhance continuity to north and northeast neighborhoods. By making travel easier, providing more options, and creating more space for people to move through, the project will support opportunities for redevelopment, both public and private.

- 9 Redevelopment potential
- 10 New east-west connection to Lower Albina

Attachment 6

Disadvantaged Business Enterprise (DBE) Fact Sheet



Oregon Department of Transportation (ODOT), in partnership with the City of Portland and the local community, are in the process of designing and constructing improvements on I-5 between I-84 and I-405 and on the multimodal local street network near the Broadway/Weidler interchange.

ODOT and the City of Portland are committed to identifying opportunities for deeper engagement and enhancing community benefits and economic opportunity associated with implementation of this project, such as building the capacity and wealth of local minority firms and the community.

DBE/Workforce Development Approach



Disadvantaged Business & Workforce Training

Vision: To create and spur more wealth development among local minority contractors.

Guiding Principles

- Build the capacity of minority businesses for current and future projects.
- Build capacity in local underrepresented populations to meet local construction workforce needs.
- Further minority businesses' expertise to be successful with project subcontracting opportunities.
- Increase local underrepresented populations skills/access to construction trades.
- Provide technical assistance and certification for Disadvantaged Business Enterprise (DBE) firms and workforce providers to access underrepresented local populations.
- Provide new opportunities and facilitate new relationships between minority subcontractors and primes.
- Maximize trade opportunities at all levels for local minorities as part of the Project.
- Enhance relationships between ODOT/City of Portland and the local minority business community.
- Constitute a DBE/On-the-Job Training (OJT) Advisory Committee of local community members to provide recommendations DBE/ OJT project development.

Types of Potential Construction Work Opportunities

- Aggregate base
- Asphalt concrete pavement
- Bearing devices
- Bridge removal
- Cable laying
- Clearing and grubbing
- Cold plane pavement removal
- Concrete barrier
- Concrete barrier, tall
- Concrete boxes
- Concrete inlets
- Concrete manholes
- Continuously reinforced concrete pavement
- Concrete slope paving
- Construct and remove detours
- CSL test access tubes
- CSL tests
- Deck concrete
- Drilled shaft concrete
- Drilled shaft excavation
- Drilled shaft reinforcement
- Electrical conduit
- Erosion and pollution control
- Fences
- Flagger station lighting
- Flaggers
- Foundation concrete
- Furnish drilling equipment
- Furnish pile driving equipment
- Furnish steel piles
- General excavation
- General structural concrete
- Granular structure backfill
- Guardrail terminals, non-flared
- Guardrail transition
- Guardrails
- HMAC
- Impact attenuator
- Irrigation system
- Janitorial services, including jobsite and pre-construction clean-up
- Lighting pole arms
- Lighting poles, fixed base
- Luminaires, lamps and ballasts
- Major adjustment of manholes
- Moving temporary structures
- Oil in asphalt
- Permanent seeding
- Permanent shaft casings
- Pole foundations
- Temporary electrical
- Tree removal
- Office supplies
- Streetcar track in concrete
- Streetcar overhead power supply wire with pole supports
- Concrete sidewalks
- Concrete driveways
- Concrete curbs
- Precast concrete barrier
- Portable changeable message signs
- Portable toilets rental and servicing
- Post-tensioning
- Precast concrete tub girders
- Precast prestressed girders
- Steel girders
- Preformed elastomeric strip seals
- Protective fence for bridges
- Reinforced concrete bridge end panels
- Reinforced pile tips
- Reinforcement
- Removal of electrical systems
- Retaining walls
- Sanitary sewer pipe
- Saw cut texturing
- Shoring, cribbing and cofferdams
- Sign bridge
- Signing
- Slope paving curbs
- Sod laying services
- Soundwalls
- Steel pile splices
- Stone embankment
- Stormwater drainage
- Striping
- Structure excavation
- Subgrade geotextile
- Subgrade stabilization
- Switching, conduit, and wiring
- Tack
- Tall type of concrete bridge rail
- Temporary arch support
- Temporary barricades
- Temporary concrete barriers
- Temporary detour bridges
- Temporary glare shields
- Temporary guardrail
- Temporary illumination
- Temporary impact attenuators
- Temporary protection and direction of traffic
- Temporary retaining walls
- Temporary signs
- Temporary work bridge
- Terminal expansion joint
- Three-tube steel rail
- Topsoil
- Tree planting
- Tree removal services
- Trucking, hauling and waste disposal services
- Turf installation services
- Water quality structure
- Work containment plan and system
- Waterline pipe



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Attachment 7

African American Discussion Group Summary

African American Discussion Groups

Summary Report

February 4, 2020

Introduction

On October 8 and 9, 2019, the Oregon Department of Transportation (ODOT) sponsored four discussion groups as part of its I-5 Rose Quarter Improvement Project. The groups were comprised of African American individuals in Portland, specifically those with ties to the Rose Quarter and Albina area. Acknowledging that the development of the Rose Quarter and Albina area has historically been at the expense of African American people in Portland, the purpose of these groups was to better understand community perceptions of the proposed project and learn about what this group envisions for the area.

Participants were recruited by the Portland office of Consumer Opinion Services (COS). COS manages space for research activities and also maintains a regional list of residents who are interested in community discussions or focus groups. COS used two resources to identify interested participants. First, they employed their internal database and second, they were provided a supplemental list of likely African American residents who lived in the project area and were registered to vote. Participants were invited to attend the discussion groups if they identified as African American and had a connection to the Rose Quarter and Albina area. Participants were grouped as follows:

- Group 1: Residents over 45 years of age
- Group 2: Residents under 45 years of age
- Group 3: Displaced residents or those with a close connection to someone who had been displaced
- Group 4: Displaced residents or those with a close connection to someone who had been displaced

A total of 39 residents attended the four groups. Although Groups 3 and 4 were specifically comprised of individuals who had either been displaced themselves or had family members who had been displaced, a majority of participants across all groups shared this experience as well.

Table 1: Participant Demographics

Subgroup	Own or Rent	Gender	Family or individual displaced from the area?
Group 1	4 owners, 7 renters	6 women, 5 men	9 of 11
Group 2	4 owners, 4 renters, 1 other	4 women, 5 men	7 of 9
Group 3	7 owners, 2 renters, 3 other	7 women, 5 men	12 of 12
Group 4	4 owners, 3 renters	4 women, 3 men	7 of 7

Sessions were held at the Urban League on North Russell Avenue and lasted roughly two hours. At the conclusion of the groups, participants were given a gift card stipend of \$125 in recognition of their time and willingness to share their experiences and knowledge of the community.

Sessions were facilitated by Roberta Hunte, Portland State University, and Johnell Bell, Espousal Strategies. Notes were taken by Laura Peña, Envirolssues. To encourage candor, no ODOT employees were present during the sessions. The facilitators used a Discussion Guide (Appendix) to lead the conversation. Each participant was provided with a handout showing an aerial view of the project area.

Key Themes Across Groups

The discussion groups revealed the following project-specific themes. These themes reflect sentiments shared among the 39 participants in these four discussion groups and are not intended to represent the opinions of all African Americans throughout the region:

- Recognition that congestion needs to be addressed** – Most participants agreed that congestion was a problem in the Rose Quarter area, and it should be addressed. However, the groups generally disagreed with the proposed design concepts. They thought that auxiliary lanes in the Rose Quarter area would not alleviate the problem without addressing the I-5 interstate bridge crossing first. A few participants suggested or asked about tolling.
- Limited support for the project elements** – Across all groups, there was limited support for the project design concepts or elements. Some saw the potential benefits to the region as a whole but did not believe that the proposed project improvements represented the needs or priorities of African Americans in Portland. The significant investment in additional bike lanes was a strong indicator that the current project will primarily benefit white people in Portland. There was a powerful sentiment that because of the historic and structural racism that has limited the economic mobility of African

Black and African American Discussion Groups Summary Report

Americans, fundamental aspects of livability—such as housing affordability and education—should be prioritized before bike accessibility.

- **Distrust in ODOT and government** – The history of displacement and disenfranchisement of African Americans at the hands of ODOT and other government agencies, including the City of Portland, was a strong theme across all groups. Many individuals voiced the continued sadness, hurt and anger of being forced out of the Albina and Rose Quarter area due to decades of urban renewal programs and policies and rising property taxes driven by increasing development and gentrification.
- **Government agencies and project partners are not doing enough to address gentrification** - Many participants also felt that the goal of this project was less about addressing congestion and more about opportunities to spur the continued development of the Inner Northeast area for the benefit of wealthy corporations and populations in Portland. They felt that this project would further gentrify the area and displace the remaining African American people and businesses. In addition, there was widely held skepticism that the City of Portland’s Preference Policy would help mitigate the displacement of African American Portlanders in a meaningful way. All groups talked about a need for ODOT, the City of Portland, and other agencies involved in this project to commit to engaging with and making a concerted effort to serve the needs of the African American population in Portland and beyond.
- **The “African American community” no longer exists as it used to** – Participants in all groups spoke about how the African American community that used to exist in the Albina and Rose Quarter area no longer exists. One participant said that it is disingenuous to refer to the “African American community” anymore because the population has been splintered and relocated so many times. Some expressed skepticism that a true community could be restored, but most were interested in discussing investments and projects that would help support the remaining African Americans in the area and encourage others to return to Albina and the Rose Quarter.

The discussion group participants emphasized the following themes related to values and what would be meaningful investments for African Americans in Portland:

- **Opportunities to build generational wealth** – All groups spoke at length about the importance of having opportunities to build generational wealth for their families. Many people expressed that the loss of properties going back decades has severely impacted African American families’ ability to pass assets down to future generations, thereby exacerbating the racial wealth gap. The primary methods discussed by the groups to help address this issue were through property ownership and new, sustained business opportunities.
- **Housing that is affordable** – There was an important distinction between affordable housing and housing that is affordable among all groups. The groups expressed a desire to have programs that support homeownership on an individual basis. Several participants shared their experience of exceeding income requirements for units

designated as “affordable housing,” but that rents and mortgages in the area are still out of reach for them. One participant shared that even having qualified for Portland’s Preference Policy, she was not able to afford a home in her original neighborhood.

Most participants were skeptical of the Preference Policy. Several people had had negative experiences with the application process; others felt that it was too little, too late and it wasn’t a worthwhile investment in a community that has been fragmented so many times.

- **Prioritizing African American-owned businesses** – Conversations about African American-owned businesses were closely tied to housing. All groups supported the prioritization of and investment in African American-owned businesses wherever possible as a way to build generational wealth. The conversation included minority contractor opportunities, but there was a clear emphasis on more sustained business opportunities that could result from the increased development of the Rose Quarter area around the highway covers.
- **Prioritizing the health and education of young people** – All groups expressed deep concern for the well-being of the students attending Harriet Tubman Middle School. Many wondered about adverse health effects as a result of bringing the highway closer to the campus and what steps could and should be taken to address them. Suggestions ranged from an improved HVAC system to completely relocating the school to a safer location nearby.

Prioritizing the education of African American and other children of color was also discussed in all groups. Most participants agreed that they would prefer to see government agencies allocate funding to education—including investments in buildings, teachers and job-training programs—rather than fund bike lanes.

- **Increased involvement and representation** – All groups said that they were grateful to be a part of the conversation and expressed a desire for continued involvement. In addition, they advocated for increased representation in this Project, at ODOT and in decision-making bodies across all agencies. Participants were interested in knowing how their feedback from these discussion groups would be used. There was uncertainty that the discussion would affect meaningful change. Some participants suggested the formation of an African American advisory committee for the project as well as increased internships and apprenticeships for African American and minority populations at ODOT to build long-term representation.

Additional Sentiments and Themes by Group

Group	Notes
Group 1: Over 45	<ul style="list-style-type: none">• Highest representation of community elders and people who had personally been displaced and witnessed the removal of the African American community from the area• Strongest connections to the area• Held the deepest grief, recalled the vibrancy of the community when it was intact• Emphasized the need for African American gathering spaces to rebuild a sense of community• Agreement that it would have been helpful to know the specific topic of conversation to be able to prepare for the discussion ahead of time
Group 2: Under 45	<ul style="list-style-type: none">• Very interested in the specifics about the Project including funding, timeline, how long and by whom it had been studied, etc.• Most had not heard about the Project and were eager to share the information they had learned with their family and friends• Encouraged ODOT and the City of Portland to look to the Urban League and Self Enhancement, Inc. as organizations that have truly prioritized and helped African Americans succeed in Portland• Concern around a lack of parking in the Project area, especially near Moda Center• Interest in how the decision makers at ODOT identify with the Project area
Group 3: Displaced	<ul style="list-style-type: none">• Included a range of ages from 19-80• Primary theme was centered around generational wealth building through home and business ownership• Dissatisfaction with how ODOT has engaged MWESB businesses from personal experience• Skepticism that ODOT is making a genuine effort to work with Albina Vision• Interest in the racial diversity among ODOT's design and planning team
Group 4: Displaced	<ul style="list-style-type: none">• Included a range of ages from 33-60• Concern around further displacement, especially of the few remaining African American-owned businesses in the area• Prioritized the employment of African Americans• Suggestion to name the pedestrian bridge after an African American, Avel Gordly in particular• Concern that the highway covers would attract more transient and homeless individuals• General feeling that ODOT will do whatever is in their own best interest regardless of public input• Concern that the Project will increase vehicle traffic around Moda Center

Group Ideas and Recommendations

A non-exhaustive list of ideas and recommendations from the discussion groups:

- Prioritize home ownership for African Americans through:
 - Programs that take individual income and situations into account that can help those of very low income (less than \$20,000 per year) as well as people who do not qualify for existing programs
 - Create a community land trust that prioritizes African Americans
- Prioritize African American-owned businesses through:
 - Affordable and/or subsidized leases
 - Food carts on the highway covers
 - Business incubators including business classes and mentorship opportunities
- Prioritize African American employment through:
 - Maintaining a high quota of African American and minority contractors throughout the Project
 - Increasing opportunities for African Americans to have gainful employment at ODOT through internships and apprenticeships
 - Creating a job training center in the Project area
 - Bring long term jobs to the area to provide long term employment for African Americans
- Prioritize the health and safety of the kids at Harriet Tubman Middle School by:
 - Relocating the school to the land that remains unused by Legacy Emanuel and create a closed campus that includes Tubman, an elementary school – Kairos Elementary specifically, a shared playground and cafeteria, after school programs, and other social services such as a job-training and community center.
 - Upgrading the HVAC system
 - Building a sound wall/physical barrier between the highway and the school
 - Redirecting polluted air away from the school using fans
 - Extending the highway cover to run past the school
- Involve and have higher representation of African Americans and other people of color in this and other projects:
 - Form an African American advisory committee
 - Recruit African Americans to serve on land use and transportation committees
 - Share 5, 10, 20-year plans with the community and gather input on potential future projects before plans are formed
 - Continue to have focus and discussion groups
 - Create a true partnership between ODOT and Albina Vision to design a project that will be genuinely beneficial to African Americans in Portland
- Other ideas and recommendations:
 - Support the creation of gathering spaces for African Americans in the Rose Quarter area including features such as basketball courts, performing arts centers, and Afrocentric art
 - Look to Urban League and Self Enhancement, Inc. for examples of organizations that have truly prioritized and helped African Americans succeed in Portland

Black and African American Discussion Groups Summary Report

- Provide monetary compensation to individuals who were displaced by urban renewal projects in the Albina and Rose Quarter area
- Conduct a market study to determine the potential economic impact of the Project and subsequent development
- Name the pedestrian bridge after Avel Gordly
- Use sustainable and long-lasting materials for construction to reduce future maintenance

Conclusion

From the discussion groups, it is clear that participants have a range of perspectives around this project. Participants said that this project, as it stands, would not benefit the African American community, nor would it bring African Americans back to this area in its current form. Participants did offer strategies and areas of focus that could prioritize the concerns of African Americans should this project progress.

Discussion group participants expressed a deep-seated distrust of ODOT, the City of Portland, Prosper Portland and other government agencies stemming from a long-standing history of displacement and disenfranchisement of African Americans in Portland. As a result, there are concerns about the Project as it stands. Participants did not feel that this Project had been designed with them in mind and did not see how bike lanes or additional parks on the highway covers would benefit them. However, most participants expressed gratitude for the opportunity to take part in the discussion groups and a desire for increased and continued involvement. To make this Project beneficial for the African Americans of Portland, most participants agreed that it will be necessary to employ creative solutions and collaboration across agencies to prioritize significant investments in housing affordability, African American-owned businesses, education and representation.

The final takeaways for this report, as summarized by the group facilitators, Roberta Hunte and Johnell Bell, are:

- 1) **Listen to the authentic voices from the community.** The list of recommendations was derived from discussion groups with community members ranging in age from 19 to 80 plus. The majority of participants had some long-standing relationship with the area. We recommend that ODOT use this as an opportunity to lean into the recommendations of the community to change the way that it both engages community input and utilizes community recommendations.
- 2) **Convene a think tank of African American policy and community stakeholders** to review the recommendations from this report. Have this group prioritize the listed recommendations and work with ODOT to incorporate these into its workplan. Implementing this reprioritized workplan would require the participation of Portland Public Schools, City of Portland, Metro, Prosper Portland and Multnomah County as well as community stakeholders to leverage funds for a more holistic and community centric project.
- 3) **Involve African Americans.** Participants said repeatedly that they would like to be involved in early idea generation and decision making around this and future projects. This desire is for participation at both the policy and grassroots levels.

APPENDIX: Discussion Guide

Project discussion

1. Let's start by talking about what your history is in the project area.
2. Before today, what had you heard about the I-5 Rose Quarter Improvement Project, if anything?
3. What reactions are you having now that you've seen and read more information about the I-5 Rose Quarter project?
4. How do you currently use this area?
5. After the project is complete, how do you think your usage of this neighborhood would change?
6. What design components of the highway covers do you feel strongly about?
7. What opportunities do you see in this project for the Black community?
8. What unintended challenges do you see?
9. Thinking about the Black community, what types of development or use in this area would create stronger connections with each other?
10. What kind of community asset would be good to leave here? What kind of development would you not want to see here?

Broader visioning discussion

11. Development in the Rose Quarter/Albina area has historically been at the expense of the Black community. This project, coupled with other development projects in the area are a chance to ensure ODOT will not make the same past mistakes. Our next questions seek to draw attention to the future and the past. What are the values that you want to inform development efforts in this area? *(one of the facilitators take notes of these values on poster boards)*
12. Thinking about the values listed what would it look like for these values to be implemented?
13. Thinking broadly about this area and beyond ODOT's current scope of work, what types of development would benefit the black community - both those who are still in the area and could bring more black people into the area or enhance economic opportunities.
14. Now that you've heard more, what questions do you have or where would more clarity help with your understanding of some of the technical details?
15. Is there a question you thought we should have asked but didn't?

Attachment 8

Native American Discussion Group Summary



Native American Discussion Group

Summary Report

Project Background

The I-5 Rose Quarter Improvement Project adds auxiliary lanes and shoulders to reduce congestion and improve safety on the main north-south freeway on the west coast and redesigns the multimodal local street network. The Project will smooth traffic flow on I-5 between I-84 and I-405 where three interstates intersect and feature the biggest traffic bottleneck in Oregon. The Project also will improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities. The Project's transportation improvements allow the City to implement the development goals for the N/NE area and realize the City's Central City 2035 Plan.

Discussion Group Overview

The Project team is intentionally listening, informing, and engaging with communities of color, especially the historically impacted African American community, the primary community displaced by past public and private development decisions, along with communities of color such as people of Native American descent. Transparent, inclusive engagement is a central Project feature through design and construction.

The Project team is using discussion groups as one of many important tools to capture feedback on the Project. Through discussion groups, the Project team is able to meet people where they are and engage in meaningful two-way dialogue to understand how different people from different backgrounds react to the Project and potential design considerations. Discussion groups have been and will continue to be an important opportunity for the Project team to hear from the community to shape the Project, and share project information.

The goal of this discussion group was to begin engaging individuals within the Native American population and begin building trust between the ODOT and the Project team and the Native American community.

Native American Discussion Group Summary

On February 27, 2020, the Oregon Department of Transportation (ODOT) hosted a discussion group as part of its I-5 Rose Quarter Improvement Project (Project). The group included Native American individuals from the Portland area. Acknowledging Portland is home to the ninth-largest population of Native Americans in the U.S., and that Native Americans comprise the original population in and around what is now called the Albina and Rose Quarter areas, Native American insights and heritage will inform the Project as design progresses.

The Project team asked the Native American Youth and Family Center (NAYA) to help convene and host the discussion group. William Miller, Community Advocacy Manager at NAYA, assisted

the Project team with planning and recruitment of the discussion group. NAYA recruited participants through direct and targeted outreach and word-of-mouth across NAYA's different departments to reach the desired group composition, which included:

- 12 to 20 Native American community members from the Portland metro area
- Gender balances
- At least two elders (65 years old and older)
- Two or more youth (25 years old and younger)
- At least two business owners
- Connection to I-5 and/or a historic connection to the Willamette River

A total of 13 participants attended the discussion group. All participants had at least some type of connection to the Albina and Rose Quarter area. The discussion group was held at NAYA and lasted 2.5 hours. Participants received a gift card stipend of \$125 in recognition of their time and willingness to share their experiences and knowledge of the community. Refreshments were available during the discussion group.

William Miller, from NAYA, facilitated the discussion. ODOT was present during the sessions to help answer questions regarding the Project and explain how feedback would be used. The facilitator used a discussion guide (see Appendix) to lead the conversation. Each participant was provided with the following Project handouts: frequently asked questions (FAQs), gatefold Project factsheet, evaluation and comment form, and a photo release form. The team showed participants a Project video and six Project display boards.

Key Themes

The discussion group revealed the following Project-specific themes. These themes reflect sentiments shared among the 13 participants in the discussion group and are not intended to represent the opinions of all Native American throughout the region:

- **Recognition that the Albina and Rose Quarter area is congested, and it is a safety concern** – Most participants agree that the Albina/Rose Quarter area has a congestion problem that should be addressed. Most participants agree that travel through the Project area is necessary for most people and experiences congestion for all modes of transportation. Most recognize that congestion on I-5 causes aggressive driving behaviors, which is a concern for safety. A few participants asked how tolling would impact congestion.
- **Some support for Project components** – Some participants believe the auxiliary lanes on I-5 will not relieve congestion. One participant stated that if the auxiliary lanes were to relieve the bottleneck just a bit, that would be a success in their eyes. Other participants believe that the highway covers will help improve some congestion and hope that bus-only lanes with protected bus stop shelters are prioritized in Project design. Some participants like the Clackamas pedestrian/bicycle-only bridge.
- **Skepticism about the driving forces of the Project** – Two participants are skeptical about the Project and want to know about the real driving forces behind the Project. Specifically, they want to know what funders are pushing the Project to completion. Most of the participants agree that they would not mind paying more taxes for the Project if the real community would benefit from it and not big developers.

- **Lack of transparency on how BIPOC communities would benefit** – Most participants felt like there is a lack of clarity and transparency surrounding how black indigenous people of color (BIPOC) would benefit from the Project. A few participants asked who would be displaced during the construction and what mechanisms are in place so that after construction BIPOC are not displaced and forced to sell their properties. Most are concerned that the Project would continue to gentrify the area and further displace BIPOC. One participant asked if this Project would be a repeat of Vanport.
- **Frustration regarding project information** – Most participants voiced frustration and felt that there was a lack of information regarding Project decisions, funding, history, and previous engagement. Two participants shared that this was the first time they had heard of the Project. Some participants asked why the legislature would approve this type of funding package when there are so many people in the Portland metro area experiencing homelessness who are in dire needs of services. Another participant asked how decisions were made and if the Project engaged with everyone from rich to poor. Another participant shared that departments of transportation always get their way. A few participants asked specifically how the African American community has been engaged throughout the Project.

The discussion group participants emphasized the following themes related to values and meaningful investments for Native Americans in Portland:

- **Lead with BIPOC by involving them in all aspects of the Project** – Almost all participants stated that the Project needs to have BIPOC at the forefront of the Project. Having Native Americans and BIPOC “honored” in the design of covers will not suffice. BIPOC should not be just engaged but instead have a seat in the decision-making table of Project planning, engineering, design, construction, and engagement.
- **Provide real economic development opportunities for BIPOC** – Almost all participants agree that the Project needs to provide real economic development opportunities for Native Americans and BIPOC communities. Some participants said that BIPOC need to be prioritized if housing or businesses are constructed on the highway covers; this will be crucial to give BIPOC real opportunities to build generational wealth. Some participants recommended that the Project team works with Disadvantaged Business Enterprise (DBE) firms and companies and prioritize BIPOC staff.
- **The Project can be an opportunity to help heal from past harm and injustices** – Some participants stated that the Project has the opportunity to help BIPOC heal from past harms and injustices in the Albina/Rose Quarter area. One participant said that they would like to be part of the healing process - if ODOT asked for forgiveness. Another participant stated that it does not matter who was on the land first; indigenous people are all about working together. The BIPOC community needs to come together to help heal and uplift each other, and the Project can help facilitate that.
- **Continue to engage with our elders and us** – Most participants stated that the Project team needs to continue to engage with BIPOC and Native Americans communities to continue to have conversations like the one had at the discussion group. Some participants shared that the Project team needs to use mediums trusted by the Native American community to share information, as they would more likely trust information from a trusted source than an ODOT newsletter. Other participants suggested continuing

engaging with trusted organizations like NAYA to provide information. One participant suggested working with the Tribal Employment Right Ordinance (TERO) to provide information about careers and job opportunities. One participant asked if the Project team had ever interviewed their elders.

Additional Sentiments Shared by the Group

The group shared the following additional sentiments:

- One participant shared their concern about the Project's impact to air quality and carbon dioxide emissions and how that might impact Harriet Tubman Middle School
- Another participant is concerned how traffic would be managed during construction during Moda Center and Veteran's Memorial Coliseum events
- One participant asked if construction would be able to sustain the next big earthquake that is supposed to hit the region
- Some participants shared that the existing signage on I-5 is poor and makes it difficult to travel through if you don't know the area

Group Ideas or Recommendation

Below is a list of ideas and recommendations from the discussion group regarding highway cover design components:

- Create open spaces for the community to come together, build relationships, and heal. These could include:
 - Parks or multiple mini-parks throughout
 - A garden with indigenous plants to the area and region
 - Places to sit, visit, and gather
 - Stages for musicians and cultural demonstration
- Provide services to people experiencing homelessness
 - Provide bathrooms and showers
 - Bring social workers to the area
 - Create overhangs for people to have shelters
 - Create jobs for people experiencing homelessness to keep the area clean
- Have a gallery or artwork displays of Native American and African American art or artists
- Have buttons throughout the area that tell the stories of the people who lived here
- Create a Rose Quarter Community Center that provides services and support for communities that were displaced
- Ensure that Native Americans and BIPOC oversee all cultural spaces to keep the integrity of the space
- Ask the Native American or African American communities who their leaders are and name streets after these leaders

Native American Discussion Group Summary Report

- Name streets after the tribes that inhabited the Rose Quarter area
- Center and honor the African American community that was displaced from Albina to show that there are still African Americans in the Rose Quarter area
- Have a food park with Portland food trucks and prioritize Native American and BIPOC businesses
- Have Native American-owned businesses
- Create a tiny home village with resources and support for those impacted with Fetal Alcohol Spectrum Disorder

Conclusion

It was clear throughout the discussion that participants have a range of views about the Project, which are captured throughout this summary. To recap key points of feedback as noted in the sections above participants acknowledged the congestion problem in the Albina/Rose Quarter area that needs to be addressed. Participants also expressed frustration for the lack of overall Project information shared with the Native American community. Participants were mostly concerned about who would benefit from the Project's completion, and whether those benefits would occur at the risk or cost of communities of color.

Participants offered recommendations and feedback on how the Project could help prioritize and center the concerns of Native Americans and communities of color. The key takeaways include the following:

- Honor Native Americans and BIPOC by having us at forefront of the Project and not think of us as an afterthought. It is not enough to honor us with artwork in the cover. Honor us by having us at the decision-making table and providing us with economic development opportunities in the planning and execution of the Project.
- Be transparent with Project information and continue to engage with the Native American community by using channels they trust.
- In the design of the highway cover, allow space for healing and for Native American, African Americans, and other communities of color to come together.

Moving forward, the Project team will use the key takeaways and comments from this and future discussion groups to continue to shape informed Project decisions. The Project team will share comment themes and summary reports and make them available to the public to continue to build shared values, shape informed Project decisions, and elevate the voices of communities of color.

APPENDIX: Discussion Guide

1. What is your history in the Project area? How do you use the Rose Quarter today?
2. Do you live in the area? *Show of hands*
3. How do you typically travel in the Rose Quarter area?
4. What is your opinion of the Project?
5. Are there Project components that will improve how you travel in and around the Rose Quarter?
6. What would you personally like to see prioritized in the design for what will go on top of the highway covers?
7. What are the important considerations for design to equitably address needs and perspectives of Native Americans and communities of color? (*tribal design, land acknowledgement, etc.*)
8. How can ODOT honor the unique history and heritage of Tribal activities and communities in the area?
9. Envision the area 10 years from now. Imagine this Project would have completed design and construction. How would you measure or envision success on this Project (design, construction, community engagement)? Can you think of other measures of success that would be important to you?
10. We will have an ongoing Project community advisory committee. How can we ensure your views are represented?

Attachment 9

DBE, Small Minority and Local Contracting Survey Flyer



TAKE THE ROSE QUARTER DBE AND SMALL BUSINESS SURVEY!

The purpose of the I-5 Rose Quarter Improvement Project is to address safety and operations on I-5 and improve multimodal local street connectivity. The Project is located in the historic Albina community.

The Project process is being designed to improve economic opportunities and reduce some of the barriers that make it more difficult for Disadvantaged Business Enterprises (DBEs) to bid on construction projects.

We are actively looking to engage DBE and potential subcontractors who may bid on the I-5 Rose Quarter Improvement Project. The data will be disclosed to the Prime contractor to better design the subcontracting and outreach plan, and remove barriers.

Please fill out the online survey through the link below or by scanning the QR code.

The survey includes a variety of topics and asks about past projects, size and scope of such projects, current insurance, bonding, staffing, financing and contract performance, among other business components.

TAKE THE SURVEY:

www.surveymonkey.com/r/I5RQSurvey

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

¿Hablas español? Podemos proporcionar la información de esta publicación en español, por favor llame al 503-731-4128.

Project with over 100 potential subcontracting **opportunities**

For survey questions, contact:

Carlos Moreno
carlos@aoassociates.biz
 (971) 226-0648

Shelli Romero, ODOT Area Manager
 (Portland) shelli.romero@odot.state.or.us
 (503) 731-8231

www.i5RoseQuarter.org



Smartphone users can scan the QR code to access the survey on a mobile browser

Attachment 10

Community Advisory Committee Applications Demographics Report



I-5 ROSE QUARTER
IMPROVEMENT PROJECT

Community Advisory Committee Applications Demographics Report

March 5, 2020

In the interest of transparency, this report summarizes demographics of Community Advisory Committee applicants received by the February 18, 2020 application deadline.

Community Advisory Committee Demographics Report

Response Counts

Completion Rate:

44.9%



Complete



151

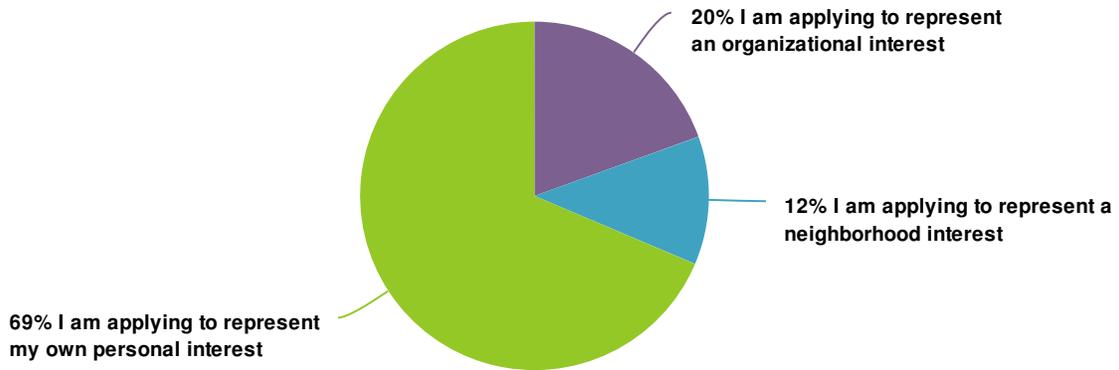
Partial



185

Totals: 336

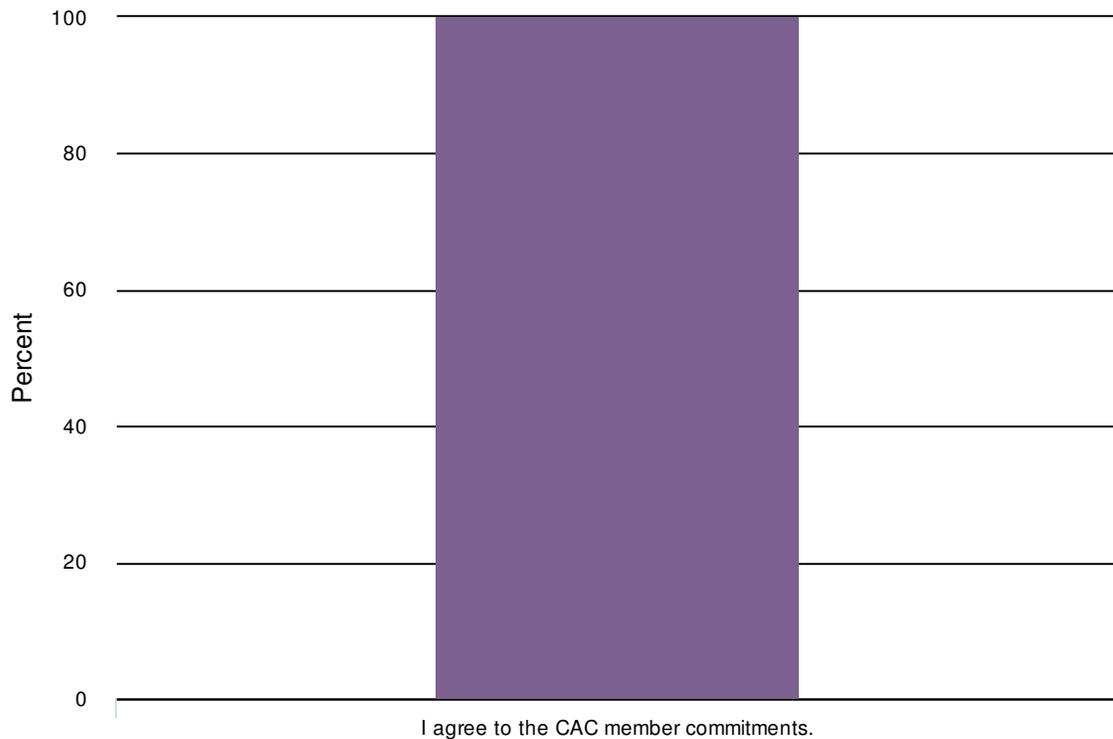
1. Please select one of the following:



Value	Percent	Responses
I am applying to represent an organizational interest	19.5%	44
I am applying to represent a neighborhood interest	11.9%	27
I am applying to represent my own personal interest	68.6%	155

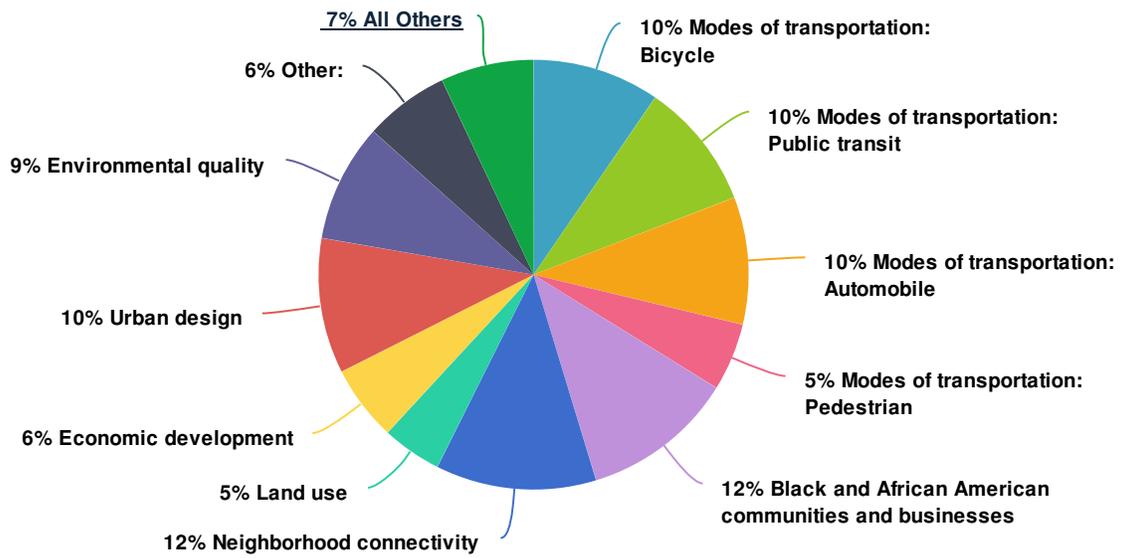
Totals: 226

2. If selected to participate as a CAC member, I will commit to: Participating in the first CAC kickoff meeting. Notifying the CAC facilitator in advance of any meeting I cannot attend. I understand that irregular attendance will warrant replacement. Alternates are not allowed. Coming to meetings prepared to discuss agenda topics and actively participate in discussions, including providing feedback based on expertise and knowledge. Working collaboratively, actively and respectfully listening to and considering other points of view and interests, and being open to new ideas. Serving as a conduit for information to and from affiliated organizations and community members, ensure issues, concerns, or needs are raised during meetings. Please check the box to signify agreement:



Value		Percent	Responses
I agree to the CAC member commitments.		100.0%	227

3. Please identify one primary interest area:

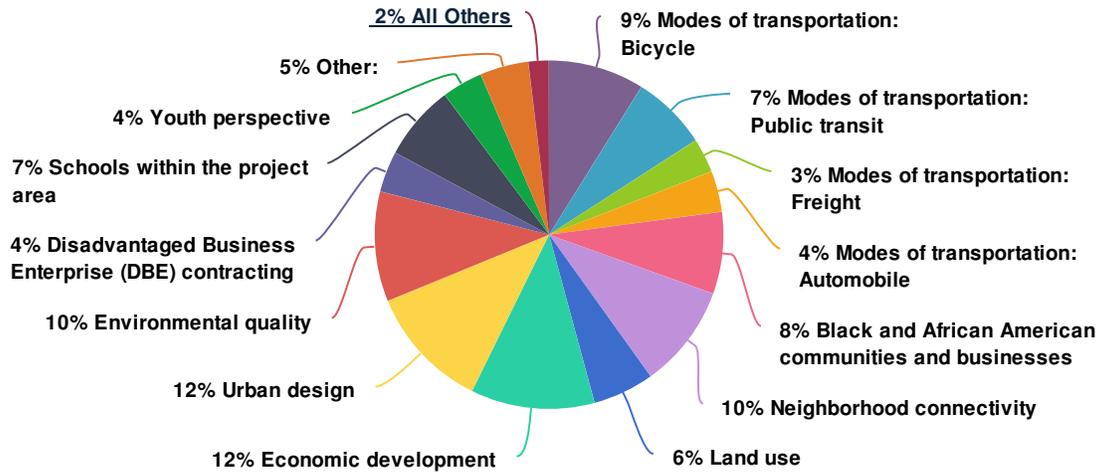


Value		Percent	Responses
Modes of transportation: Bicycle		9.6%	15
Modes of transportation: Public transit		9.6%	15
Modes of transportation: Freight		1.9%	3
Modes of transportation: Automobile		9.6%	15
Modes of transportation: Pedestrian		5.1%	8
Black and African American communities and businesses		11.5%	18
Neighborhood connectivity		12.1%	19
Land use		4.5%	7
Economic development		5.7%	9
Urban design		10.2%	16
Environmental quality		8.9%	14
Disadvantaged Business Enterprise (DBE) contracting		1.9%	3
Schools within the project area		1.9%	3
Youth perspective		1.3%	2
Other:		6.4%	10

Totals: 157

Other:	Count
Air Quality	1
All of the above	1
All of the above!	1
All the Above	1
Climate change	1
I-5 Rose Quarter Improvement	1
Most of the above. Urban design most if I have to pick	1
Parks, open space and recreational facilities	1
Regional improvement of transportation for and through Portland Metro area for all modes, and environmental quality.	1
creating new neighborhoods	1
Totals	10

4. Please identify a secondary interest area:

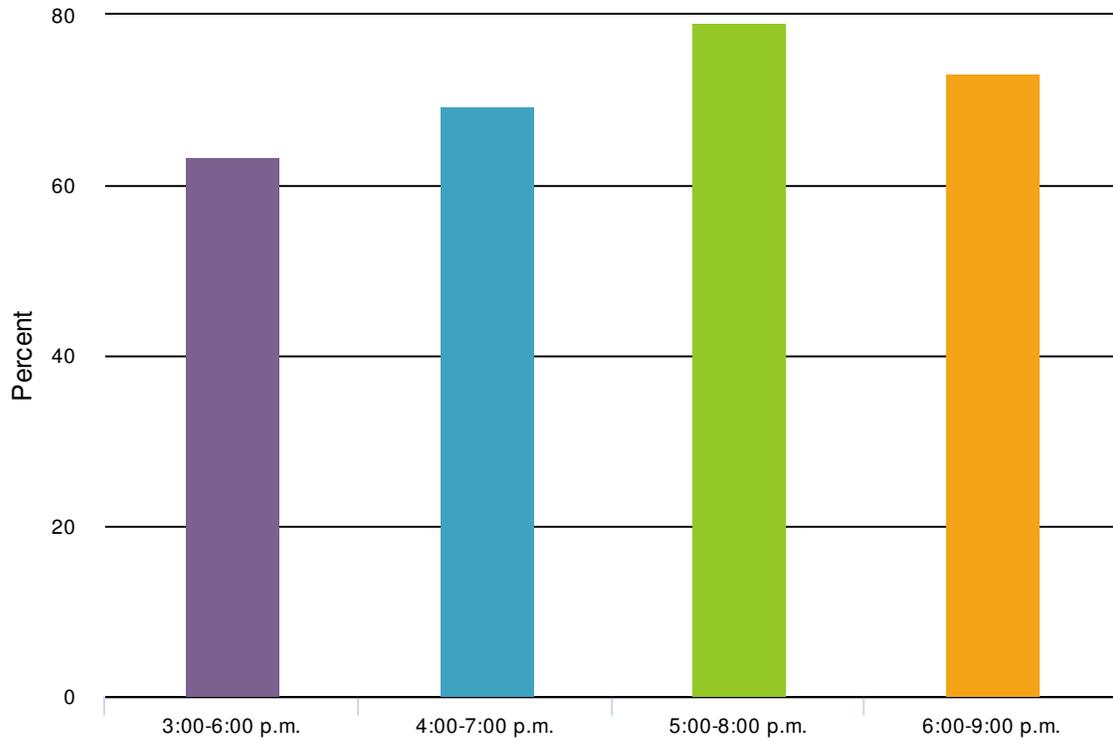


Value		Percent	Responses
Modes of transportation: ADA interests		0.6%	1
Modes of transportation: Bicycle		8.9%	14
Modes of transportation: Public transit		7.0%	11
Modes of transportation: Freight		3.2%	5
Modes of transportation: Automobile		3.8%	6
Modes of transportation: Pedestrian		1.3%	2
Black and African American communities and businesses		7.6%	12
Neighborhood connectivity		9.6%	15
Land use		5.7%	9
Economic development		11.5%	18
Urban design		11.5%	18
Environmental quality		10.2%	16
Disadvantaged Business Enterprise (DBE) contracting		3.8%	6
Schools within the project area		7.0%	11
Youth perspective		3.8%	6
Other:		4.5%	7

Totals: 157

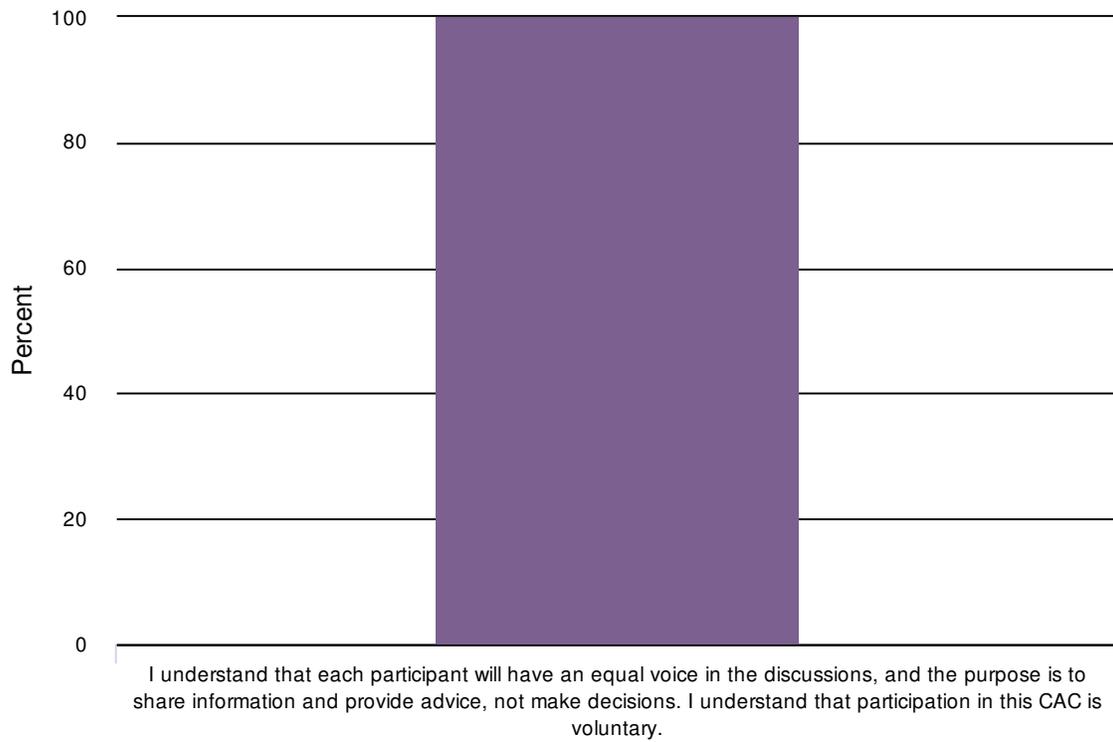
Other:	Count
All non personal vehicle modes of transportation	1
All the Above	1
Climate Change	1
Cost-effectiveness	1
Equity	1
Your choices didn't capture my response	1
more green space	1
Totals	7

5. The first CAC meeting is currently scheduled for late March 18, 2020. I am available to meet for the kickoff meeting during the following times:



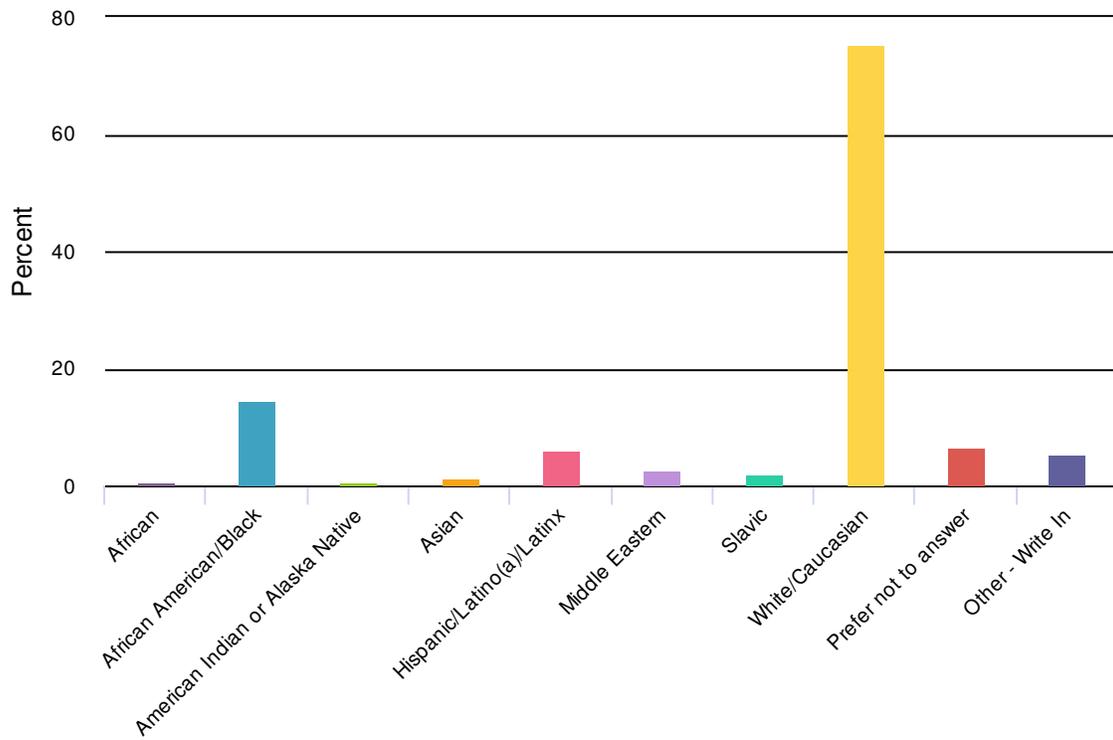
Value		Percent	Responses
3:00-6:00 p.m.		63.4%	97
4:00-7:00 p.m.		69.3%	106
5:00-8:00 p.m.		79.1%	121
6:00-9:00 p.m.		73.2%	112

6. Please check the box to signify agreement:



Value	Percent	Responses
I understand that each participant will have an equal voice in the discussions, and the purpose is to share information and provide advice, not make decisions. I understand that participation in this CAC is voluntary.	100.0%	154

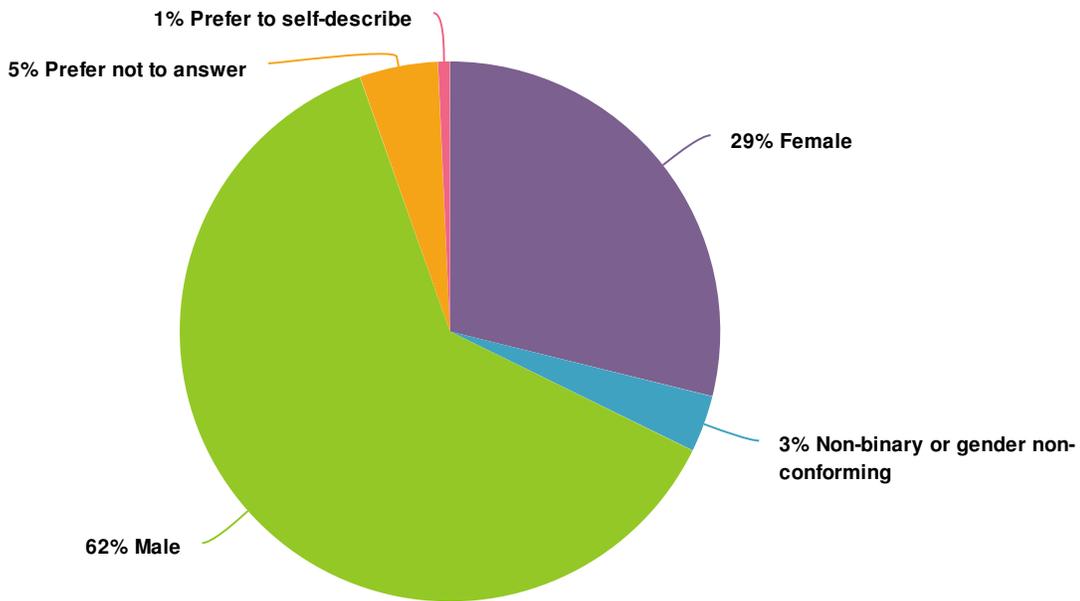
7. Race/ethnicity (select all that apply):



Value	Percent	Responses
African	0.7%	1
African American/Black	14.7%	22
American Indian or Alaska Native	0.7%	1
Asian	1.3%	2
Hispanic/Latino(a)/Latinx	6.0%	9
Middle Eastern	2.7%	4
Slavic	2.0%	3
White/Caucasian	75.3%	113
Prefer not to answer	6.7%	10
Other - Write In	5.3%	8

Other - Write In	Count
American of mix races. Third generation American.	1
Greek	1
I associate a lot with the businesses in the Soul District Business Association as a Board Member. For more information regarding the SDBA, visit www.souldistrictbiz.org .	1
Jewish	1
Mixed melting pot- Irish, Hispanic, and European.	1
Raised in multiethnic house with siblings from other backgrounds.	1
South Asian-Indian	1
Totals	7

8. Gender:

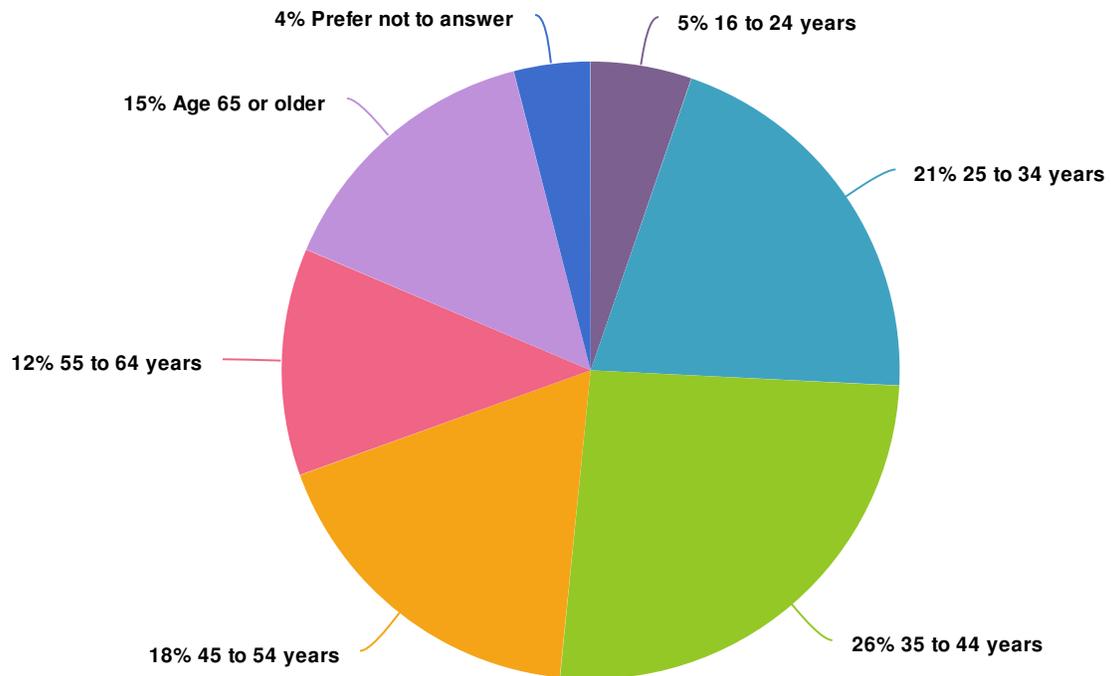


Value	Percent	Responses
Female	28.9%	43
Non-binary or gender non-conforming	3.4%	5
Male	62.4%	93
Prefer not to answer	4.7%	7
Prefer to self-describe	0.7%	1

Totals: 149

Prefer to self-describe	Count
He/him but tending towards they/them	1
Totals	1

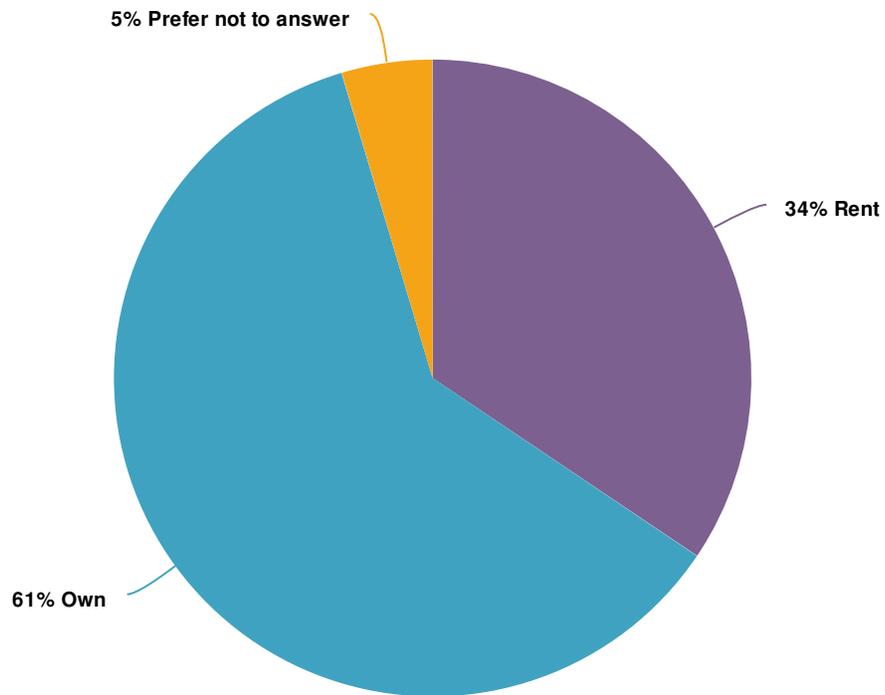
9. Age:



Value	Percent	Responses
16 to 24 years	5.3%	8
25 to 34 years	20.5%	31
35 to 44 years	25.8%	39
45 to 54 years	17.9%	27
55 to 64 years	11.9%	18
Age 65 or older	14.6%	22
Prefer not to answer	4.0%	6

Totals: 151

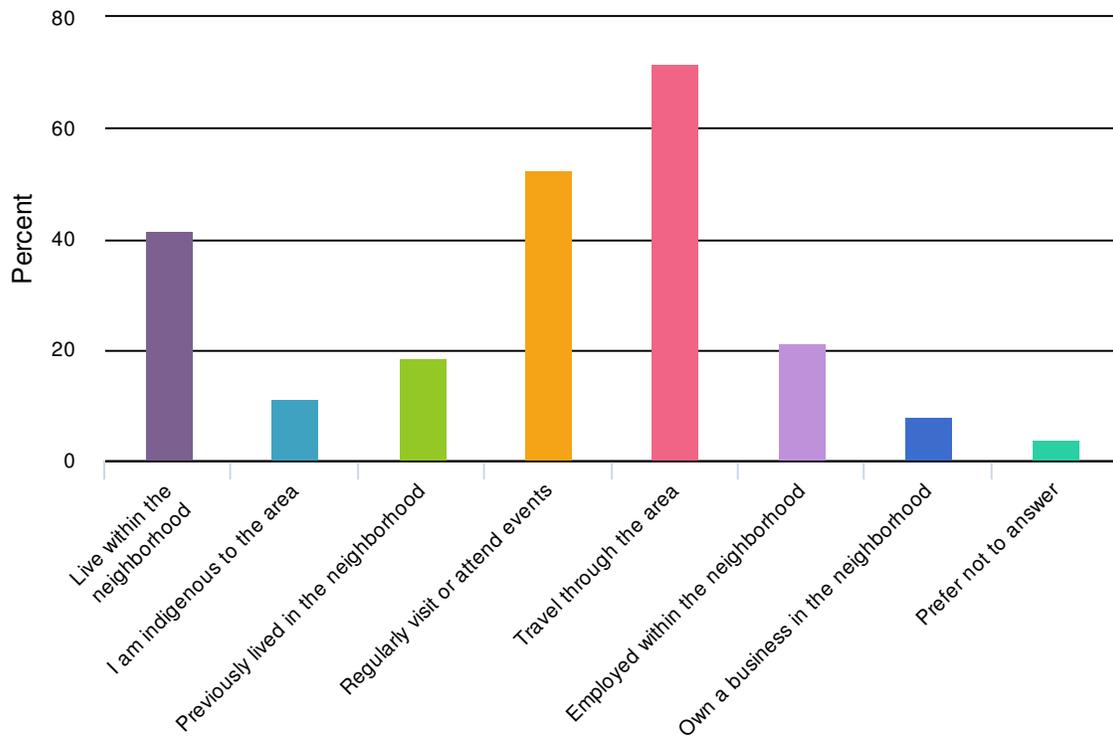
10. Housing:



Value	Percent	Responses
Rent	34.4%	52
Own	60.9%	92
Prefer not to answer	4.6%	7

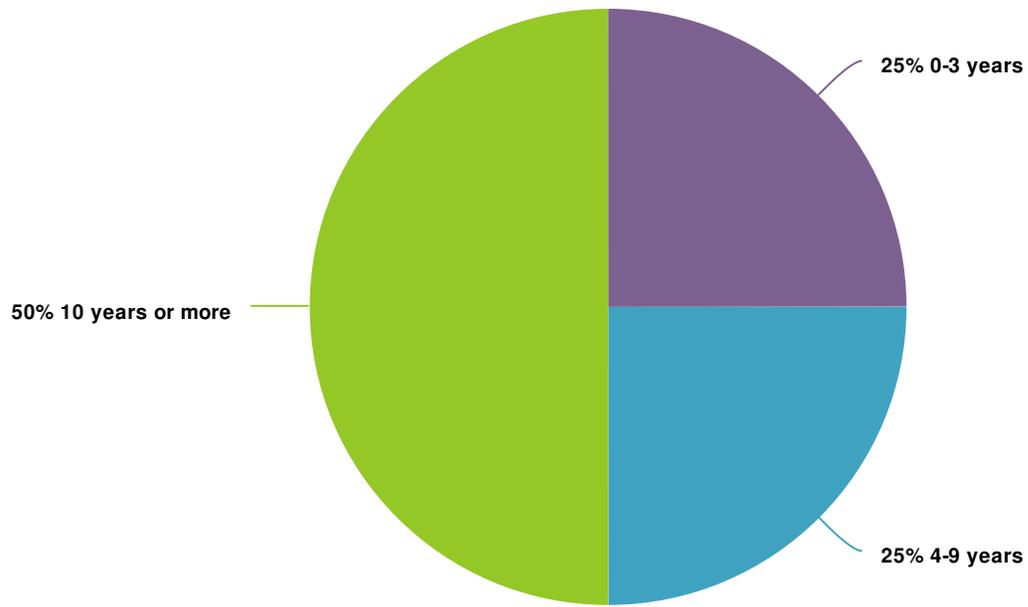
Totals: 151

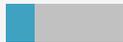
11. Relationship to the Rose Quarter/Albina neighborhood (select all that apply):



Value	Percent	Responses
Live within the neighborhood	41.7%	63
I am indigenous to the area	11.3%	17
Previously lived in the neighborhood	18.5%	28
Regularly visit or attend events	52.3%	79
Travel through the area	71.5%	108
Employed within the neighborhood	21.2%	32
Own a business in the neighborhood	7.9%	12
Prefer not to answer	4.0%	6

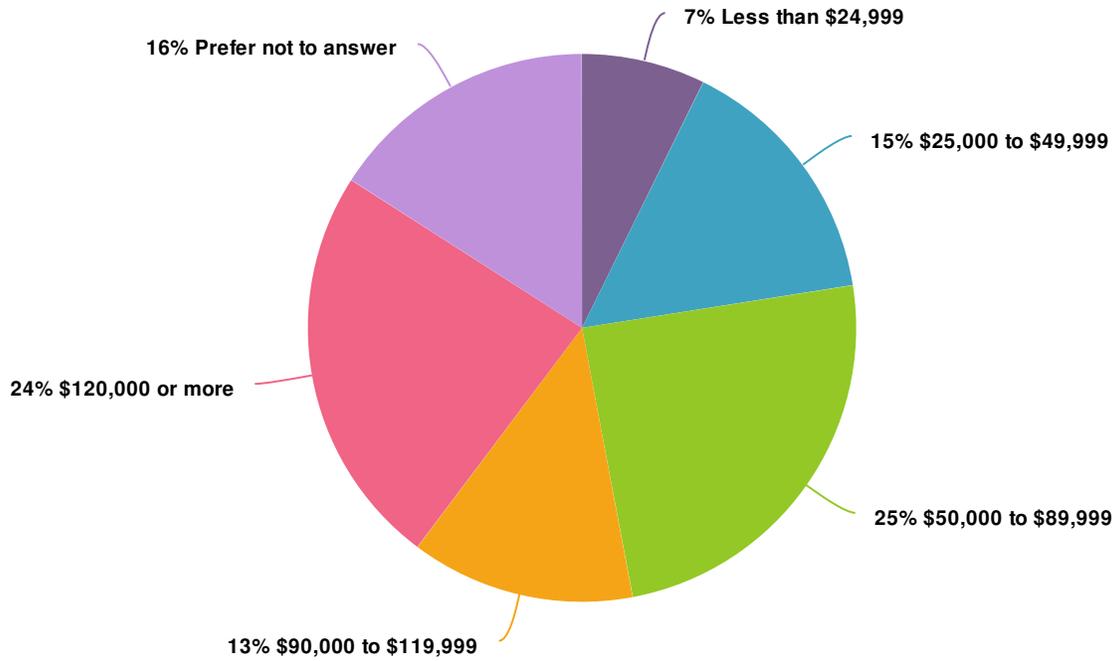
12. How long have you lived within the neighborhood?



Value		Percent	Responses
0-3 years		25.0%	15
4-9 years		25.0%	15
10 years or more		50.0%	30

Totals: 60

13. Annual household income:



Value	Percent	Responses
Less than \$24,999	7.3%	11
\$25,000 to \$49,999	15.2%	23
\$50,000 to \$89,999	24.5%	37
\$90,000 to \$119,999	13.2%	20
\$120,000 or more	23.8%	36
Prefer not to answer	15.9%	24

Totals: 151

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III.I INTERESTED PARTIES LIST

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
	NE MULTICULTURAL CENTER	
	HOUSING OUR FAMILIES (HOF)	
	U OF P ENVIRONMENTAL CLUB	
	DAILY JOURNAL OF COMMERCE	
	THE PORTLAND OBSERVER	
	CITY OF TIGARD	
	COLUMBIA RIVER ECONOMIC DEVELOPMENT COUNCIL	
	W LAMETTE TRAFFIC BUREAU	
	J & R TRUCKING INC	
	PORTLAND TRAILER & EQUIPMENT	
	POWELL DISTRIBUTING CO INC	
	IMPACT MINORITY PLAN CENTER	
	FIRE FIGHTERS PORTLAND	
	FRIENDS OF CLARK COUNTY	
	THE SOUTHWEST WASHINGTON FAIRNESS COALITION	
	YELLOW FREIGHT	
	LEGACY EMMANUEL HOSPITAL & HEALTH CENTER	
	THE NBRHD OUTREACH ASSN	
	JEFFERSON HIGH SCHOOL	
Senator Rod Monroe	Oregon Senate District #24	State Senator
A. Braxton		
A.C. Gibson		
Aaron Brown		
Aaron Choate		
Aaron Greene	Portland Business Alliance Transportation Subcommittee	
Aaron Slosek		
Abe Proctor	Portland Community College	Community Relations Manager
Abigail Hazlett		
Abraham Sutfin		
Abundance Yeh		
Adam H		
Adam Hecter		
ADDISON JACOBS	RESPONSIBLE GROWTH FORUM	
Adin Eichler		
Adrian Austin-King		
Adrian Lewis	VAFBC	
Aizonia Warren	2208 NE Liberty St 97211	
Al Panek		
Alan Blaisdell	Fred Meyer	Store Director
Alan Kessler		
Alan Kessler		

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Alan Lehto	TriMet	
Alan Willis		
Alando Simpson	Oregon Transportation Commission	Commissioner
ALESIA REESE	WOODLAND PARK NBRHD ASSN	
Alex Cousins		
Alex Fallenstedt		
Alex Ioanide	Western Oregon Builders	Owner
Beate Ioanide-Culi		Co-owner
Alexander Emery	Portland State University	
Alexandra Zimmermann		
Alexis Johnson		
Alfonzo Moore		
Ali Martin	BEH (Boise Eliot Humboldt PTA)	
Alice Cannon	City of Tualatin	Assistant City Manager
Alicia Cohen		
Alicia Karon		
Alison Percifield	Bike Farm	
Alison Perlick	Courtyard by Marriott	Assistant General Manger
Allan Rudwick	Eliot Neighborhood Association	Land Use/Planning Committee Chair/Co-Chair
Allan Rudwick		
Allegra Rainbow	Resident	
Allen Vogt		
Alyx Peterson		
Amanda Fritz	City of Portland, City Council	Commissioner
Amanda Ownings	PBOT	
Amber Holland	Portland Farmers Market Office	Operations Manager
Amelia Paden		
Amy Amegatcher	North Portland	
Amy Kyle	Clackamas County	Public Affairs Manager
Amy Nagy	Prosper Portland	
Amy V. Davis	Eliot	
AMY WELCH	HAYDEN ISLAND NBRHD ASSN	
Anastasia Brockstedt		
Anaylop		
Andre Baugh	City of Portland, Bureau of Planning & Sustainability Commission	Vice Chair
Andre Bealer	National Association of Minority Contractors	Program Coordinator
Andrea Marquez-Horna	Latino Network	
Andrea Marzette	PORT OF PORTLAND	
Andrea Sweet		
Andreas Philipp		

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Andres Oswill		
Andrew David Burt		
Andrew Holtz		
Andrew Neerman	King Neighborhood Association	Land Use Chair
Andrew Stiffman		
Andrew Theen	The Oregonian/Oregon Live	Reporter
Andrew Wise		
Angel James	Humboldt	
Angela Jackson	Portland State Business Accelerator	
Angela Kirkman	Kerns Neighborhood Association	Chair
Angela Kremer		
Anita Walters		
Anjeanette Brown	Oregon Trades Woman	
Ann Griffin	Griffin Planning & Development LLC	
Ann Grimmer	Lloyd District Community Association	Co-chair
Anna Wells	St. Paul MBC	
Annabelle Snow	Williams Vancouver Business Association	
Anne & Mike Miller	Gluten Free Gem	Owners
ANNE TAYLOR	YMCA	
Anntoinette Pietka	CITY OF PORTLAND BUREAU OF HOUSING AND COMMUNITY DEVELOPMENT	
Anthony Buczek	Metro	
Antoinette and Keith Edwards		
Anton Vetterlein		
April Bertelsen	PBOT	
April deLeon-Gallaway	ODOT	
April Streeter		
Arainnia Brown	NE	
Arielle H	SEI	
Armando Luna		
ART BEEHLER	FR ENDS OF CATHERAL PARK NBRHD ASSN	
Art Lewellan	The Loti Project/ The Seattle Circulator Plan	
Art Lewellan	The LOTi Project	
Art Pearce	PBOT	Planning, Policy & Projects Group Manager
Arthur Hayes	ROGERS TERMINALS	
Arthur Marx	Wastex	Owner
Ashe Urban	Southeast Uplift Neighborhood Program (SE Uplift)	Communications & Outreach Program Manager

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Ashley Henry	Business for a Better Portland	Chief Collaboration Officer
Aubri Gega	Williams Vancouver Business Association	
Avel Gordly		Former Senator
Avery Johnson		
Barbara Gicking		
Barbara Hayes		
Barbara K	Safeway	SD
Barry Manning	BPS	
Bart	Hoffman	
Bart Treece	WSDOT	WSDOT Communications Manager
Beatrice L Gilmore	NORTH PORTLAND HEALTH CLINIC	
Ben Birdsall		
Ben Borotolazzo		
Ben Foote	Umbrella PDX	President
Ben Foote		
Ben Weber		
BENELL TYNDALL	BLUE LINE TRANSPORTATION COMPANY	
Benjamin Hazelton	CRESTON-KENILWORTH NA	
Benjamin Thomas		
Bernard LeTourneau		
Bernie Bottomly	TriMet	Executive Director of Public Affairs
Bernie Foster	The Skanner	
Bernie Mares	Versa Steel Inc	
Bethany	Joint Space LLC (work space)	Business & Property Owner
Betsy Reese	Paramount Parking	
Betsy Shand	South Burlingame Neighborhood Association	Chair
Bette Hess		
Betty Smith		
Bev Stein	Oregon Solutions	
BILL DUDLEY	COLUMBIA RIVER ECONOMIC DEVELOPMENT COUNCIL	
Bill Dant	West Portland Park Neighborhood Association	Chair
Bill Griesar		
Bill Lennertz		
BILL LYTLE	BURLINGTON NORTHERN SANTA FE RAILROAD	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Bill Russell	515 N Shaver St #2 97227	
BILLY WEBB	ELKS LODGE	
Blaine Dickason		
Blair Campbell		
Blake Goud		
Blake Goud		
Bo Mandoe		
BOARD MEMBERS	SUNNYS DE NBRHD ASSN	
Bob Hillier	PBOT	
BOB ISAACSON	FREIGHTLINER CORP	
Bob Kellett		
BOB MOSER	PORT OF VANCOUVER	
Bob Russell	Oregon Trucking Association/Oregon Freight Advisory Committee	Vice President of Government Affairs
Bob Sallinger	Audubon Society	Conservation Director
Bobby Hutten	BCP	
Bobby LaRon	OPB	Director, Administrative Services
Bonnie Johnson	Central City Concern	
Bonnie Johnson		
BONNY MCKNIGHT	RUSSELL NBRHD ASSN	
Brad Baker		
Brad Halverson		
Brad Parker	Metropolis Cycles	Business owner
Brad Perkins	Perkins Realty	
Brad Perkins	Portland Business Alliance Transportation Subcommittee	
Brad Perkins	Soul District Business Association	
Brandon Narramore		
Brandon Narramore	Portland State University	Student
Brandon Sharp	Ex Novo Brewing Co	
Brenda Aspnes	Residence Inn by Marriott	
Brenda Moon	910 N Harbour Dr Apt 318, 97217	
Brenda Triplett-Coleman	ODOT	
Brendon Haggerty		
Brett Yost		
Brian Chatard	Wilson High School	Principal
Brian Griffis	Lloyd District Community Association	
Brian Monihan	Southwest Community Connection	Publisher
Brian Nienaber	OVERNITE TRANSPORTATION CO	
Brian O'Grady		
Brian Rager	City of Tigard	Public Works Director
Brian Rousseau		

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Brian Stuhr		
Bridget Underwood		
Bridgid Blackburn	CARGO	
Britt Conroy		
Brock A. Nelson	Union Pacific Railroad	
Brook Shelley		
BRUCE ALTIZER	POSTAL ANNEX	
BRUCE ANDERSON	UNITED GRA N CORPORATION	
Bruce Barrow		
Bruce Broussard		
BRUCE PODOBNIK	LEWIS & CLARK COLLEGE	
Bruce Yarwood	Jacksons	
Buck Collekman	TP FREIGHT LINES	
Byron Perry	Kiewit Infrastructure	
C.D. Allen Jr.	Allen Temple CME Church	Pastor
C.J. Robbins	Black Male Achievement	
Cait Kramer	VanderHouwen & Assoc., Inc.	
Caitlin Reff	PBOT	
Cameron Herrington	North & Northeast Neighbors for Housing Affordability	
Candice Kelly	Jackson Oil	Broker Assistant on behalf of Jackson Oil
Candy Thompson	OREGONLIVE.COM	
Cara Wessel		
Carl Talton		
Carla Bartow		
Carla Davis		
Carly Riter	Portland Business Alliance	Government Relations Director,
Carmen Merlo	Portland Bureau of Emergency Management	Director
Carol Gosset	OMSI Central Eastside Industrial Council	
Carol Gossett	Sullivan's Gulch Neighborhood Association	
Carolyn Bock	Jacksons Food Stores	
Carolyn McCarthy		
Carrie Hess	Ink Brigade	
Carrie Strahorn	boly:Welch	
Carter Thomas		
Cary Pinard	The Street Trust	Member
CASE MARVIN	THE REFLECTOR	
Cassidy Bolger		
Cassie Cohen		
Cassie Davis	HDR Inc.; Project Team	
Cate Millar	Leftbank Project	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Catherine Brown	St. Paul MBC	
Catherine Burles		
Cathy Crawford	UNIVERSITY PARK NBRHD ASSN	
Cathy Wasilewski		
Catie Gould	Bike Loud PDX	
Cecilia Antonio	Income Property Management	
Cedric Cicognani		
Celeste Dimichina	WSDOT	WSDOT communications
Chabre Vickers	PCC	
Chad Balthazor		
Chad Tucker	City of Portland	
Chad Yount	Sundt Construction	
Charissa Rotramel		
Charlene Zidell	The Zidell Companies	Director of Corporate Relations and Communications
CHARLES CUSHMAN	LEAGUE OF PRIVATE PROPERTY VOTERS	
Charles Hering		
Charles Iragui	Portland Business Alliance Transportation Subcommittee	
Charles Kelley		
Charles McGee	Black Parent Initiative	Executive Director
Charley		
Charlez Douglas	Vancouver Church	
Charlotte VanCleve		
Chase Hurt		
Chase McPeak		
Chase McPeak		
Chaunida Douglas	Vancouver Church	
Cheryl Roberts	African American Alliance for Homeownership	
Chief Michael Reese	Portland Police Bureau	Police Chief
CHIEF OF POLICE	VANCOUVER POLICE DEPT	
Chris Crabb	North American Organic Brewers Festival	
Chris Guinn		
Chris Hammond	CENTRAL EASTSIDE INDUSTRIAL COUNCIL	
Chris McCraw		
Chris Metz	JELD-WEN Field/Timbers	Media
Chris Moelter		
Chris Odom		
Chris Oxley	Rose Quarter	
Chris Page		

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Chris Sakr		
Chris Smith	PSC	Commissioner
Chris Smith		
Chris Warner	PBOT	Assistant Director
Christi Utz		
Christian Grand		
Christina Friedhoff	St. Mary's Academy	
Christina Schermerhorn		
Christine & Ray McDermott	FR ENDS OF THE TREES	
Christine Gartland	Portland Public Schools	
CHRISTINE WAMSLEY	COLUMBIA BUSINESS CENTER	
Christopher Hebbeler		
Christopher Jones		
Christopher Sims		
Christopher Winter		
Christy Hawkins		
Chuck Lindholm	New Song Community Church	Executive Pator
Chuck Martinez	Jackson's	Broker
Chuck Martinez	HSM Washington (representing Jackson's Oil)	Broker on behalf of Jackson Oil
Cindy Potter	WSP USA	
CJ Coffee	The Well Community Church	Elder
Clarence Banks		
Clark Kocurek		
Clay Newton	Resident	
Clay Thompson		
Cleo	Screw Loose Studio	
Clint Culpepper		
Clive Munz		
Cody Halloway	Williams Vancouver Business Association	
Colas Construction		
Colby C Grand		
Colin Cornaby		
Connie Ashbrook		Oregon tradeswoman
Connie LaValley	Portland Streetcar	
Connie Potter	Potter Fiduciary Services	President
Connor Cohn		
Conrad Hurdle		
Cooper Williams		
Courtney Scott		

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Courtney Brown		
Courtney Brown		
Courtney Duke	CITY OF PORTLAND OFFICE OF TRANSPORTATION	
Craig Beyerle		
CRAIG BROWN	THE OREGONIAN CLARK COUNTY BUREAU	
Craig Brown	St . Paul MBC	
Craig Stroud	Oregon Convention Center	Executive Director
Crystal Ball	HOUSING OUR FAMILIES	
Crystal Elinski		
Curtis McCracken	CTESY TRUCKING	
Cynthia Carmina Gomez	Portland State University	Director of Cultural Resource Centers
Cynthia Chilton		
Cynthia Warmenhoven	Massage Envy	Clinic Administrator
D. Zimmerman		
Damian Penneck	NW NATURAL	
Dan Bower	Portland Streetcar	
Dan Bower	Streetcar	
DAN BURNS	BURL NGTON NORTHERN SANTE FE RAILROAD	
Dan Cadd	Pinnell Busch	President
Dan Dhruva	Portland Business Alliance Transportation Subcommittee	
Dan Douthit	Portland Bureau of Emergency Management	Public Information Specialist
Dan Douthit	Portland Bureau of Emergency Management	Public Information Officer
Dan Gicker		
Dan Irish	Unity	Facilities Manager
Dan Krahn	Huser	Property owner
Dan Larsen		
Dan Marchand	TriMet	
DAN MILLER	TOTAL LOGISTICS RESOURCES INC	
Dan Myers	United Rentals Trench Safety	
DAN PETERSON	PGE	
Dan Revel		
Dan Saltzman	City of Portland, City Council	Commissioner
Dan Simon		
DAN SPAHR	UPS	
Dan Yates	Central Eastside Industrial Council	
Daniel Deutsch	Alora Development	
Daniel Foster	Walgreen's	Manager
Daniel M Kaufman	Livable Streets Action	
Danielle Cowan	Clackamas County	Community & Legislative Affairs Director

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Danielle Johnson	Northwest Industrial Business Association	President
Dante James	Portland Office of Equity and Human Rights	Bureau Director
Darcell Dance	Delta Sigma Theta	
Darlene Lombos	SISTERS IN ACTION FOR POWER	
Darren Darsey	CrossFIT503	Coach/ Owner
DAVE AND DIXIE JOHNSTON	COLLINS VIEW NBRHD ASSN	
Dave Hendrie	Portland Police Bureau	Traffic Division Chief
DAVE HILTS	MT TABOR NBRHD ASSN	
Dave McCabe		
Dave Otte	HOLST Architects	
David		
David Belais		
David Binnig		
David Binning		
David Binning		
David Cushman		
David Daly		
David de la Rocha	Boise Neighborhood Association	Board Chair
David de la Rocha		
David Levine		
David Lohman	Oregon Transportation Commission	Commissioner
David Newell	OHSU Logistics Center	
David Sawchak	Bike Farm	
David Smith		
David Stabler		
David Valentine	Willamette Sailing Club	Club Manager
DAVID WOLTER	BURL NGTON NORTHERN SANTE FE RAILROAD	
Dawn Afman		
DEAN GIBBS	CITY OF DURHAM	
Dean Gisvold	Irvington NA	
Dean Smith	Ashcreek Neighborhood Association	Chair
Debbi Monahan	St. Clare Shool	Principal
Debbie Bischoff	BPS	NE Portland Liason
Debora Leopold-Hutchins	Piedmont	
Deborah Leopold-Hutchins		
Deborah Martin	Boise N A.	
Deborah Williams	HOUSING AUTHORITY OF PORTLAND	
Dee Hidalgo	ODOT - Region 1	Community Affairs Coordinator
Del Walton		

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Denisha Brown	Urban League	Office Manager
Dennis D'Alfonso		
Dennis Dexter Jody & Becky Helgen	Maurice Miller	Business owner Property Owners
Dennis Henderosn	Lloyd Center	Operations Manager
DENNIS JOHNSON	VANCOUVER BICYCLE CLUB	
Dennis Osborne		
Derek		
Derek Lasko	Lasko Printing	Business owner
Deriel Ingram	Leap Pad Daycare	
Derwin Cunningham	King	
Desi Wright	Carpenters Union	
Diana Rempe		
DIANE DICKSON	MONTAVILLA BUS NESS ASSN	
Diane Hale	BPS	
Diane Harju	McLean Park & House	General Manager
DIANE L & BILL N KKILA	PORTLAND MEADOWS	
DIANE RUL EN	DIVISION/CLINTON BUSINESS ASSN	
Dianne Riley	Social Justice Fund	
DICK COLBY	THE OREGONIAN	
DICK HARMON	METROPOLITAN ALLIANCE FOR THE COMMON GOOD	
Dick Lewis		
Din Johnson	Ristretto Roasters	
DON EBERT	PCC CASCADE PARK	
Don Hamilton	ODOT - Region 1	Public Information Officer
DON MACG LLIVRAY	BUCKMAN COMMUNITY ASSN	
Donald Newlands	Newlands & Company, Inc	CEO
DONNA HEMPSTEAD	ENVIRONMENTAL AND LAND USE ECONOMICS	
Donna Maxey		
Donna Maxey	Race Talks	
Donna Purdy	JEFFERSON CAR NG COMMUNITY	
Donny Adair		
Doretta Schrock	North Portland Neighborhood Services (NPNS)	Outreach Specialist
DORIS NICHOLS	PARKROSE NBRHD ASSN	
DOUG BALLOU	NBRHD ADVISORY COMMITTEE OF CLARK COUNTY (NACCC)	
Doug Allen		
Doug Beebe		
Doug Hardesty	Central Eastside Industrial Council	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Doug Klotz	Oregon Walks Portland Pedestrian Advisory Committee	
Doug Klotz		
Doug Kobilan		
Doug Litrich		
Doug Siu	ODOT	
Doug Stamm	Meyer Memorial Trust	CEO
Doug Zenn	HDR Inc.; Project Team	
Douglas Allen		
Dr. LeRoy Haynes	Allen Temple CME Church	Minister
Dr. Mariah A. Taylor	Arbor Lodge	
Dr. T.A. Allen Bethel drstedman		
DUANE FURUKAWA	UPS	
Duke Hong		
Dustin Moon		
Duyen Ngo		
Dwight Terry	Terry Family Funeral Home	Owner/Funeral Director
Dylan Peerensboom	Bike Farm	
Dylan Rivera	PBOT	Media
Dyvisha Gordon		
E. Walter Van Valkenburg	Oregon Business Development Commission	
Earl Blumenauer	US House of Representatives	US Representative
Earline Penson		
Earline Penson		
Ed Abrahamson	The Street Trust	
Ed Abrahamson	Irvington Community Association Land Use Committee	
Ed Blackburn	Madrona Studios - Central City Concern	President & CEO
Ed Menze		
ED PRICE	VANCOUVER SCHOOL DISTRICT	
Ed Williams	Mt. Olivet Baptist Church	Associate Pastor
Eddie Murphy Joe Hambuchen Eddy Sackinger	Eddie Murphy Cabinets	Business owner
Edward Hill	EcoDistricts	
Edward Sackinger		
Eie Knut	SOUTHWEST HILLS RESIDENTIAL LEAGUE	
Eirik L. Nielsen	Ghost Works	
Elaine Gillepsie	HILLSDALE BUSINESS AND PROFESSIONAL ASSN	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Eleanor Blue		
Eli Haworth-Kaufka	Vacant	
Elisa Gorham	Multnomah County	
Eliza Lindsay	EAST PORTLAND NBRHD OFFICE	Associate Director
Elizabeth Andersen		
Elizabeth Kerrigan	Evermine (printing business)	Business Manager
Ellen Vanderslice		
Elliott Akwai-Scott	Bicycle Advisory Committee	Vice Chairperson
Elliott Akwai-Scott	Portland Bicycle Advisory Committee	Vice Chair
Elliott Eki	AAA OF OREGON	
Emile Lemoine	Moberg Fireplaces	Manager
Emily Guise		
Emily Wilson	Resident	
Emma Dye	Williams Vancouver Business Association	
Emma White		
Eric Gibson		
Eric Iverson		
Eric Lovell	Uroboros Glass Studio	
Eric Noll	City of Portland	
Eric Norberg	SELLWOOD-MORELAND IMPROVEMENT LEAGUE	
Eric Redetzke		
Eric Schnell		
Eric Wilhelm		
Erin Brewer		
Erin Janssens	City of Portland: Fire & Rescue	Fire Chief
Erin L Kelley	Portland Pedestrian Advisory Committee,	
Erin O'Brien		Resident
Erin Querio		
Ernest Jones	Self/King	
Esme Harbour	Williams Vancouver Business Association	
Esme Miller		
Esther Harlow		
Ethan Furniss	Bread Winner Cycles & Café	Manager
Ethan Seltzer		
Eugene Scattergood		
Evan Henshaw-Plath		
Evan Landman		

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Evan Ward	BOGZA Studios	
F X. Rosica		
Fabio de Freitas	PBOT	Development Services
Farnell Newton	PORTLAND PARKS & REC (UNIVERSITY PARK COMMUNITY CENTER)	
Fawn Aberson	FilosoFn Media	
Faye Burch	Black Women's Gathering, PBDg, Faye Associates	
Fayme West	5933 NE 17	
Fayrine West		
FELCIA TRIPP	PORTLAND HOUSING CENTER	
Forrest Romig		
Fr. Dave Zrgar	ST ANDREWS ROMAN CATHOLIC CHURCH	Pastor
Frances Green		
Frances Odonia	3233 NE 13th Ave	
Francesca Patricolo		
Francine Freeman	Hughes Memorial Methodist Church	Minister/Mental Health Counselor
Francine Freeman	Hughes Memorial umc	
Frank	Frank's Noodle House	
Frank Hilton		
FRED BATEMAN	C-TRAN	
Fred Sawyer		
Frederick Lifton		
FRITZ HIRSCH, C/O SE UPLIFT	MONTAVILLA COMMUNITY ASSN	
Gabriel Montez		
Gabriel Trainer	Bike Farm	
Gabriel Trainer		
Gabriele Hayden		
Galina Easterly		
Garland Will		
Garlynn Woodsong		
Gary Bauer	NW NATURAL	
Gary Boehm	ST JOHNS BUSINESS BOOSTERS	
Gary Cardwell	NW CONTAINER SERVICES INC	
Gary Eichman	Portland Freight Committee	
Gary Sheperd	The Old Spaghetti Factory	Sr General Mgr
GARY THOMSEN	EVERGREEN SCHOOL DISTRICT; DIRECTOR OF TRANSPORTATION	
GENA HOLMGREN	WATSON TRUCK BROKERING	
Geoff Gibson	Oregon Walks, WSP	
Geoffrey Bowyer	ODOT - Region 1	TMOC/Incident Response Manager

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
George Childs	FED EX FREIGHT	
George Lynn	KINDER MORGAN BULK TERMINALS INC	
George Merriweather	NE Community Fellowship Church	Senior Pastor
George Peter Psihogios	Barbur Liquor	Agent
George Stevenson		
GERALD BRUCE	INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS LOCAL 48	
Gerald Fox		
Geren Shankar	PBOT	
Gerik Kransky	The Street Trust	Policy Director
Gerik Krasnky	The Street Trust	Policy Director
Germaine Flentruy	Play Grow Learn	
Gerry Holodak	Rip City Management, LLC	Facility Security Coordinator
Glen Tulloch	FRITZ MARITIME AGENCY	
Glenn Blanchard		
GORDON BUSSEY	CLASS HARBOR MAR NA	
GORDON COHOON	MITCHELL BROS TRUCKING	
Gordon Mathern		
Grace Lial	Doubletree by Hilton Portland	Director of Guest Services
Grant Morehead	PBOT	
Greg Falk		
GREG HEARD	YELLOW FREIGHT	
Greg Newland	Travel Portland	Chief Marketing Officer
Greg Parks	Legacy Emanuel Hospital	
Gregg Hellier	Madrona Studios	Resident Services Coordinator
James Taylor		
Gregor Brodie		
Guy R. Graham, P.E.	City of Lake Oswego	Public Works Director/City Engineer
Gwenn Baldwin		
Hank Richardson	Tanner Good - Cascadian Fabrication	Prodction Manager
Harry Dalgaard	Travel Oregon	
Harry Esteve	Portland Public Schools	Director/Strategic Communications & Outreach
Harry Jackson	311 S. 20th Cornelius OR 97113	
Heather Baker		
Heather Buletti		
Heather Waisanan	Kerns Neighborhood Association	Communications
Heather Walker-Dale		
Heatther Coston		
Heidi Bertman		
Helen Field		

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Helen Gorham	Mott MacDonald	
Hilary Alter	Zidell	Development
Hillary	Emerald Petal	
Howard Dunkley	Pacifica Senior Living	Executive Director
Howard Shapiro		
Howard Weiner	Old Town Chinatown Community Association	Owner-Chair
Huck Bales	concerned citizens united	
HUMBERTO REYNA	Hispanic Chamber of Commerce	
Ian B. Cannon	Multnomah County	Transportation Director and County Engineer
Ian Poellet		
Ian Stude	Portland Business Alliance Transportation Subcommittee	
Ida Shepherd	Eliot	
Iko Monday	Church	
Ingri Benson		
Inna Levin		
Isaiah		
Israel Hill	John Scott Real Estate	Managing Broker
Israel Knight		
Ivy Mollie	Honey Mamas	Facilities Manager
J NEWHOUSE	TRA L BLAZERS/OREGON ARENA CORP	
J Zane		
J. Lukasik	Central Eastside Industrial Council	
J.V. Kimmons	Greater St. Stephen MBC	
Jack Lindquist		
Jack Molemkamp	Fred Meyer - Burlingame	Store Director
Jackie Merver	NARA	
Jackie Yerby		
Jackson Hurst		
Jaclyn Eaton		
Jacob Gellman		
Jacob Wollner		
Jacqueline Phillips		
Jake Davis		
James Anderson	CalarogaTerr.	
JAMES CARROLL SR	C&J TRUCKING & CONSTRUCTION INC	
JAMES HEBE	FREIGHTLINER CORPORATION	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
James Hill	Portland Community College - Sylvania Campus	Mgr/Community Relations
James L. Posey		
James Larson		
James Parker	Native American Chamber	Administrator
James Posey		
James Shamrell		
James Taylor	Native American Chamber	
James Weter		
Jamie Harvie	JLA Public Involvement	
JAN COLTON	PCC SYLVANIA	
Jana Jarvis	Oregon Trucking Association	President
Jana LaFrenier	PBOT Get Portland Moving	
JANA RIPLEY	W NDERMERE REALTY	
Janelle McManus	Public Storage	Manager
Janet Bebb	Albina Vision Trust	
Janet Bebb	Albina Vision Project	
Janet Kelly	CORBETT/TERW LLIGER/LA R H LL NBRHD ASSN	
Janet Kinney	MULTNOMAH COUNTY LIBRARY	
Janet Manglitz	Holy Rosary	Business Manager
Jarl Rockhill		
Jarrold Dunham		
Jasmine zimmer-stucky		
Jason	Gary Germer & Associates	
Jason Franklin		
Jason Hicks		
Jason Multanen	Consolidated Supply Co.	
Jason Nakamura	1 Alliance Geomatics, LLC	
Jason Nolin		
Jason Roberts	Ankrom Moisan	
Jason Wax		
Jay Cosnett		
Jay Guo	City of Portland: EMERGENCY OPERATIONS DIVISION	Senior Business Operations Manager
Jean Estey Hoops	FR ENDS OF CATHEDRAL PARK ASSN	
Jean Kelleher	DocuMart	Manager
Jeana Woolley	JM Woolley & Associates	
Jeff Barna		
Jeff Henon	Bike Farm	
Jeff Merkley	US Senate	US Senator

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Jeff Murray		
Jeff Shackelford		
Jeff Williamson	Sundt Construction, Inc	
Jeffrey Trull		
Jeffrey Yasskin		
Jen Kirk	Neighbors West-Northwest	Program manager
JENN E PORTIS	NE WORKFORCE CENTER	
Jennifer Craft	Endurance	Physical therapist
Annalisa Fish		Owner
Jennifer Gregorich	New Season's Market	Community Coordinator, N Williams
Jennifer Kirk	Neighbors West-Northwest	Information and Outreach Coordinator
Jenny Lyman		
Jere Fitterman	Elliot NA	co-Chair
Jere K Fitterman	Eliot Neighborhood	
JERR E JOHNSON	ARBOR LODGE NBRHD ASSN	
Jerry Fechter	Lompoc Brewing - Fifth Quadrant	
JERRY KLEIN	MARINE TERM NALS CORP	
Jerry Petroff	POLISH L BRARY ASSN	
Jesse Copeland	Sergeants Towing Inc.	
Jesse Edwards		
Jesse King		
Jesse Lopez		
Jessica Bull		
Jessica Engelmann	TriMet	
Jessica Englander	TriMet	
Jessica Oh	Minnesota Department of Transportation	
Jessica Swanson	DJC	
Jessica Terlikowski	BES	
Jessica Vorderstrasse	DKS	
Jillian Detweiler	The Street Trust	Executive Director
Jim Ashley-Walker		
Jim Crawford	PORTLAND FIRE BUREAU	
JIM DAVIS	YELLOW TRANSPORTATION	
Jim Howell		
Jim Howell		
Jim Karlock		
Jim Luthi		
Jim Middaugh	Metro	Communications Director
Jim Owens	Portland Parks Board	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Jim Rue	OREGON DEPT OF LAND CONSERVATION & DEV	Director
Jo Schaefer	Central Northeast Neighbors (CNN)	Board Chair/President
Joakim Lord		
Joan Petit		
JoAnn Hardesty	NAACP	Private Consultant
Joanne Bengtson	City of Tigard	Tigard City Council
Joanne Bosworth	Hotel Eastlund	Director of Sales & Marketing
Joanne Delmonico		
Jocelyn Quarrell		
Jodi Parker	Building Trades/Columbia Pacific BCTC	
Jody Yates	PBOT	
Joe Cortright		
Joe Kunkel	LEGACY HEALTH SYSTEM	
Joe McFerrin	POIC	Real estate
Joe Rowe		
Joe Snyder		
Joe Zehnder	BPS	
Joel Barker		
Joel Halloran	Fred Meyer	Transportation
Joh Ley		
John		
John Anderson		
John Attar	Barbur World Foods	Owner
John Baldrige		
John Baldrige	BPA	
JOHN BARKER	BELMONT BUS NESS ASSN	
John Barth	Next Day Express	
John Benassu		
JOHN BLAISDELL	PORTLAND PACKAGING CO INC	
John Corson	City Home	
JOHN DIEHNEL	ODOT DRR AND MOTOR VEHICLE SERVICES	
John Figini		
John Fyre	SELLWOOD-MORELAND IMPROVEMENT LEAGUE (SMILE)	
John Gillam	PBOT	
John Kelly		
John Landolfe	OHSU	Transportation Options Coordinator
JOHN MCDAN EL	JONES OREGON STEVEDOR NG COMPANY	
John Prouty	Crestwood Neighborhood Association	President/Treasurer
John Rumpakis		
JOHN STOBIE	ABF FREIGHT SYSTEM	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
John Tarantino	Eliot Neighborhood	Resident
John Tilles	Portland Kayak Company	
John Tydlaska	Multnomah County Central Eastside Industrial Council	
John Watt		
Joice Taylor	N/NE Business Association	
Jon Adams		
Jon Adkins	Exeltech Consulting	
Jon Berkner		
Jon Bryant	Sons of Haiti	
Jonathan Beaver		
Jonathan Lewis	Nob Hill	
Jonathan Maus	BikePortland	
Jonathan Maus		
Jonna Papaefthimiou	Mayor's Office	
JOSE CAMPOS	OREGON ECONOMIC DEV COUNCIL	
Joseph Beaudreau		
Joseph Early		
Joseph Santos-Lyons	APANO	
Josh Berezin		
Josh Hetrick		
Josh Philip	SCHNITZER STEEL	
Joshua Frankamp		
Joy DeGrue		
JOY LOSEY	J LOSEY TRUCKING INC	
Joyce Harris	Education NW	
Joyce Harris		
Joyce Haxton	Willamette Dental Clinic	Practive Manager
Juan	Materials Testing & Inspection	
Juan Campos	HISPANICS IN UNITY FOR OREGON	
JUAN GARCIA	JONNY'S TRUCKING	
Judith Mowry	City of Portland, Office of Equity and Human Rights	
Judy Craine	EAST BURNSIDE BUSINESS ASSN	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
JUDY EDWARDS	WESTSIDE TRANSPORTATION ALLIANCE	
Judy Harris	Greater St. Stephens	
Judy Pepler	QWEST	
Judy Williams	Professional Collections	
Julia Delgado	Urban League	Director of Programs
Juliana Lukasik	Central Eastside Industrial Council	Interim Executive Director
JUL E GEORGE	VANCOUVER COMMUNITY LIBRARY	
Julie Bennett	Central Eastside Industrial Council	
Julie Bish		
Julie Bockman	Alameda/Providence Heights	
Julie Myers	ODOT	Office of Civil Rights
Julie Reed	METROPOLITAN EXPOSITION-RECREATION COMMISSION	
Julie Warncke	City of Salem Public Works	
Julie Wilcke	Ride Connection	Chief Operating Officer
JUNE BERRY	C-TRAN	
Justin Zeulner	Rose Quarter/Memorial Coliseum	Operations Manager
Justin Zeulner	Portland Arena Management	
K MURRAY	COLUMBIA CROSSING	
Kaitlyn		
Kali Woodard	Bike Farm	
Kamau Rogers	COBM	
Karen Block		
Karen Buehrig	Clackamas County	Transportation Planning Supervisor
Karen Gibson	Portland State University	Professor (Has conducted research in area housing)
Karen Schilling	Irvington Resident	
Karen Strauss	ODOT	
KARIN W KLUND	PORTLAND PUBLIC SCHOOLS PARENT POLICY COUNCIL	
Karis Stoudamire	Moda Center	
Karl Lisle	BPS	
Karstan Lovorn		
Kas Smiley	GCAP	
Ka'sha Bernard		
Kat Sutton		
Kate Fulford		
Kate Fulford		
Kate Hove		
Kate Merrill	Central Eastside Industrial Council	Community Engagement Director
Kate Merrill	Central Eastside Industrial Council	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Kate Nguyen	Chuck's Market / J&S Grocery	Business Owner
Kate Walker		
KATHERINE ANDERSON	EAST PORTLAND NBRHD OFFICE	
Katherine E Bell		
Katheryn Wesby	Eliot	
Kathleen O'Higgins	Seasons Hospice and Pallative Care	Team Assistant
Kathryn Doherty-Chapman	Go Lloyd	
Kathryn Levine	City of Portland/Portland Streetcar	
Kathryn Silva	The Zidell Companies	General Counsel
Kathryn Williams	Port of Portland	State Affairs Manager
Kathy Couch	City of Portland: Office of Neighborhood Involvement	Administrative Assistant
Kathy Gull	Lady Golf Classics Inc.	
Kathy Ison	System Design Consultants	
Kati		
Katie Morsman		
Katie Thiel	ODOT	
Katie Urey	Self	
Katy Wolf	Boise Neighborhood Association	Communications Chair, Secretary
Katy Wolf	Boise N A.	
Katy Wolf		
Kay Toran	Volunteers of America	
Kayine	Soap Box Theory	
Kaylyn Berry		
KC	Green Hop	Founder/Co-owner
Keigo Kiyohara		
Keiren Bond		
KEITH HYDE	VANCOUVER POLICE DEPT TRAFFIC ENFORCEMENT	
Kelly Ball	ODOT	
Kelly Feddersen	Southeast Uplift Neighborhood Association	Community Resource Program Manager
Kelly Francois		
Kelly Hansen		
Kelly Schmidt	David Evans and Associates, Inc.	
Kelly Wheeler	DAY CPM, an Otak Division	
Kelsey McAlpine	Leftbank Annex	Event Manager
Kelsi Villarreal		
Kelvin Adkins-Heljeson		
Ken Berry		Longtime community person
Ken Cooper		
Ken Dodge	PCC	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Ken Love	South Portland Neighborhood Association	Chair
KEN MISHLER	K L NE AMERICA	
Ken Pickett	JELD-WEN Field/Timbers	Senior VP
Ken Romer	Frame Central	
Ken Turner	ALLIANCE OF PORTLAND NBRHD BUSINESS ASSNS	
KENDI ESARY	PCC CASCADE PARK	
Kendra Hughes	NWRESO	
Kenneth Nitta		
Kenneth Peters		
Kenny Asher	City of Tigard	Community Development Director
Kenny Larson	City of Salem	Communications and Community Engagement Manager
Kent Boden	Kiewit	
Kent Boden	Kiewit	
Kent Buhl		
KENT NELSON	KENTON FOOT PATROL	
Kent Studebaker	City of Lake Oswego	Mayor
KEVIN BATH	ASIAN REPORTER THE	
Kevin Brucy		
Kevin Crotchett	Jackson Middle School	Principal
Kevin Darling	OHSU Logistics Center	
Kevin Hunt John Blaisdell	Portland Packaging	Operatons Manager President
Kevin Nichols	The Well Community Church	Pastor of Church Operations
Kevin Nichols	The Well Community Church	Pastor of Church Opertations
Khalid J Sumrain		
Kiel Johnson	Lloyd resident	
Kiel Johnson		
Kieran Collins	Pacific Coast Fruit Company	VP of Operations
Kim Caragol	Compass Oncology	
Kim Cochin		
Kim Epling		
Kim M		
Kim Moreland	Prosper Portland	
Kimberly Branam	PDC	Executive Director
Kimberly Dinwiddie	ODOT - Region 1	Project Communications Coordinator/ PIO
Kimberly K. Black	Greater Saint Stephen Missionary Baptist Church	Pastor
Kimberly Preacely	Lloyd	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Kira Jenkins	SEI	
Kris Karami		
Kris Nelson	THE CLIMATE TRUST	
Kristen Cowden	Portland Public Schools	
Kristen Martin		
Kristin Eberhard	Sightline Institute	
Krtistin Gross		
KURT CREAGER	VANCOUVER HOUS NG AUTHORITY	
Kurt Widmer	Widmer Brothers Brewing	
Kyle Williams		
Laird Heater		
Lakaywa Drury	Word is Bond	
Lakeitha Elliott	Self Enhancement Inc., Portland	
Lale Santelices		
Landra Glover	The ReBuilding Center	
LANG NGUYEN	ASIAN PAC FIC ASSN	
Laquila Hobson		
Larry Jackson		
LARRY SCRUGGS	LOMBARD BUSINESS ASSOC	
Lars Petticord		
Laura Cooper		
Laura La Forte		
Laura Valent	ROOSEVELT HIGH SCHOOL	
Laura Zametto		
Lauren Mullen		
LAUX	ARCO	
Lawrence Ullman		
Leah Treat	City of Portland	Director of Transportation
Lee & Cathy Orton	BROOKLYN ACTION CORPS	
Lee Jenkins	UNIVERSITY PARK	
LEE POWELL	POWELL DISTRIBUTING CO INC	
Leeor Schweitzer		
Lennie Edwards	JEFFERSON HIGH SCHOOL	
Lenzie & Darlene Warren	NE	
Leo Frishberg	EASTMORELAND NBRHD ASSN	
Lewis Wardrip	PBOT	Traffic Engineer
Lieutenant Andy McCool	Oregon State Police	Portland Area Command
Lillian Tsai		
Lillian Mae Harris		
Linda Baker	W LLAMETTE PEDESTRIAN COALITION	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Linda C. Kuhn		
Linda Mark	ESA	
Linda Nettekoven		
LINDA REISSER	PCC CASCADE PARK TERRELL HALL 3B	
Lindsay Walker	Go Lloyd	
Linnea Spitzer		
Lisa Bates	Portland State University	
Lisa Belt	Lovejoy Bakers	
LISA DUNCAN	FEDEX	
Lisa Horne	PENINSULA CDC (HOUSING)	
Lisa Kimsley	McMenamins Corporate	Director, HR
Lisa Klein		
Lisa St. Helen	Portland Bureau of Emergency Communications (911)	
Lisa Turley	City of Portland Bureau of Emergency Communications	Emergency Communications Director
Liz Jessie	Church	
Lizzie Martinez		
Llondyn Elliott	Piedmont, Momentum	
Lloyd Lindley	AIA Portland / ASLA Portland	
Lorenzo Poe		
LONNY RODGERS	COLUMBIA RIVER PLOTS	
Lorence A. Long		
Lorence Long	Calaroga Terrace Residents Association	
Loretta Smith	Multnomah County	Multnomah County Commissioner, District 2, N/NE Portland
Lori Bauman		
LOU MUSHMAN	VANCOUVER HOUSING AUTHORITY	
Lou Ogden	City of Tualatin	Mayor
Louis Ornelas	OHSU	
Love Jonson		
Luke Linge		
Luke Regier	John's Landing Auto Body	
LYNDA DAV D	REGIONAL TRANSPORTATION COUNCIL (RTC)	
Lyne Martin	Saltzman's Office	Commissioner
Lynn Keller		
Lynnae Berg	PORTLAND BUSINESS ALLIANCE	Vice President
Lynne Bowden	Vancouver Church	
Lynne Pedersen		
Malina Downey	UPS	
Marc Boldt	Clark County	Council Chair

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Marcia Leslie	Far Southwest Neighborhood Association	Co-Chair
Marcus Hibdon	Travel Portland	Communications and Public Relations Manager
Marcy Jacobs	OREGON ECONOMIC DEV COUNCIL	
Margaret Carter		Former Senator
Margarita Zalozh	Keizer Permanente	Facilities Manager
Maria Opie		
Maria Oreste	Radio Cab	Public Relations
Maria Ruth Opie		
Maria Sipin		
Mariah Mickman	FR ENDS OF TREES	
Mariah Rhys		
Marie Dodds	AAA	
Marissa Rose		
Mark Aasland	PACE Engineers, Inc	
Mark Bello		
Mark Biedrzycki		
Mark Brennan		
Mark Donahue	Olympic Provisions	
Mark Ganz	REGENCE BLUE CROSS BLUE SHIELD	
MARK HARRINGTON	REGIONAL TRANSPORTATION COUNCIL (RTC)	
Mark Harris		
Mark Johnson	ODOT	
Mark Lear	PBOT	
Mark McClure		
Mark Nacua		
Mark Owsley		
Mark Ragget	BPS Project Staff	Senior Planner
Mark Robinowitz		
Mark Ross	Portland Parks & Recreation	Public Information Officer
Mark Washington	The Portland Observer	
Mark Williams	TVA Architects	
Marsha Hanchrow	Employee in district	
Marsha Hanchrow		
Marshall Glickman		
Marta Fisher		
Martha Bennett	Metro	Chief Operating Officer
Martin Gonzalez	TriMet	
Mary Kyle McCurdy	1000 FR ENDS OF OREGON	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
MaryAnn Takashima	Southwest Community Center	Director
Matt Utchman	Oregon Convention Center	Director of Operations
Matt Gray		
Matt Hedberg	Jackson Energy	Corporate Counsel
Matt Hoffmann	Fred Meyer	Logistics
Matt Meskill		
Matt Morissey		
Matt Pizzuti	Convention Center	Executive Director
Matt Shanahan		
Matt Stefanik	Resident	
Matthew Meskill		
Matthew Rotchford	Portland Expo Center	Director
Maurice Henderson	Mayor's Office	
Maurice Imhoff		
Maurice Rahming		
Mauricio Leclerc	PBOT	
Mauricio Leclerc	City of portland	
Maximo Behrens	Matt Dishman Community Center & Indoor Pool	Director
Maxine Fitzpatrick	Portland Community Reinvestment Inc.	Executive Director
Meagan		
Meg Larson		
Megan Horst		
Megan Onos Matt Newell	Botanical Laboratories/Top-Shelf Inc	General Manager
Megan Schneider		
Megan Stratman		
Melanie		
Melanie Davis	EL HISPANIC NEWS	
Melanie Woods Terri Nyland	Williamson & Bleid - A Portland Coating Inc. Co.	Secretary / Project Manager Business Owner
Melinda Conti		
Melinda Merill	Fred Meyer	Community Affairs
Melissa Blount		
Melissa Egan	Institute for Conflict Management	
Meliza Arzu	Crowne Plaza	Guest Relations Manager
Meredith Morelli	Hopworks Bike Bar	
Micah Grigonis		
Micah Meskel		
Michael Huggins	Port of Portland/Airport	
Michael Bolliger	Central Eastside Industrial Council	TPAC Chair

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Michael Burch	Carpenter's Union	
MICHAEL DALE	DOWNTOWN COMMUNITY ASSN	
Michael G. Schwern		
Michael Harrison	OHSU Government & Neighborhood Relations	
Michael Jaffe		
MICHAEL MOISES	OREGON TRUCKING ASSN INC	
Michael Reynolds		
Michael Rocha		
Michael Silvey	Lane Powell PC	
Michael Zokoych	Central Eastside Industrial Council	
Michael Zusan		
Michele Cassinelli	Multnomah Village Business Association	President
Michelle DePass	Portland Housing Bureau	
Michelle Garret	Melanated Sisterhood BCP Beyer Black	
Michelle Sprague	HAND Central Eastside Industrial Council	
Michelle Thompson	Overlook Neighborhood Association	Communications/Newsletter Committee Chair/Co-Chair
Michelle Van Orsow	Lewis and Clark College	Public Relations and Communications Specialist
Mikal Apenes	Hillsdale Neighborhood Association	President
Mike Baker		
Mike Bernatz	Langley Investment Properties	
MIKE BOLLIGER	CENTRAL EASTSIDE INDUSTRIAL COUNCIL	
MIKE BRANT	PORT OF PORTLAND POLICE DEPT	
MIKE CRONK	FREIGHTLINER	
Mike Gotterba	City of Salem	Public Information Officer
Mike Hayes		
Mike Mason	ODOT	
MIKE MCBRIDE	PORTLAND FREIGHTLINER CORP	
Mike Mullins	Ride Connection	Mobility Manager
Mike Myers	Portland Fire/EMS	Fire Chief
Mike Nuss	Rare Bird Real Estate	Owner
Sonia Houston		Operations Manager
Mike Nyland	Williamsen & Bleid Inc.	President
Mike O'Connor	Brooklyn Action Corps	Chair
Mike Perham		
Mike Pullen	Multnomah County	Communications
Mike Roach	Hillsdale Business & Professional Association	President
MIKE SCHILLER	PORT OF VANCOUVER USA	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Mike Taylor	Wonder Ballroom	
Mike Voss		
Mike Westling		
Mitch Johnson		Head Brewman
MODENA PERRY	OREGON ASSN OF MINORITY ENTREPRENEURS	
Molly Davis	David Evans and Associates, Inc.	
Molly Mayo	Southeast Uplift Neighborhood Association	Executive Director
Molly Wampler	University of Puget Sound	Student
Momoko Saunders	Bike Farm	
Momoko Saunders		
Monica Mader	Albina Vision Trust	
Mo'nika	TriMet	
Monique Gaskins		
Moses Ross	Multnomah Neighborhood Association	President
Ms. Maurice		
Murray Koodish	Great Wine Buys NE Broadway Business Association	
MYRNA HEIL	LIBRARY - NORTH PORTLAND BRANCH	
Myrtle Ford		
N. Lewis	King	
NAD NE F EDLER	MT TABOR NBRHD ASSN	
NANCY CUSHWA	KENTON NBRHD ASSOC	
Nancy Bales		
Nancy Curran	Two Rivers Veterinary Clinic	
NANCY DUTHIE	KING CITY COUNCIL	
Nancy Hendrickson	BUREAU OF ENVIRONMENTAL SERVICES	
NANCY I BAKER	PORT OF VANCOUVER	
NANCY TANNER	BUCKMAN COMMUNITY ASSN	
Narathip Edmundson	Vancouver Church	
Narudee Marks	Taste of Bangkok	Owner
Natalie "Janine" Gates		
Natalie Hough	Williams Vancouver Business Association	
Nate Grommel		
Nate McCoy	NAMC	
Nate Taylor		
Nate Vaughn		
Nathan Clark	Kerns NA Central Eastside Industrial Council	
Nathan Hellman		
Nathan Michael Jeff Makowichuk	RH Brown Co.	Inside Sales Branch Manager

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Nathan Ramsey		
Nathaniel Brown	Portland Business Alliance Transportation Subcommittee	Government Relations Specialist
Nicholas LaRue		
Nicholas Starin	BPS	
Nichole Glotfelty	AMR	
Nick Barker John Bury	TJ Consolidated Plumbings (Consolidated Supply Co.)	Location Manager
Nick Damski		
Nick Fagerland		
Nick Fish	City of Portland, City Council	Commissioner
Nick Fortey	FHWA	
Nick Krautter	Sell PDK	Principal Broker
Nick Merriman	Masons Supply Company	
NICK W LSON	TIGARD CITY COUNCIL	
Nicole Stoenner		
Niko Lande		
Ning Zhou	PBOT Project Staff	Transportation Modeling & Analysis
Nita Jacura	Property Manager, Paramount Parking	
Nita Jacura	Income Property Management	
Nitya Prem		
Nona Gamel		
Noni Causey	(Alando Simpsons Aunt)	
NOVA HILL	AFRICAN-AMERICAN CHAMBER OF COMMERCE	
Olivia Holden		
Oluchi Onyrima	Ulpdx	
Opal Broadous		
Otakar Andrysek		
Otha Calvin	404 N Failing of Portland Oregon 97227	
Ovie Boyd		
Owen Ronchelli	Go Lloyd	Executive Director
Owen Ronchelli		
Ozie McCullogh		
Paddy Tillett	ZGF Parks Board	
Page Phillips Stickler	Strategies 360	
PAM BULLINGER	NW TRAFFIC CONTROL INC	
Pam Treece	WESTSIDE TRANSPORTATION ALLIANCE	Executive Director

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Pam Wilson	Capitol Hill Elementary	Principal
Pamela Brown	PORTLAND PUBLIC SCHOOLS	
Pamela Kambur	PORTLAND HOUSING AUTHORITY	
Pamela Saffler	TVA Architects	
Pastor Charelle Pennington	Light of Life Christian Tabernacle	
Pastor Hardy	Highland Church	
Pastor Hills	New Hope	
Pastor James Martin	Mt. Olivet Baptist Church	
Pastor Kimberly Black	Greater St. Stephen MBC	
Pastor LeRoy Haynes	Allen Temple - CME Church	
Pastor Mark Strong	Life Change Church	
Pastor Matthew Hennessee	Vancouver Avenue First Baptist Church	Pastor
PASTOR MIKE DAVIS	PENINSUAL BAPTIST CHURCH	
Pastor Rose E. Franks	Hughes Memorial umc	
Pastor Steve Holt	Kingdom Nation Church	
Pat		
Pat Daniels	Constructing Hope	Director
Patricia Gardner		
Patricia Gardner		
Patricia Montgomery	Elliot NA	
Patricia Welch	North Portland Library	Manger
Patrick Jones	Portland Bureau of Emergency Communications (911)	
Patrick Staton		
Patrick Sullivan		
Patty Unfred		
Paul		
PAUL CHRISTENSEN	CLARK COUNTY BOARD	
Paul H. Heydenruch		
Paul Jeffrey		
Paul Jeffrey		
Paul Knauls	Geneva's	
PAUL LEISTNER	MT TABOR NBRHD ASSN	
Paul Lewandowski		
Paul Lumley	Native American Youth and Family Center	Executive Director
Paul Richards		
Paula Brown	Oregon Transportation Commission	Commissioner
Paula Richardson	Apex Companies, LLC	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Pauline Bradford	NE Coalition of Neighborhoods	
Pearl Thomas	UDBA	
Penny Lytle		
Peri Ahmadi		
Pete Collins	South Waterfront TMA	
PETE GEORGE	HOLMAN DISTRIBUTION CENTER	
Peter Angel		
PETER DE YOE	HAZELWOOD NBRHD ASSN	
Peter Engalnder	Old Town Community Association	
Peter Gelman		
PETER JOHNSON	MARINE TERMINALS CORP	
Peter Stark		
Peter Welte		
Phil Selinger	Oregon Walks Willamette Pedestrian Coalition	
Philip Cooper		
Philip Healy	Port of Portland	
Philip Richman		
Philip Wolfe		
Phillip Armand		
Pip Allen		
Priscilla Almeida	Rose Quarter	
Quinn Eldridge	North Lake Physical Therapy	
Paco Sanchez		
Quinn Thereaux		
Rachael King	Village Free School	Program Director
Rachel Elizabeth		
RACHEL FELICE	COLUMBIA SLOUGH WATERSHED COUNCIL	
Ralph Daub		
Ray Guinn		
Ray Leary		
RAY POLANI	CITIZENS FOR BETTER TRANSIT	
RAY WARREN	LEWIS & CLARK COLLEGE	
Raymond Burell	Williams Vancouver Business Association	
Raymond Hatton	St Paul, MBC	
RAYNA KINE	LEAGUE OF WOMEN VOTERS	
Rebecca Lee	MULTNOMAH COUNTY OREGON	
Reed Buterbaugh		
Reid Williams		
Rene		

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Renee Ingram	Portland Housing Center	
Renee Katruska		
Renee Mitchell		
Renee Taylor	St. Paul MBC	
Representative Brian Clem	Oregon Legislature District #21	State Representative
Representative Jodi Hack	Oregon Legislature District #19	State Representative
Representative Mike Nearman	Oregon Legislature District #23	State Representative
Representative Paul Evans	Oregon Legislature District #20	State Representative
Representative Rick Lewis	Oregon Legislature District #18	State Representative
Representative Ron Noble	Oregon Legislature District #24	State Representative
Representative Teresa Alonso Leon	Oregon Legislature District #22	State Representative
REY ESPAÑA	LAT NO NETWORK	
Rian Windsheimer	ODOT	
Rich Chapin	Rosemary Anderson High School/Portland Opportunities Industrialization Center (RAHS/POIC)	Director of Education
Rich Franklin		
Rich Reese	Owner business	
Richa Poudyal		
Richard Bishop	Portland Business Alliance Transportation Subcommittee	
Richard Brown		
Richard Shepard		
Richard Sheperd		
Richard Westberg		
Rick Briasco		
Rick Christman		
Rick Heffner	Fred Meyer	VP of Operations
RICK SANDSTROM	FR ENDS OF CATHEDRAL PARK NA	
Rina Jimmerson	Central Eastside Industrial Council	
Rithy Khut	Bicycle Advisory Committee	Chairperson
Rob & Pam Plance	ST JOHNS NBRHD ASSN	
Rob Andrews		
Rob Parker		
Robert Baumgartner	DEQ	
Robert Debnam	Roberts of Portland	Owner/Stylist
ROBERT DENHAM	PORTLAND RECYCLING	
Robert Hamilton	COALITION OF BLACK MEN	
Robert Hemphill		
Robert Hemphill		
ROBERT JOHNSON	RALEIGH HILLS BUSINESS ASSN	
Robert Munson	Airfilco Inc.	
Robert Parker		
ROBERT SNARIC	ZUPAN'S MARKET	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Roberta Altstadt	TriMet	Public Information Officer
Roberta Robles		
Robin Banks	CONSOLIDATED FREIGHTWAYS	
Robin LeConche		
Robin R	Bike Farm	
Robyn Burek	PF & R	
Roger Averbeck	SWNI Transportation Committee	Chair
Rohn Amegatcher	BCP/Beyond Black	
ROLAND EMETAZ	TRANSPORTATION FUTURES COMMITTEE	
Rolf Glerum	PACIFIC RIM TRADE ASSN	
ROLIN VANCE	OREGON ARMORED SERVICE INC	
Romain Bonilla	The Street Trust	Communications Director
Romain Bonilla	The Street Trust	Communications Director
Ron Buel		
Ron Herndon	Albina Head Start	
Ron Wyden	US Senate	US Senator
Rona	Pacific North Press	Co-owners
Matthew Mirpourian		
Ronald Breeden		
Ronnie Patel	Shilo Inn	General Manager
Rosa Lehman	City of Portland - Bureau of Environmental Services	
Rose Franks	Hughes Memorial Methodist Church	Pastor
ROSE MAR E OPP	MILL PARK NBRHD ASSN	
Rose Mary Lyons		
Rosemary Haul		
Rosemary Lyons	Lloyd District Community Association	
Rosie Fiallo	Portland Public Schools	Communications Manager/Outreacj
Roxanne		
Roy Barrie Fox		
Rus Archer		
Russell		
Ruth Asher	EL HISPANIC NEWS	
Ruth Linehan		
Ruth Tillman	Humboldt	
Ruthie		
Ruthies Culvir	Ulpdx	
Ryan Deckert	Oregon Business Association	President
Ryan Hashagn		
Ryan Silbernagel		
Ryan Williams		

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Sabolch Horrat		
Sage Eaton		
Sally		Willson
SALLY KNEUVEN	SYLVAN-HIGHLANDS NBRHD ASSN	
Sally Willson		
Sam Baraso		
Sam Gaty	NW Documentary	Executive Director
Sam Gollah		
Sam Imperati	Institute for Conflict Management	
Sam Tannahill	Oregon Business & Industry	Chairman
Samuel Klement		
Samuel Taylor		
Sandra McDonough	Portland Business Alliance	President and CEO
Sandy Polishuk		
Santiago Espinosa Wild		
Sara King	PPS Facilities Manager	
Sara Renkens	Portland State University	Transportation
Sarah Cochenour	Mortensen Construction	Project Engineer
SARAH F MOORE	BPA	Transportation Office
Sarah Heinicke	Lloyd EcoDistrict	
Sarah Lombardi		
Sarah Page		
Sasha (Alex) Sanderson	OHSU - Technology Transfer and Business Development	Administrative Specialist
Scott		
SCOTT ANDREWS	COLUMBIA RIVER SAND & GRAVEL	
Scott Cohen	PBOT Central Eastside Industrial Council	
SCOTT CURTIS	UPS	
Scott Eddy	Cascade Custom Software	Senior Partner
Scott Jollo	ODOT	
Scott Langley	Langley Investment Properties	
Scott Lazenby	City of Lake Oswego	City Manager
Scott Mahoof		
Scott Mullen		
Scott Mullen		
Scott Patterson	C-TRAN	Director of Planning, Development and Public Affairs
Scott Sisson	Moda Center	
Sean Hubert	Central City Concern	
Sean O'Halloran	Oregon Transportation Commission	Commissioner
Sean Philbrook	Identity Clark County	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Seann Starbuck		
Semeredin Kundin	Word is Bond	
Sen. Ginny Burdick	Oregon State Legislature	
Senator Alan Olsen	Oregon Senate District #20	State Senator
Senator Ginny Burdick	Oregon Senate District #18	State Senator
Senator Kathleen Taylor	Oregon Senate District #21	State Senator
Senator Lew Fredrick	Oregon Senate District #22	Senator
Senator Michael Dembrow	Oregon Senate District #23	State Senator
Senator Richard Devlin	Oregon Senate District #19	State Senator
Serena Stoudamire		Works for Governor Kate Brown
Seth Pellegrino		
Shaina Pomerantz	Race Talks	
Shannon Simms	Mayer/Reed	
Shara Alexander		
Shara Alexander		
Sharita	SEI	
Sharmon Leedham	ODOT	Procurement and Contract Specialist
Sharon DeCicco	Legacy Laboratory Services	Director of Business Operations
Sharon Genasei	NW DISTRICT ASSN	
Sharon Keast	Southwest Neighborhoods, Inc. (SWNI)	Communications
Sharon Nasset	NORTH PORTLAND BUSINESS ASSN	
Shawn Garnett	Markham Elementary	Principal
Shawn Sullivan	WINKLER DEVELOPMENT	
Sheila Holden		
Sheila Mitchell	Albina/Boise	
Shelby Schroeder		
Shelli Romero	ODOT - Region 1	Area Manager
Sherifa Roach		
Sherri		
SHERYL PFAFF	COMMUNITY CHOICES 2010 - CHAMBER OF COMMERCE	
Shimran George		
Shirley Block	TriMet	Route Changes
Shirley Bonfiglio Sidley	Picture Perfect N&S Photo Inc	VP of Operations
Shirley Gibbons		
Shirley Sloan	Sloan Body & Paint	Business/Property Owner
Gene Sloan		Co-owner
Shoshana Cohen		
Shyvonne Williams	Police Bureau	
Spencer Alan		

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Spencer Boomhower		
Spencer Bushnell		
Spencer Raymond		
Spencer Williams	BPS Project Staff	Associate Planner
Stanley Williams		
Station 04	Portland Fire & Rescue	
Stephanie Beckman	BPS	
Stephanie Maltby	AECOM	
Stephanie Soden	Portland Expo Center	Media Contact
STEPHANIE TAYLOR	OREGON DEPT OF HUMAN RESOURCES	
Stephen Eagar	Central Geotechnical Services	Principal
Stephen Greene	Private sector	Former PDC Project Manager
Steve Axthelm		
Steve Bozzone		
Steve Entler	Radio Cab	General Manager
Steve Fosler		
STEVE HARRAH	HARRAH'S TRUCKING	
Steve Platt	Traylor Bros., Inc.	
Steve Schulz	Cycle Oregon	Executive Director
Steve Schulz Miranda	Cycle Oregon	Executive Director
STEVE STOCKER	PGE	
Steve Townsen	City of Portland Bureau of Transportation	City Engineer
Steve Urke	Self	
Steve Wolfe	Waste Management	
Steven Brown		
Steven Koch	Koch Landscape Architecture	Business/Property Owner
Steven Preston	Sergeants Towing Inc.	
Stone Doggett		
Stuart		
Stuart Emmons		
Stuart Heher	Jersey Mikes	Manager
Stuart Johnson		
Sue D'Agnese	ODOT	
Sue Jensen	Local 14 Art Show	
Sue Rubin	CRESTON-KENILWORTH NBRHD ASSN	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Suk Rhee	City of Portland: Office of Neighborhood Involvement	Director
Susan Anderson	BPS	
Susan Hanson		
Susan Harnett		
Susan 'Sue' Pearce	Hosford-Abernethy Neighborhood Development	Chair
Susan Tillinghast		
Suzanne Bonamici	US House of Representatives	US Representative
Suzanne Hein	Lexi Dog	owner
Suzanne Kahn	City of Portland Bureau of Transportation	Maintenance Operations Group Manager
Suzanne Steffen		
Suzy Elbow		
SYDNEY SHERWOOD	TIGARD CITY COUNCIL	
Sylvia Bogert	SWNI	Director
SYLVIA WELCH	PCC NORTH OFFICE OF CIVIL RIGHTS	
TaChalle Edmunson	Church	
Tamara Francis	D-Lux Hardwood Floors	
Tamara Hellman	WSDOT	WSDOT communications
TAMARA JONES	HRACC (HUMAN RESOURCES ASSN OF CLARK COUNTY)	
Tamara King		
Tammy Baney	Oregon Transportation Commission	Commissioner Chair
Tammy Stempel	City of Gladstone	Mayor
TANA HASART	CLARK COLLEGE	
Taran Nadler		
Tatyana Krasnogorov	Kaiser Permanente	
Tawna Sanchez	Oregon Legislature District #43	State Representative
Taylor Woods		
Ted Dreier		
TED HOWARD	PORTLAND COMMUNITY LAND TRUST	
Ted Timmons		
Tensai R		
Teresa Boyle	PBOT Agency Working Group	
Teresa Montaivo	City of Portland	Land Use Review Supervisor
TERESA TORRES	VANCOUVER MALL LIBRARY	
Terri Sprinkling	Point B, Inc	
Terry Parker		
Terry Parker		
Thad	Portland Kettle Works	

I-5 Rose Quarter Improvement Project - Stakeholder List

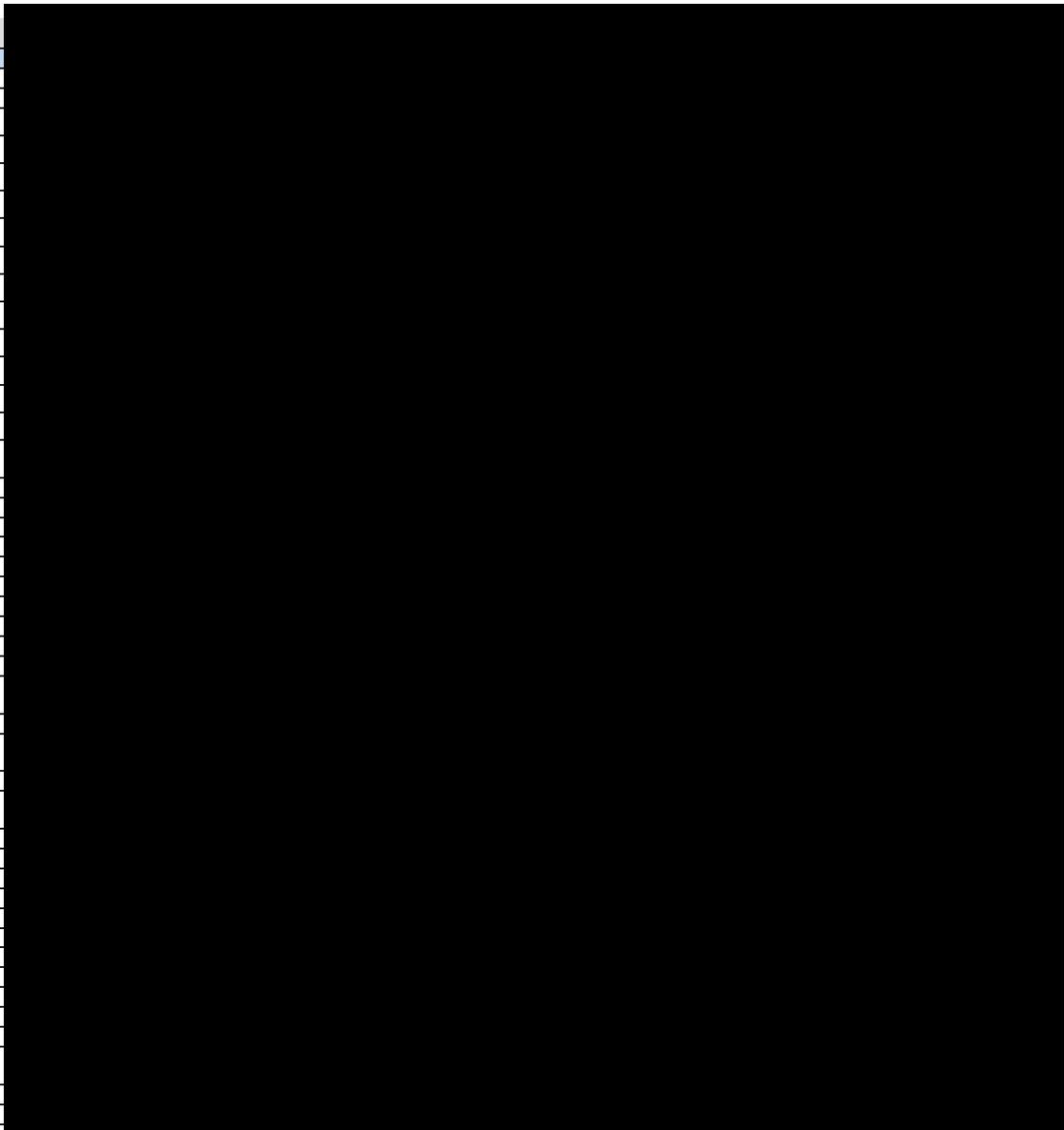
Name	Organization	Title
The Rev Dwight Haynes	SHARON SEVENTH-DAY ADVENTIST	
Thomas Gornick		
Thuy Tu	Thuy Tu Consulting, LLC	
Tiara Darnell	City of Portland BPS	
Tiffani Penson	Alliance of Minority Chambers of Commerce	
Tim Eddy	Albina Vision Trust	
Tim Gattie		
Tim Kringen	OHSU	Senior Communications Specialis
Tim Maclean	PACIFIC MARIT ME ASSN	
Tim Pitts	Think Real Estate	
Tim Root		
Tim Wilson	ODOT	
Timisa Wilson		
Timothy D. Leavitt	City of Vancouver	Mayor
T NA DO	IRCO	
Tobias Boyd		
TOM BADRICK	SUNNYS DE NBRHD ASSN	
Tom Christ	EASTMORELAND NBRHD ASSN	
Tom Henderson	Legacy Emanuel Hospital	
Tom Holt		
Tom Hughes	Metro	Council President
Tom Peilloux		
Tom Williams	City of Portland: EMERGENCY OPERATIONS DIVISION	Emergency Operations Division Chief
Tomas Aguilar	New Seasons Central Kitchen	Fcaility Buyer
Tony Coleman	ODOT	
Tony Coleman	ODOT - Region 1	Region 1 Mobility Liaison
Tony Hawke		
Tony Hopson		
Tony Jones	Metropolitan Contractor Improvement Partnership	Executive Director
Tony Jones	MCIP	
Tony Jones		
Tony Jordan		
Tony Lamb	PSU	
Tony Zitro		
Tracy Whalen	Portland Freight Committee	
Trebbie Thomad	Dog Star Consulting	
Tricia Tillman		Source for air quality issues
Trissa Kelley		
Troy tami	Buffalo Gap	
Trudi Tommaso-Elbon	Grandma's Place	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
Tyler King		
TZER VUE	APANO	
Ulysses Duckler		
Verena Taylor	Woodlawn	
Veris		
Victoria Frey	Portland Institute for Contemporary Art	Director
Victoria Schwaefferman	SFJ	
Vinh Mason	BPS	
VP, HR and Administration	Oregon Public Broadcasting	Debbie Rotich
Walter Holl		
WANDA ROSENBERGER	LLOYD CENTER	
WARREN FLUKER	PCC METRO	
Warren Anderson	ROSS ISLAND SAND & GRAVEL	
WAYNE COZAD II	SWAN ISLAND BUSINESS ASSN	
Wayne Jackson	Pizza Schmiza	Landlord
Wendy Cawley	PBOT	
Wendy Hoffman		
Wendy Sprints	Hair of the Dog Brewing Co.	
WES RISHER	Hillsdale Neighborhood Association	
Will Ives	Albina Vision Trust	
Will Myers	Columbia Pacific Building Trades Council	Executive Secretary Treasurer
Will Vanlue		
William Ruff	LRS Architects	
William S Hoffman	OFFICE OF TRANSPORTATION & ENG NEERING	
William Weisner		
Willie Horten	AT&T Mobility	Store Manager
Winston Sandino	PBOT	
Wynn Avocette		
Yessica Pote		
Young Park	TriMet	
Yousef Awwad	Portland Public Schools	Superintendent
Zach Katz		
Zanir		
Zari Santner	Albina Vision Trust	
Ziggy Lopuszynski	Crowne Plaza Portland Downtown	
Zoe Klingmann		
Zygmunt Lopuszynski	Crowne Plaza	General Manager
	City Hall	
	C-Tran	Marketing/Admin Office
	North Portland DMV	
	The Portland Water Bureau	

I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
	US Post Office	
	Washington County	
	BPS Agency Working Group	
	City of Portland	
	Trimet	
	American Barista & Coffee School & Consulting Services	
	Animal Traffic	
	Black Wagon	
	Box Social	
	Bridge City Comics	
	Bridgetown Beerhouse	
	Brown Printing Inc	
	Bunk Bar	
	Bunk Bar	
	Cooper's Hall	
	Creo Chocolate	
	Crowne Plaza Portland - Downtown Convention Center	
	Doubletree by Hilton Hotel Portland	
	Downtown Retail Council/Portland Clean & Safe	
	Eagle Towncar	
	heartspark	
	Inn at the Convention Center	
	Interurban	
	Lardo	
	Las Primas	
	Leftbank Annex	
	Little Big Burgers	
	Mississippi Studios	
	Mississippi Studios	
	Moloko	
	Monticello Motel	
	New Rose City Cab Company	
	OMSI	
	OX Restaurant	
	Palms Motel	

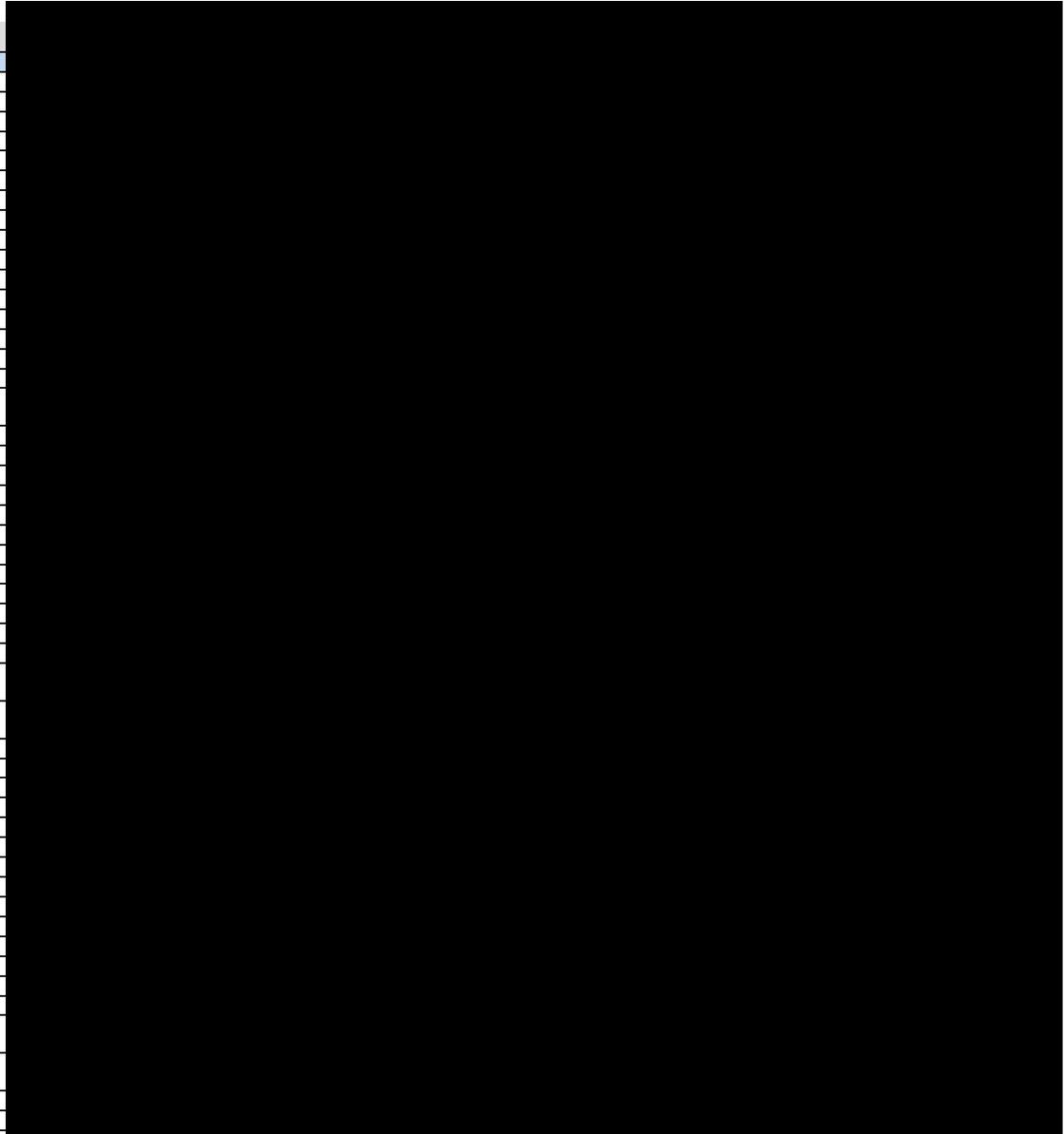


I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
	Paxton Gate	
	Portland Pensione	
	Portland Taxi Cab Company	
	Prost	
	Quality Inn Downtown Convention Center	
	Queen of Sheba	
	Ramona Apartments	
	Ristretto Roasters	
	Ruby Jewel	
	Scout Realty Co.	
	The Secret Society	
	Sheridan Fruit Market	
	Shilo Inn Rose Garden	
	Spielwerk Toys	
	Tasty n Sons	
	Tazo Tea Co.	
	Tesoaria Portland Tasting Room	
	The Playground Gym	
	Tillamook Station	
	Vega Dance Lab	
	Venture Portland	
	Veterans Memorial Coliseum	
	AT&T	
	Bishops	
	Victorian Belle	
	Broadway Cab	
	Budget Inn	
	Budget Lodge	
	Budget Motel	
	Water Avenue Coffee	
	Café Du Berry	
	Camera Solutions	
	Cason's Fine Meats	
	CD Game Exchange	
	Cedo's Falafel & Gyros	
	CENTRAL Post Office	
	Cha Cha Cha	
	Cha Cha Cha	
	Clark Lewis	
	Coffeehouse-Five	
	Corbett Fish House	
	Courtyard Portland Downtown/Convention Center	
	Cup Coffee	
	Dean's Barbershop	
	Dynalectric	
	East Portland Post Office	
	Economy Inn	
	Elephants Deli	
	Finales Bakery	

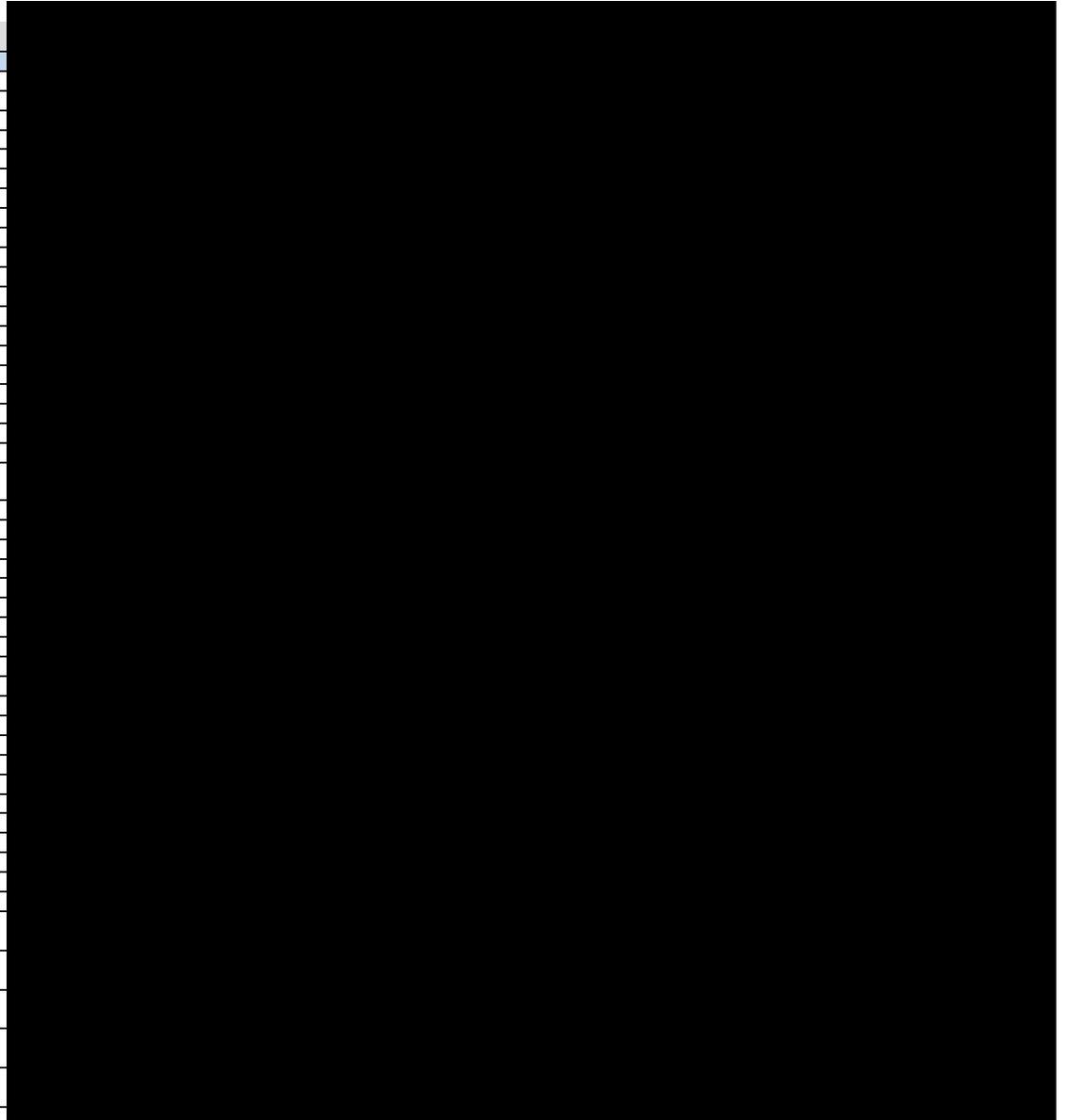
I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
	Fred Meyer	
	Fresh Pot	
	Frice Pastry	
	Gasser Inc	
	Gentle Dental	
	Gorge Performance	
	Gray's Landing	
	Greenleaf	
	Gypsy Chic	
	Heavenly Donuts	
	Here We Go Again	
	Hillsdale Farmers Market	
	Homeforward	
	Honey Baked Ham	
	Innovative Benefits Group	
	Interstate Lanes	
	Interstate Medical Office East - Kaiser Permanente	
	Johns Landing Cleaners	
	John's Marketplace	
	Jolly Roger	
	Just Like a Woman	
	Kenny & Zuke's Deli Bar	
	Kids Backyard Store	
	Laughing Planet	
	Lovejoy Bakers	
	Macadam Floor Design	
	Macadam Nail Boutique	
	Master Craft	
	McMennamins Pub (Macadam)	
	Mercy Corps	
	MESO (Microenterprises Services of Oregon)	
	Mirabella Portland	
	Monsoon Thai Cuisine	
	Mr. French Coffee Kitchen	
	New Seasons: Grant Park	
	New Seasons: Williams	
	Nite Hawk Café & Lounge	
	Oregon Motel	
	Panda Express	
	Pause Kitchen & Bar	
	Perfect Look	
	Pet Loft	
	Philippe's Bread	
	Pine State Biscuits	
	Poa Café	
	Portland Town Car and Limo	
	Portland Trailblazers	
	PORTLAND Post Office	
	Posies Bakery & Café	



I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
	Postal Annex (Macadam)	
	Residence Inn North Harbour	
	Safeway	
	Salty's Dog and Cat Shop	
	Sampling Lab	
	Sherwin Williams	
	Shilo Inn	
	South Paw Deli	
	South Waterfront Heated Storage	
	Sprint Store	
	Starbucks	
	Starbucks (Macadam)	
	Sunlan Lightbulbs	
	The Annex	
	The Meadow	
	The Miracles	
	The Portland Trail Bazers	
	The Zidell Companies	
	T-Mobile	
	Toro Bravo	
	Town Hall - Services & Locations - Kaiser Permanente	
	Toyota of Portland	
	Viking Motel	
	WATERFRONT Post Office	
	White Eagle	
	World Foods	
	Portland Winterhawks	
	Burgerville	
	Denny's	
	First Tech federal Credit Union	
	Bonneville Power Administration	
	Wendy's	
	7-Eleven	
	Walgreens	
	FedEx	
	Tiny's Coffee Northeast	
	Billy Ray's Dive	
	Safeway	
	Spirit of 77	
	Dutch Bros.	
	Red Robin Gourtmnet Burgers	
	Hassalo on Eighth	
	U-Store Self Storage Rose Quarter	
	Huser Sales & Services Inc.	
	Public Storage	
	Rodeway Inn Convention Center	
	Portland Kettle Works	

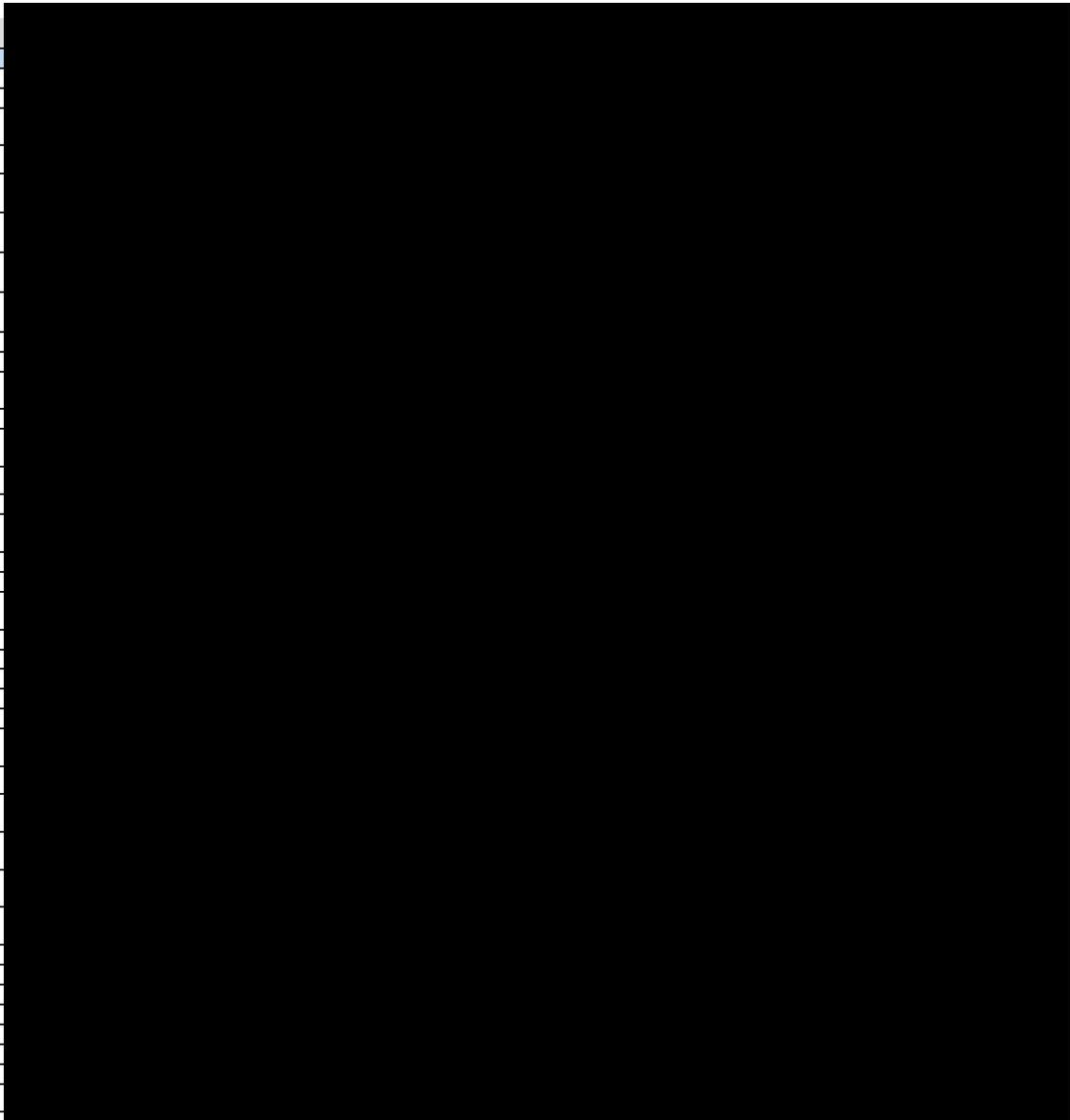


I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
	#1 Mashita Teriyaki	
	Akasu Hair Studio & Spa	
	Columbia Gorge Model Railroad Club	
	Crown Memorial Center	
	Electric Lettuce	Manager
	Olio E Osso	
	T Mobile on Broadway	
	The Miracle Club	
	Unknown	
	Zoom Care	
	Mayer/Reed	
	Samurai Blue	
	Blue Star Donuts	
	Metropolitan Business Association Inc	
	Multnomah Village Business Association	
	Multnomah Village Business Association	
	N/NE Business Association	
	South Portland Business Association	
	NW Business Association	
	Portland Business Alliance	
	Muslim Community Center of Portland	
	ETHOS: Interstate Firehouse Cultural Center	
	Q Center	
	Central Library	
	Hillsdale Community Center	
	Hillsdale Library	
	Kenton Library	
	Northwest Library	
	Peninsula Park Community Center	
	Zimmerman Community Center	
	Oregon Business Council	
	African American History Archives	
	Asia America	
	Coalition of Communities of Color	
	Innovative Housing	
	Know Your City	
	NAMC	
	Native American Liason with the City of Portland	
	OPAL	

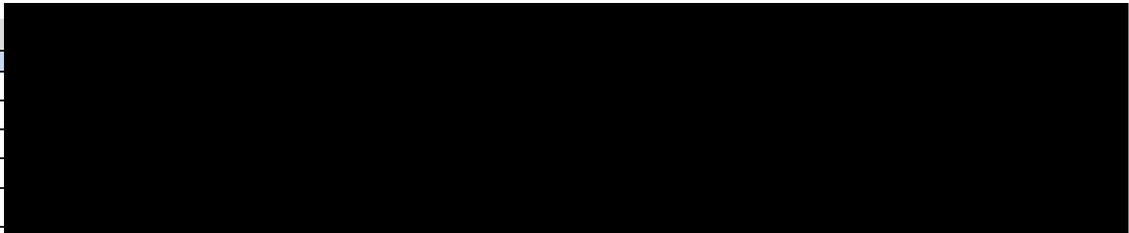
I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
	Oregon Historical Society	
	PAALF EJ Subcommittee	
	Reach CDC	
	African American Leadership Forum	
	Central Eastside Industrial Council	
	American Medical Response	
	Portland Fire and Rescue	
	OMSI	Community Events
	Mulnomah Days	
	Albina Ministerial Alliance	
	Legacy Hospital Research and Lab	
	Oregon Eye Specialists & The Sight Shop	Patient Accounts
	Upstream Public Health	
	Willamete Dental Group	
	Legacy Good Samaritan Medical Center	
	Natural Balance Chiropractic Clinic	
	NCNM (clinic has a different address)	
	OHSU - Life Sciences Building	
	Providence Therapeutic Pool	
	KPDX (FOX 49)	NEWS EDITOR
	Central Eastside Industrial District	Executive Director
	Buckman Community Association	
	Overlook Neighborhood Association	
	Northeast Coalition of Neighborhoods (NECN)	
	Sullivan's Gulch Neighborhood Association	
	Homestead Neighborhood Association c/o SWNI	
	AECOM Project Team	
	ODOT Project Team	
	ODOT Project Team	
	ODOT Project Team	
	ODOT Project Team	
	ODOT Project Team	
	ODOT Project Team	
	ODOT Project Team	
	HDR Project Team	



I-5 Rose Quarter Improvement Project - Stakeholder List

Name	Organization	Title
	Portland Police Bureau - North Precint	



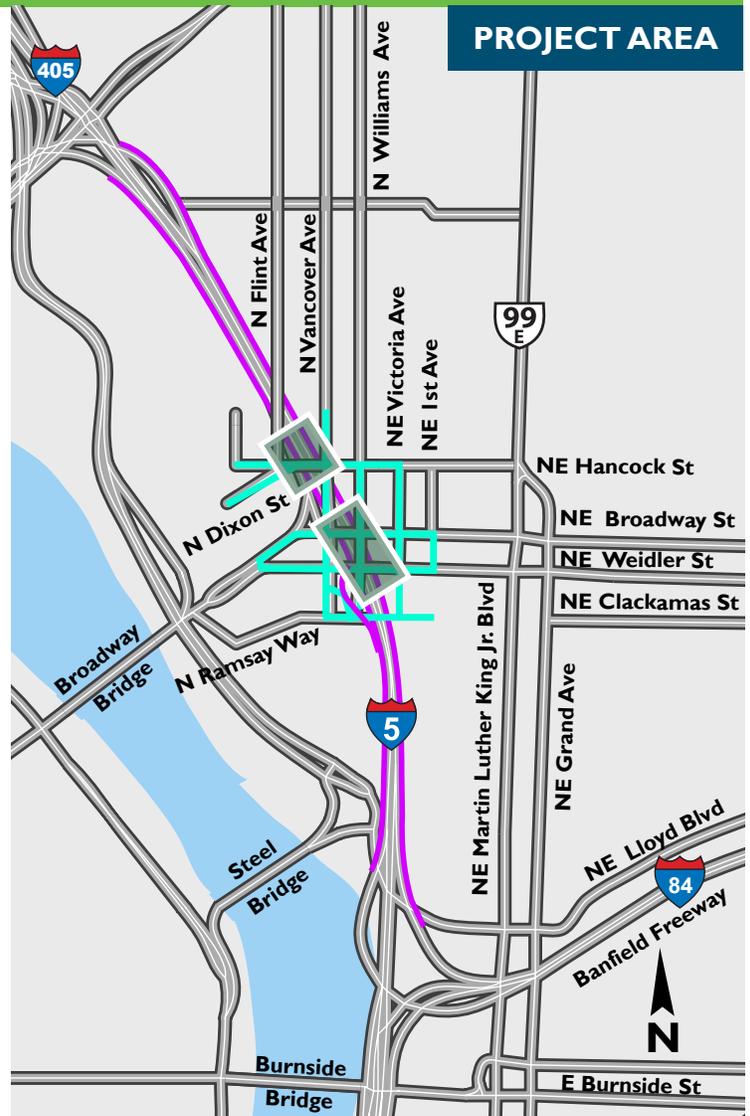


III.2 PROJECT FACT SHEET

As many know, traveling on I-5 and surrounding local streets near the Broadway/Weidler interchange can be challenging. Whether it's dense traffic, unsafe maneuvers or awkward connections, this area poses difficulty for travelers. That is why the Oregon Department of Transportation (ODOT) and the City of Portland are working to improve safety and operations along I-5 and also provide better connections through the Rose Quarter area.

ODOT and the City of Portland are continuing to study and design improvements to I-5 between I-84 and I-405 and to local streets near the Broadway/Weidler interchange in Portland. The improvements were identified through the City's N/NE Quadrant Plan and ODOT's I-5 Broadway/Weidler Facility Plan so that transportation investments result in improved safety and operations and support economic growth. This project is called the I-5 Rose Quarter Improvement Project and it will add:

- » New ramp-to-ramp lanes (also called auxiliary lanes) along I-5 to reduce weaving and merging and improve safety.
- » Shoulders along the highway for stalled vehicles to move out of traffic and emergency vehicles to travel to people quickly and safely.
- » Covers over the highway where bridges cross over I-5 to enhance connections for bikes, pedestrians and vehicles.
- » A new overcrossing for all modes connecting N Hancock Street to N Dixon Street to enhance connections and access in the north and northeast neighborhoods.
- » Relocating the I-5 southbound on-ramp from NE Wheeler to NE Weidler to reduce crashes caused by short merging and weaving distances.
- » A new bicycle and pedestrian overcrossing from NE Clackamas Street to N Ramsay Way to improve connections.
- » Upgrades to bicycle and pedestrian facilities on the local street network in the vicinity of the Broadway/Weidler interchange to provide a safer travel experience.



LEGEND

- █ I-5 Improvements
- █ Local Street, Bike & Pedestrian Improvements
- █ Highway Covers



This heavily traveled corridor experiences the highest crash rate in Oregon. Located between multiple closely spaced interchanges, this segment of I-5 also experiences some of the highest traffic volumes in the state, resulting in up to 12 hours of congestion each day.

PROJECT TIMELINE

The I-5 Rose Quarter Improvement Project must comply with a federally mandated environmental review which started in summer 2017 and will extend through 2018.

JOIN US!

Come learn about proposed transportation improvements in the Rose Quarter area. The project offers many opportunities to get involved, provide input and participate in project events. Visit us online to learn more and sign up for email updates at the project website: www.i5RoseQuarter.org

National Environmental Policy Act: Environmental Assessment and Technical Analysis **EA**

PUBLIC INVOLVEMENT

Initial Outreach Activities

Technical Report Input

Report Back



UPCOMING EVENTS

COMMUNITY LIAISONS MEETING

Tuesday, September 26, 2017 | 5:30 p.m. – 7:30 p.m.
Billy Webb Elks Lodge - 6 N Tillamook St, Portland

COMMUNITY AND NEIGHBORHOOD FORUM

Thursday, September 28, 2017 | 6:00 p.m. – 8:00 p.m.
Billy Webb Elks Lodge - 6 N Tillamook St, Portland

COMMUNITY WALK AND BIKE RIDE

Saturday, October 7, 2017 | 10:00 a.m.
Location to be determined

Check the website or sign up for project email updates to stay informed.

www.i5RoseQuarter.org

GET INVOLVED

OPPORTUNITY TO COMMENT ON PURPOSE AND NEED AND RANGE OF ALTERNATIVES

Your input on the I-5 Rose Quarter Improvement Project purpose and need and range of alternatives is needed to help shape the project design and federally required environmental study. Visit www.i5RoseQuarter.org for more information.

There are several ways to submit your comments:

- » Visit us online at www.i5RoseQuarter.org and use the online comment form
- » Attend the Public Open House on September 12
- » Send an email to info@i5RoseQuarter.org
- » Write a letter to:
I-5 Rose Quarter Improvement Project
c/o Megan Channell
123 NW Flanders Street
Portland, OR 97209

All comments must be received by 5 p.m. on Friday, October 6th.



III.3 PROJECT BROCHURE

Join Us!

We want the community to help shape the project. We invite and encourage you to join us in these conversations, get involved and provide input.

What would improve your travel experience in the Rose Quarter area?

Learn more:

www.i5RoseQuarter.org

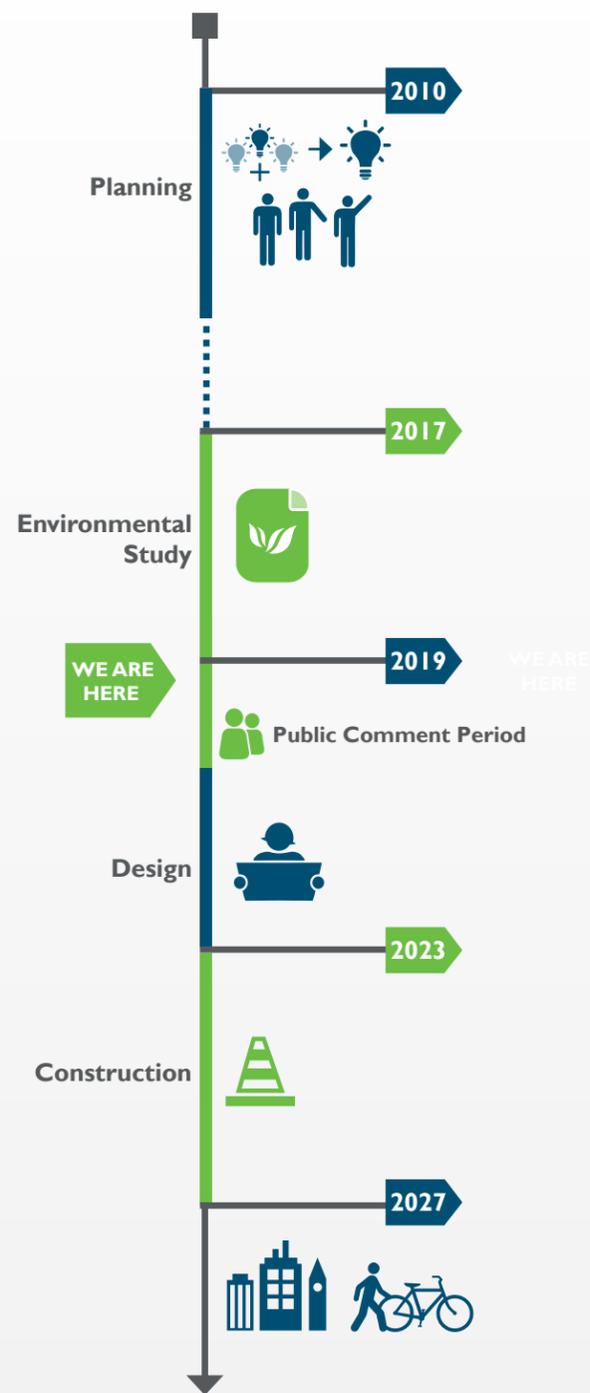
CONTACT

info@i5RoseQuarter.org
(503) 423-3760



PROJECT TIMELINE

The project is currently in an environmental study and public engagement stage to fully understand the benefits and impacts of this project. The environmental study findings will be published in early 2019, followed by a public review and comment period. More design work and community involvement will continue after this stage.



The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-2036, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests, or visit <http://bit.ly/I3EWaCg>



I-5 ROSE QUARTER IMPROVEMENT PROJECT

Imagine a New Rose Quarter Area



...with a safer and more reliable I-5, a better connected community and opportunities for economic growth.



www.i5RoseQuarter.org

The I-5 Rose Quarter Improvement Project was created by the local community, City of Portland and ODOT. After looking at more than 70 options, this concept was recommended to move forward to address long-standing traffic and connection issues in the area. In the early 1960's, during an era of highway building nationwide, the building of I-5, combined with other developments and urban renewal, disconnected the community and resulted in displacement – namely displacement of the African American community out of the central city. The well-connected street grid was disrupted, leaving limited options for crossing I-5 and the historically black Albina neighborhood physically separated from other neighborhoods.

We are imagining a safer Rose Quarter area... Where cars and freight trucks on I-5 have more space and time to merge while traveling through the area...



Where people walking and biking can comfortably cross a bridge over I-5 that is designed just for them...



Where getting from the Broadway Bridge to the Lloyd area feels less daunting for those who walk, bike and drive.



Imagine a more connected Rose Quarter area

With separated bike lanes and wider sidewalks, safer and more reliable I-5 travel and new connections, the I-5 Rose Quarter Improvement Project will help realize this vision.

A BETTER CONNECTED COMMUNITY

The project creates new connections across I 5 and more space for people walking and biking, so everyone can travel more safely and conveniently through the Rose Quarter area. These improvements include:

- 1 A bicycle- and pedestrian only bridge over I 5, from NE Clackamas Street to the Rose Quarter
- 2 New, upgraded pedestrian and bicycle paths in the area of Broadway/Weidler and Vancouver/Williams
- 3 Covers over the highway where bridges cross over I 5
- 4 Improved pedestrian and bicycle access to transit – Portland Streetcar, TriMet bus and MAX lines
- 5 A direct road connection over I 5 between N Hancock Street to N Dixon Street

A SAFER AND MORE RELIABLE I-5

Three Interstates (I 5, I 84, and I 405) intersect in the short distance between the Morrison Bridge and the Fremont Bridge, creating the biggest bottleneck in the state of Oregon. This outdated design with closely spaced interchanges and no shoulders has resulted in this section of I 5 having the highest crash rate in the state. With the following improvements, we can reduce frequent crashes, improving safety and reliability for travelers.

- 6 New ramp to ramp lanes (auxiliary lanes) along I 5
- 7 Full shoulders along the highway
- 8 Relocating the I 5 southbound on ramp from NE Wheeler Avenue to NE Weidler Street



GREATER ECONOMIC GROWTH

This project is an opportunity to reconnect the Lower Albina area and enhance continuity to north and northeast neighborhoods. By making travel easier, providing more options, and creating more space for people to move through, the project will support opportunities for redevelopment, both public and private.

- 9 Redevelopment potential
- 10 New east west connection to Lower Albina



III.4 ENVIRONMENTAL STUDY FACT SHEET

ABOUT THE ENVIRONMENTAL STUDY PROCESS

I-5 ROSE QUARTER IMPROVEMENT PROJECT

The I-5 Rose Quarter Improvement Project is currently in an environmental study stage. The study aims to fully understand the benefits and impacts of proposed changes to local streets near the Broadway-Weidler interchange and to I-5 between I-84 and I-405 in Portland.

The project includes:

- Highway Covers
- New Bike & Pedestrian Crossing over I-5
- Local Street, Bicycle & Pedestrian Improvements
- New Hancock-Dixon Connection over I-5
- I-5 Southbound On-Ramp Relocation
- Ramp-to-Ramp (Auxiliary) Lanes
- Highway Shoulders

When completed, the project will reduce frequent crashes, improve travel reliability and improve community connections. Community engagement has been a big component of this project's development and is important in reviewing the environmental study.



WHAT IS A FORMAL "ENVIRONMENTAL ASSESSMENT"?

Because the I-5 Rose Quarter Improvement Project utilizes federal funding, it must follow the Federal Highway Administration's (FHWA) National Environmental Policy Act (NEPA) process. This process allows transportation officials to make project decisions that balance engineering and transportation needs with social, economic and natural environmental factors, such as noise, air quality and traffic patterns. During the process, a wide range of stakeholders, including the public, businesses, interest groups and agencies at all levels of government, provide input into project and environmental decisions.

The environmental study for the I-5 Rose Quarter Improvement Project is formally called an Environmental Assessment (EA). The intent is to ensure that the appropriate criteria and environmental factors are considered and made available for public input and comment during decision-making. The EA evaluates the benefits and impacts of two alternatives: one in which the project would move forward as planned, and one in which the project would not be built.

Once the EA is formally submitted to FHWA, they will review it along with public comment prior to developing the NEPA decision document. Following this process, technical information and public comment will inform future project design. Design would then begin in spring 2019 and construction could begin in 2023.



ENVIRONMENTAL ASSESSMENT REVIEW AND COMMENT PERIOD

The environmental findings will be published in the project's Environmental Assessment on February 15, 2019, followed by a 45-day public comment period (February 15 - April 1, 2019 at 5 pm). The EA is a thorough, reader-friendly report of the benefits and impacts of the project on these topic areas:

- Transportation
- Air Quality
- Noise
- Climate Change
- Environmental Justice
- Parks - Section 4(f)
- Historic Resources - Section 106
- Archeological Resources
- Hazardous Materials
- Land Use
- Socioeconomics
- Water Resources
- Utilities
- Right of Way
- Aquatic Biology



ABOUT THE ENVIRONMENTAL STUDY PROCESS

I-5 ROSE QUARTER IMPROVEMENT PROJECT



WAYS TO REVIEW AND COMMENT ON THE ENVIRONMENTAL ASSESSMENT



Beginning on February 15, 2019, visit www.i5RoseQuarter.org to download and review the Environmental Assessment or view a list of locations where paper copies are available. Information is available in alternative formats upon request. The public comment period runs from February 15 - April 1, 2019 at 5 pm.

There are many ways to provide your input during the comment period:



ONLINE OPEN HOUSE OR PROJECT WEBSITE

February 15-April 1, 2019 at 5 pm
www.i5RoseQuarter.org



IN-PERSON OPEN HOUSE

March 7, 2019 from 5:30 - 8 pm
Leftbank Annex - Clubroom
101 N Weidler St. Portland, OR



PUBLIC HEARING

March 12, 2019
Oregon Convention Center
Room A108

777 NE MLK Jr Blvd, Portland, OR

- 4:30 pm - 6:00 pm - Sign up to speak
- 5:00 pm - Brief project presentation, followed by public comments



MAIL

ODOT attention Megan Channell
123 NW Flanders St.
Portland, Oregon 97209



PHONE

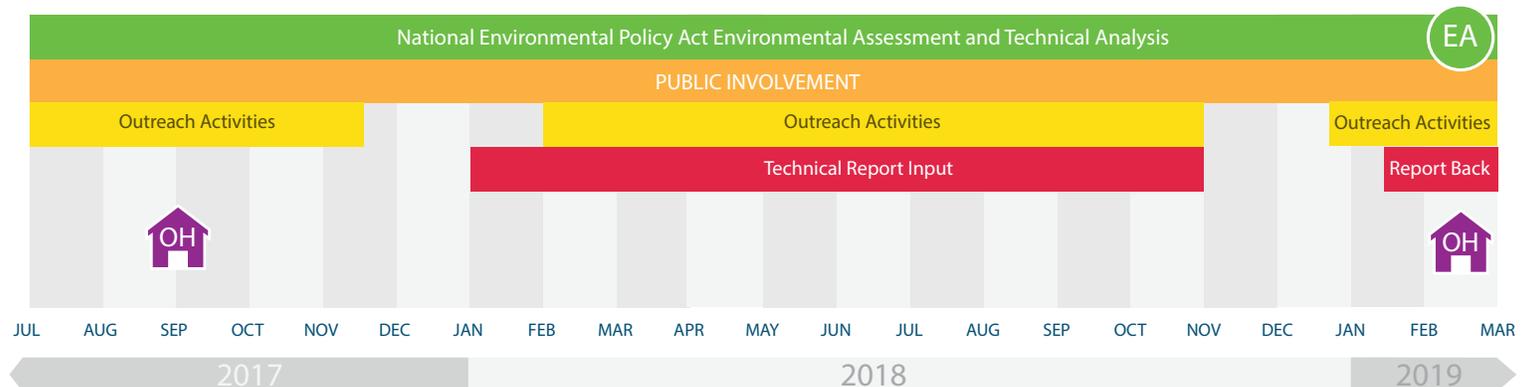
Leave a recorded verbal comment
at (503) 423-3760



EMAIL

info@i5RoseQuarter.org

ENVIRONMENTAL STUDY TIMELINE





III.5 OPEN HOUSE I MAILER

I-5 ROSE QUARTER IMPROVEMENT PROJECT

PUBLIC OPEN HOUSE

Join us for an informational open house to learn about the I-5 Rose Quarter Improvement Project and the planned improvements. The open house is drop-in, so stop by to learn and talk to project team members about:

- » Planning history
- » The project purpose and need
- » Which highway and local street improvements are planned
- » The environmental study process
- » And more!



WHEN:
Tuesday, September 12, 2017
5:00 p.m. – 7:00 p.m.

WHERE:
Matt Dishman Community
Center - Auditorium
77 NE Knott Street
Portland, OR 97212



Community Liaisons Meeting

- » Tuesday, September 26, 2017 | 5:30 p.m. – 7:30 p.m.

Community and Neighborhood Forum

- » Thursday, September 28, 2017 | 6:00 p.m. – 8:00 p.m.

Community Walk and Bike Ride

- » Saturday, October 7, 2017 | 10:00 a.m.

We are working to plan future project events and activities. Information will be posted to the website as soon as it is available. Check the website or sign up for project email updates to stay informed.

www.I5RoseQuarter.org

CONTACT INFORMATION



503-423-3760
info@I5RoseQuarter.org



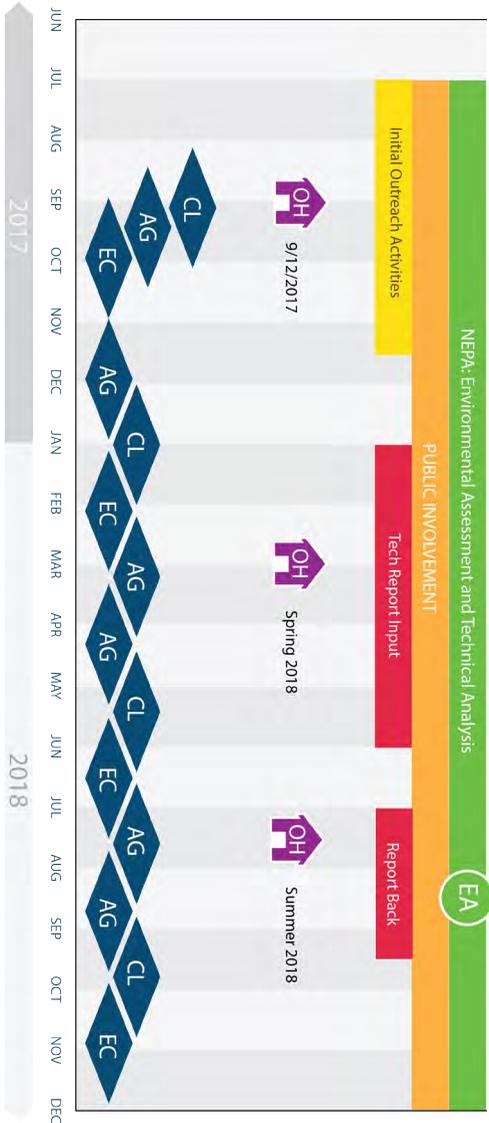
**I-5 ROSE QUARTER
IMPROVEMENT PROJECT**

PROJECT TIMELINE

The I-5 Rose Quarter Improvement Project must comply with a federally mandated environmental review which started in summer 2017 and will extend through 2018.

JOIN US!

Come learn about proposed transportation improvements in the Rose Quarter area. The project offers many opportunities to get involved, provide input and participate in project events. Visit us online to learn more and sign up for email updates at: www.I5RoseQuarter.org



As many know, traveling on I-5 and surrounding local streets near the Broadway-Weidler interchange can be challenging. Whether it's dense traffic, unsafe maneuvers or awkward connections, this area poses difficulty for travelers. That is why the Oregon Department of Transportation (ODOT) and the City of Portland are working to improve safety and operations along I-5 and also provide better connections through the Rose Quarter area.

ODOT and the City of Portland are continuing to study and design improvements to I-5 between I-84 and I-405 and to local streets near the Broadway-Weidler interchange in Portland. The improvements were identified through the City's N/NE Quadrant Plan and ODOT's I-5 Broadway-Weidler Facility Plan so that transportation investments result in improved safety and operations and support economic growth. This project is called the I-5 Rose Quarter Improvement Project and includes:

- » New ramp-to-ramp lanes (also called auxiliary lanes) along I-5 to reduce weaving and merging and improve safety.
- » Shoulders along the highway for stalled vehicles to move out of traffic and emergency vehicles to travel to people quickly and safely.
- » Covers over the highway where bridges cross over I-5 for highway safety improvements and for enhancing connections to surface streets for bikes, pedestrians and vehicles.
- » A new overcrossing for all modes connecting N Hancock Street to N Dixon Street to enhance connections and access in the north and northeast neighborhoods.
- » Relocating the southbound I-5 on-ramp from NE Wheeler to NE Weidler to reduce crashes caused by short merging and weaving distances.
- » A new bicycle and pedestrian overcrossing from NE Clackamas Street to N Ramsay Way to improve connections for people who walk and ride bikes.
- » Upgrades to bicycle and pedestrian facilities on the local street network in the vicinity of the Broadway-Weidler interchange to provide a safer and more comfortable travel experience.

#1

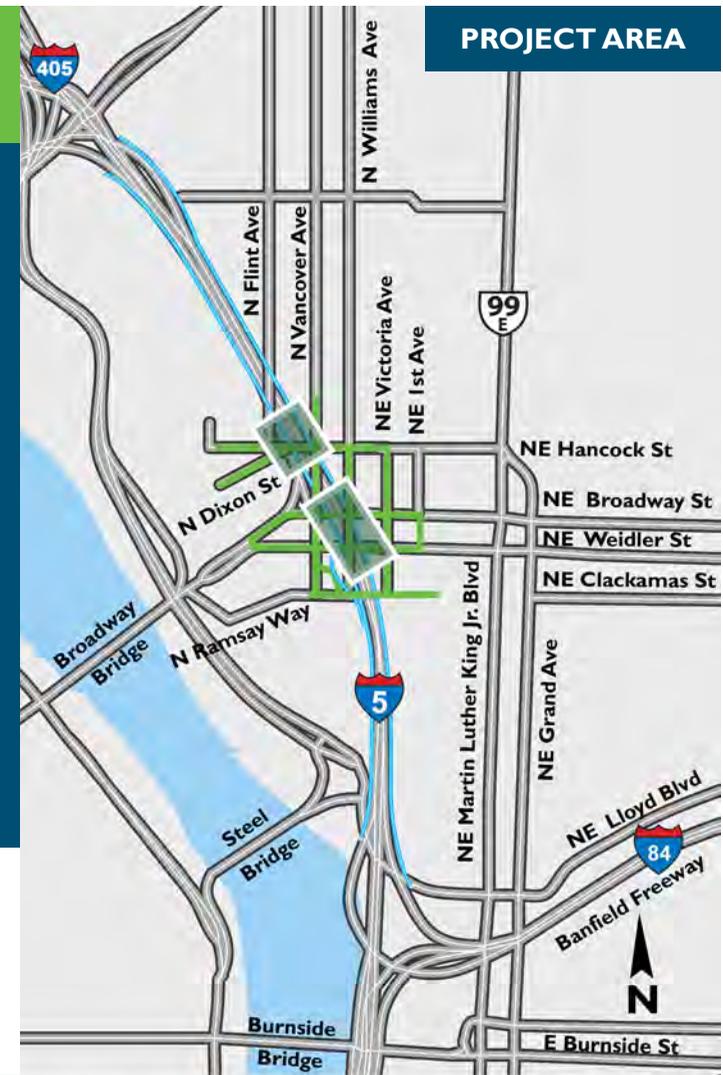
Crash Site
in Oregon



This heavily traveled corridor experiences the highest crash rate in Oregon. Located between multiple closely spaced interchanges, this segment of I-5 also experiences some of the highest traffic volumes in the state, resulting in up to 12 hours of congestion each day.



12 hours
of congestion
each day



OPPORTUNITY TO COMMENT ON PURPOSE AND NEED AND RANGE OF ALTERNATIVES

Your input on the I-5 Rose Quarter Improvement Project purpose and need and range of alternatives is needed to help shape the project design and federally required environmental study. Visit www.I5RoseQuarter.org for more information.

There are several ways to submit your comments:

- » Visit us online at www.I5RoseQuarter.org and use the online comment form
- » Attend the Public Open House on September 12
- » Send an email to info@I5RoseQuarter.org
- » Write a letter to I-5 Rose Quarter Improvement Project, c/o Megan Channell, 123 NW Flanders Street, Portland, OR 97209



All comments must be received by 5 p.m. on Friday, October 6th.

LEGEND

-  I-5 Improvements
-  Local Street, Bike & Pedestrian Improvements
-  Highway Covers



III.6 ENVIRONMENTAL ASSESSMENT PUBLIC COMMENT PERIOD MAILER



Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

YOUR OPPORTUNITY TO COMMENT ON ENVIRONMENTAL FINDINGS FEBRUARY 15 - APRIL 1, 2019 AT 5 PM



I-5 ROSE QUARTER IMPROVEMENT PROJECT



I-5 ROSE QUARTER IMPROVEMENT PROJECT

Postage Here

Mailing Address Here



The Oregon Department of Transportation and the Federal Highway Administration, in partnership with the City of Portland, have published an environmental study, also known as an Environmental Assessment (EA), for the I-5 Rose Quarter Improvement Project. The EA is a thorough, reader-friendly report of the benefits and impacts of the project on these topic areas:

- Transportation
- Air Quality
- Noise
- Climate Change
- Environmental Justice
- Parks - Section 4(f)
- Historic Resources - Section 106
- Archeological Resources
- Hazardous Materials
- Land Use
- Socioeconomics
- Water Resources
- Right of Way
- Utilities
- Aquatic Biology

From **February 15 - April 1, 2019 at 5 pm**, the public is invited to comment on the findings presented in the EA, including Section 106 and Section 4(f) *de minimis* findings.

The project team will submit all public comments collected during the comment period to the Federal Highway Administration for review. You can review public comments in the environmental decision document on the project website when available (anticipated late spring 2019). Engagement opportunities will continue as the project progresses into the design phase.



WAYS TO REVIEW AND COMMENT ON THE ENVIRONMENTAL ASSESSMENT



OPEN HOUSE

Discuss the environmental findings with the project team and provide comments at a drop-in open house.

March 7, 2019 from 5:30 pm – 8 pm
Leftbank Annex – Clubroom
101 N Weidler St, Portland, OR 97227



ONLINE OPEN HOUSE

Learn about the project, read the EA findings and provide your feedback online.

February 15 – April 1, 2019
www.i5RoseQuarter.org



PUBLIC HEARING

Provide your verbal comments directly to project decision makers.

March 12, 2019
Oregon Convention Center: Room A108
777 NE MLK Jr. Blvd, Portland, OR 97227
• 4:30 pm – 6 pm – Sign up to speak
• 5 pm – Event begins: Presentation, followed by public comments



EMAIL

info@i5RoseQuarter.org



MAIL

ODOT attention Megan Channell
123 NW Flanders St
Portland, Oregon 97209



PHONE

Leave a recorded verbal comment at
(503) 423-3760

Open House and Public Hearing locations can be accessed easily by bus, MAX and Portland Streetcar.



WHERE ELSE CAN I FIND THE ENVIRONMENTAL ASSESSMENT?

You can download the EA online at www.i5RoseQuarter.com or you can find copies at any of the following locations:

ODOT Region I

123 NW Flanders St
Portland, Oregon 97209

FHWA Oregon Division

530 Center Street NE, Suite 420
Salem, OR 97301

Matt Dishman

Community Center
77 NE Knott St
Portland, OR 97212

Multnomah County Library Branches:

- Central – 801 SW 10th Ave
- North Portland – 512 N Killingsworth St
- Albina – 3605 NE 15th Ave

Information is available in alternative formats upon request.





IV.1 COMMUNITY PRESENTATIONS AND EVENTS LOG



Outreach events

(December 2016 to May 2020)

Date	Community group or event	Organization or group type
12/15/2016 - 2/9/2017	Environmental Justice Interviews	Environmental Justice
1/5/2017	Identity Clark County Business Leaders Summit Presentation	Business Association
1/18/2017	Lloyd EcoDistrict Briefing	Sustainability Organization
2/28/2017	Portland Planning and Sustainability Committee Workshop	City Committee
3/7/2017	Regional Transportation Council (RTC) Board Briefing	Transportation Committee
3/9/2017	City of Portland Directors Briefing	City of Portland
5/3/2017	Portland Streetcar Board Briefing	City Committee
9/7/2017	Go Lloyd Briefing	Transportation Management Associations
9/12/2017	Project Open House #1	General Public
9/26/2017	Community Liaisons Meeting #1	Project Community Liaisons Group
9/28/2017	Neighborhood and Community Forum	General Public
10/7/2017	Community Walk and Bike Ride	General Public
11/2/2017	Lloyd District Community Association Committee Briefing	Business Association
11/27/2017	Boise Neighborhood Association Land Use and Transportation Committee Briefing	Neighborhood Association
12/7/2017	Briefing with Pastor Hennessee of Vancouver Avenue First Baptist Church	Environmental Justice
12/11/2017	Albina Vision Trust Briefing	Environmental Justice
12/11/2017	Portland Public Schools Staff Meeting – Site Visit	Environmental Justice
12/12/2017	Portland Business Alliance Land Use and Transportation Committee Briefing	Business Association
12/13/2017	Portland Public School Staff Meeting	Portland Public School District
1/3/2018	The Street Trust Staff Briefing	Active Transportation Organization
3/1/2018	Portland Public Schools Staff Briefing	School District

Outreach events (December 2017 – May 2020)

Date	Community group or event	Organization or group type
3/7/2018	Community Liaisons Meeting #2	Project Community Liaisons Group
3/14/2018	Albina Vision Trust Staff and Organizers Briefing	Environmental Justice
3/19/2018	Design Week Portland Presentation	Design Community
3/20/2018	Local Church Pastors Breakfast	Environmental Justice
3/21/2018	Central Eastside Industrial Council	Business Association
4/9/2018	Eliot Neighborhood Association Briefing	Neighborhood Association
4/12/2018	Irvington Neighborhood Association Committee Briefing	Neighborhood Association
4/17/2018	Urban Design Panel Presentation: American Institute of Architects (AIA), American Planning Association (APA), American Society of Landscape Architects (ASLA)	Design Community
4/19/2018	Williams Vancouver Business Association Briefing	Business Association
4/25/2018	Bike Farm Staff Meeting	Local Bike Community
4/25/2018	ODOT Traffic Engineering Forum	State Transportation Agency
5/21/2018	Community Liaisons Meeting #3	Project Community Liaisons Group
6/6/2018	What's Happening in Our Streets? Black Community Outreach Event	Environmental Justice
6/14/2018	Juneteenth – Event Tabling	N/NE Community
6/24/2018	Good in the Hood - Tabling	N/NE Community
6/26/2018	Bike Farm Community Presentation	Local Bike Community
June/July 2018	Business Canvassing	Local Businesses
7/17/2018	Portland Pedestrian Advisory Committee Briefing	City Committee
7/19/2018	Metro Joint Policy Advisory Committee on Transportation Briefing	Regional Agency
7/22/2018	Sunday Parkways – Event Tabling	General Public
8/31/2018	Metro Planning Leadership Meeting	Regional Agency
10/1/2018	Soul District Business Association Briefing	Business Association
10/23/2018	Portland Public Schools Planning Staff Briefing	School District
10/26/2018	DBE Outreach Industry Forum #1 (Design Phase)	DBE Firms
11/13/2018	Portland Bike Advisory Committee Presentation	City Committee
11/27/2018	Community Liaisons Meeting #4	Project Community Liaisons Group
12/3/2018	ODOT Region 1 ACT	State Transportation Agency

Outreach events (December 2017 – May 2020)

Date	Community group or event	Organization or group type
12/6/2018	Go Lloyd Briefing	Transportation Management Associations
12/6/2018	National Association of Minority Contractors	Environmental Justice
12/14/2018	Industry Forum and Certification Workshop	DBE Firms
1/30/2019	Portland Trailblazers Tabling	General Public
2/5/2019	Metro Council Work Session	Regional Agency
2/15/2019 - 4/1/2019	Online Open House	General Public
2/19/2019	Portland Pedestrian Advisory Committee	City Committee
2/21/2019	Metro Joint Policy Advisory Committee	Regional Agency
2/22/2019	American Council of Engineering Companies Partnering Conference	Professional Organization
2/25/2019	ODOT Region 1 ACT	State Transportation Agency
2/25/2019	Portland Public Schools Staff Meeting – EA Briefing	General Public
2/25/2019	Boise Neighborhood Association	Neighborhood Association
3/7/2019	Portland Design Commission	City Committee
3/7/2019	Project Open House	General Public
3/11/2019	Portland Historic Landmarks	City Committee
3/11/2019	N/NE Pastors Breakfast	Environmental Justice
3/11/2019	Eliot Neighborhood Association	Neighborhood Association
3/12/2019	Project Public Hearing	General Public
3/14/2019	Portland Streetcar Board and CAC	Transportation Agency
3/14/2019	Irvington Neighborhood Association	Neighborhood Association
3/14/2019	Madrona Studios	Housing
3/18/2019	Green Dreams: Portland Parks Foundation Panel with Albina Vision & WSDOT	Planning and Design Community
3/19/2019	Portland Public School Board	General Public
3/21/2019	Go Lloyd Open House - Tabling	Transportation Management Associations
3/26/2019	Portland Planning and Sustainability Commission	City Committee
4/9/2019	Meet the Primes Networking Event	DBE Firms
4/23/2019	DBE/OJT COAC Meet and Greet	DBE Firms
5/20/2019	DBE/OJT COAC Meeting	DBE Firms
6/5/2019	Society of American Military Engineers (SAME) Meet the Primes/Meet the Chiefs	Design Community
6/15/2019	Juneteenth Celebration - Tabling	N/NE Community
6/22/2019	Good in the Hood Multicultural Festival - Tabling	N/NE Community
7/22/2019	Industry Forum	DBE Firms

Outreach events (December 2017 – May 2020)

Date	Community group or event	Organization or group type
8/10/2019	Alberta Street Fair - Tabling	N/NE Community
8/25/2019	Green Loop Sunday Parkways - Tabling	N/NE Community
9/22/2019	NE Sunday Parkways - Tabling	N/NE Community
10/8/2019 – 10/9/2019	African American Discussion Groups	African American community
12/17/2019	Oregon Transportation Commission – Project Overview	Oregon Transportation Commission
1/23/2020	Oregon Transportation Commission – Cost to Complete Report	Oregon Transportation Commission
2/3/2020	ODOT Region 1 ACT	State Transportation Agency
2/7/2020	Latino Built Briefing	Contractors' Association
2/10/2020	Professional Business Development Group (PBDG) Briefing	Contractors' Association
2/14/2020	National Association of Minority Contractors (NAMC) Briefing	Contractors' Association
2/18/2020	Native American Youth and Family Center (NAYA) Briefing	Community Organization
2/27/2020	Native American Discussion Group	Native American community
3/25/2020	Community Advisory Committee (CAC) online Meet and Greet	CAC
4/21/2020	DBE/OJT COAC Meeting	DBE Firms
5/22/2020	Executive Steering Committee (ESC) Meeting	ESC
5/28/2020	CAC Meeting	CAC



IV.2 COMMUNITY LIAISONS GROUP INFORMATION



Community Liaisons Overview

The I-5 Rose Quarter Improvement Project (Project) is located in the geographic area that was historically the African American community in Portland, OR. Beginning in the 1960's, this community was adversely impacted and displaced by a number of developments and programs, including the construction of I-5, Veteran's Memorial Coliseum, the Rose Quarter (Moda Center), Emanuel Hospital, and urban renewal efforts. The African American community, as well as other communities of color and low-income populations (also referred to as Environmental Justice communities), have strong cultural ties to this area. Although the demographics of the area have changed with development, this area remains diverse. Today the Project area includes a higher proportion of minority, low-income, and senior (ages 65+) populations as compared to the full City of Portland.

Purpose

The Project team is establishing a group of Community Liaisons to meaningfully engage and involve those with current and historical ties to the project area in the Project's planning process. The purpose is to understand the communities' perspectives early in the process and incorporate input into the public involvement process and design decisions.

Expectations

The Community Liaisons will receive informational updates and be asked to inform the public involvement methods and specific design elements.

For public involvement, Community Liaisons will be asked to:

- Advise the public involvement and outreach to reach typically underrepresented communities that have a historic and/or current connection to the Project area
- Provide feedback on process
- Communicate information to community members to build awareness
- Discuss opportunities for community involvement in future Project phases

In regards to design, Community Liaisons will be asked to provide input and recommendations on specific design elements within the Project scope. While the Project's purpose (to improve safety and operations on I-5 in the vicinity of the Broadway/Weidler interchange) and design concept were approved by the Oregon Transportation Commission and the Portland City Council in 2012, there are a number of design decisions that still need to be made.

Items for Community Liaison Consideration and Input

- Public involvement process (see above)
- Design of bicycle improvements on the surface streets
- Design of pedestrian improvements on the surface streets
- Definition of public space uses on top of lid structures
- If significant impacts are identified during the environmental review process, potential minimization and mitigation strategies to reduce the impact

Through a previous, multi-year planning process, agreement has already been reached about the following topics. The Community Liaisons and the Project team will build off these decisions moving forward.

- ODOT, Federal Highway Administration and the City of Portland are the Project Leads
- Project purpose
 - Improve safety and operations on I-5 in the vicinity of the Broadway/Weidler interchange; and
 - Serve mobility needs of the region and State in a manner consistent with the overall goals and policies of the City, region, and State.
- Project improvements
 - Adding new auxiliary lanes and full shoulders on I-5 between I-84 and I-405
 - Removing and rebuilding the existing Weidler, Broadway and Williams structures as a lid structure over I-5
 - Removing and rebuilding the Vancouver structure as a lid structure over I-5, including a new roadway crossing at Hancock and Dixon
 - Removing the existing Flint structure over I-5
 - Relocating the I-5 southbound entrance ramp from Wheeler to Weidler/Williams
 - Adding a new bicycle and pedestrian crossing over I-5 at Clackamas
- Land use development in Project area
- Building the project supports the implementation of the City of Portland's N/NE Quadrant Plan

Attendance

Community Liaisons will prepare for and attend up to four, two-hour meetings between September 2017 and December 2018. Community Liaisons meetings will be held quarterly and be facilitated by non-agency staff. A general schedule for meetings is below. The specific dates will be determined by ODOT and shared with the Liaisons and the public.

- Meeting 1 – Late September 2017
- Meeting 2 – February 2018
- Meeting 3 – June 2018
- Meeting 4 – October 2018 (if needed)

The meetings will be held on a weekday evening at dates and times convenient to the Community Liaisons. Food will be provided.

All meetings will be open to the public with an opportunity to provide verbal and/or written comment.

Preparation – The Project team will work to make meeting agendas and initial materials available for review prior to each meeting. Community Liaisons should be prepared to provide feedback on the environmental study and public involvement process by openly sharing their perspectives.

Group Selection

The Community Liaison group will consist of about 15 community members with ties to the project area, representing the following experiences and affiliations. Some members might represent multiple interests.

- Racial diversity
- Modal diversity
 - Bicycle
 - Pedestrian
 - Transit
 - ADA interests
- Low-income
- Business owners
- Residents
- Connection to Project area
- Lived experience

Community Liaisons will be selected by ODOT based on recommendations from stakeholders.

Ground Rules

In agreeing to participate, Community Liaisons agree to make good faith efforts to:

- Attend all planned meetings. Be prepared for each meeting, including reviewing Project information between meetings, as necessary.
- Represent personal, and as applicable, organization’s viewpoints based on ongoing dialogue.
- Seek to keep affiliated organizations and community members informed of the Project and serve as a conduit for information.
- Provide guidance to the project including insight about effective community engagement opportunities.

- Communicate in an open and constructive manner, with intent of understanding, keeping an open mind to new ideas and differences.
 - Treat everyone with respect.
 - Raise issues honestly, clearly and early in the process.
 - Share the air – let others finish before speaking, and let others speak once before speaking twice.
 - Minimize distractions during meetings by putting cell phones on silent mode and avoiding side conversation.
 - Focus questions and comments on the subject at hand and stick to the agenda.
 - Seek to find common ground.
-

Facilitation

To ensure a smooth meeting process that is open, inviting, fair and efficient, the Community Liaison group will be provided with a neutral, professional meeting facilitator. The facilitator will help plan and moderate meetings. The facilitator will enforce ground rules, provide opportunities for each Community Liaison to provide input and work with the group to provide clear constructive advice and end meetings on time.

The Community Liaisons will be supported by ODOT and the HDR consultant team throughout the Project.

****This document will be reviewed at the first Community Liaison's meeting and updated based on group feedback. This Community Liaison's Overview document will be finalized and distributed following the meeting.***



I-5 ROSE QUARTER IMPROVEMENT PROJECT

Community Liaisons Meeting #1

Tuesday, September 26, 5:30 – 7:30 p.m.
Billy Webb Elks Lodge, 6 N Tillamook Street
(Food served at 5 p.m.)

Meeting Objectives

- 1) Welcome participants
- 2) Introduce the group to the project team and each other
- 3) Provide information about the project and timelines
- 4) Get input on the project and process (particularly outreach)
- 5) Identify opportunities for additional outreach

Agenda

5:30 p.m.	Welcome and Introductions	Joan Brown-Kline/Jeana Woolley Full group participation
5:45 p.m.	Group Purpose, Meeting Objectives and Agenda Review	Joan Brown-Kline
5:55 p.m.	Initial Project Interviews	Shelli Romero
6:05 p.m.	Project Overview <ul style="list-style-type: none">o Questions/Comments	Megan Channell, Andy Johnson Full group discussion
6:30 p.m.	Outreach Discussion <ul style="list-style-type: none">o Overview and Planned Activitieso Potential Opportunitieso Challenges	Susan Hanson Full group discussion Full group discussion
7:15 p.m.	Public Comment and Final Thoughts	Full group participation
7:30 p.m.	Meeting Adjournment	Joan Brown-Kline



Community Liaisons Meeting #2

Agenda

Wednesday, March 7, 5:30 - 7:30 p.m.
Billy Webb Elks Lodge, 6 N Tillamook Street
(Food served at 5 p.m.)

Meeting Objectives

- 1) Review project to date and upcoming activities
- 2) Get input on project information and graphics
- 3) Get input on future outreach opportunities

1. Introductions	10 minutes
2. Project Updates	20 minutes
<ul style="list-style-type: none">• Timeline• Project progress since last meeting• Discussion and questions	
3. Public Outreach Materials and Graphics	50 minutes
<ul style="list-style-type: none">• Public information materials• Visuals/graphics	
4. Outreach Opportunities: Looking Ahead	25 minutes
<ul style="list-style-type: none">• Group discussion of upcoming outreach events and getting input on additional opportunities to engage the community• Report back on community dialogues and needs	
5. Next Steps	5 minutes
6. Public Comment	10 minutes



Community Liaisons Meeting #3

Monday, May 21, 5:30 - 7:30 p.m.
Billy Webb Elks Lodge, 6 N Tillamook Street
(Food served at 5 p.m.)

Meeting Objectives

- 1) *Review project to date and upcoming activities*
- 2) *Get input on outreach tools and materials*
- 3) *Get input on future outreach opportunities*

Agenda

- | | |
|--|------------|
| 1. Introductions | 10 minutes |
| 2. Project Updates | 20 minutes |
| 3. Communications and Outreach Materials Review and Discussion | 50 minutes |
| 4. Outreach Activities Review and Discussion | 20 minutes |
| 5. Next Steps | 10 minutes |
| 6. Public Comment | 10 minutes |

Adjourn



Community Liaisons Meeting #4

Tuesday, November 27, 5:30 p.m. - 7:30 p.m. (Food served at 5:15 p.m.)

Billy Webb Elks Lodge, 6 N. Tillamook Street

Meeting Objectives

- Review outreach activities since last Community Liaisons meeting.
- Review information materials and the project overview/simulation video and discuss upcoming materials development.
- Orient group to the Environmental Study review process.
- Discuss upcoming involvement opportunities for community members to provide input including online open house and in-person open house , and solicit input on other ideas to raise awareness about the upcoming comment period.
- Discuss 2019 next steps – design phase and new Community Advisory Group.

Agenda

- | | |
|---|------------|
| 1. Introductions | 10 minutes |
| 2. Project Updates and Discussion | 40 minutes |
| ≠ Updated Timeline Review | |
| ≠ Summer/Fall Outreach Activities Updates | |
| ○ Tabling Events, Presentations, “What’s Happening In Our Streets” Event, Business Canvassing | |
| ≠ Information Materials Updates | |
| ○ Project Overview Video, Website Updates | |
| ≠ General Comments, Suggestions and Questions | |
| 3. Upcoming Environmental Study Findings and Publication | 20 minutes |
| ≠ Understanding the Next Steps in the Process | |
| ≠ Fact Sheet Review and Discussion | |
| 4. Raising Awareness for Community Review and Input | 30 minutes |
| ≠ Comment Opportunities and Planned Activities | |
| ○ In-Person and Online Open Houses | |
| ○ Notifications and Publicity | |
| ○ Presentations/Briefings | |
| ≠ Discussion, Ideas, Comments and Questions | |
| 5. Next Steps in 2019 | 10 minutes |
| ≠ Design Phase and Economic Development | |
| ≠ Community Advisory Group – Role | |
| 6. Meeting Evaluation/Public Comment | 10 minutes |



IV.3 OPEN HOUSE I SUMMARY



Open House Summary

Project: I-5 Rose Quarter Improvement Project

Subject: Open House

Location: Matt Dishman Community Center – Auditorium (77 NE Knott St, Portland, OR)

Date: Tuesday, September 12, 2017, 5 p.m. – 7 p.m.

Overview

The project Open House was intended to kick-off the I-5 Rose Quarter Improvement Project with the public. It was 'drop-in' style and had three key features: 1) display stations with project components, purpose and need and range of alternatives, 2) a Power Point presentation with a project overview (on a continuous loop) and 3) a mounted project area map with design elements. Project team members were available at each station to answer participant questions and explain project elements. In total, the Open House was attended by approximately 85 people.



Welcome

As members of the public arrived, they were greeted at the Welcome Table, asked to sign in and encouraged to make their way through the display stations at their own pace and ask questions to project team members. They were also invited to share their comments on the project and its purpose and need.

Display Stations

Various stations, with large display boards and interactive elements, described components of the project. Stations included:

- **How We Got Here** – A graphic representation of past stages of the project and how it came to be.
- **Purpose and Need** – A display board with the Purpose and Need, paper copies of the full draft Purpose and Need Statement, and comment cards to provide feedback directly to the statement.
- **Project Need** – A graphic representation explaining the need for the project.
- **Timeline** – A display board of the overall project timeline.
- **City of Portland Plans** – A station focusing on how the project works in conjunction with the N/NE Quadrant Plan and Central City 2035, accompanied by copies of the full plans for viewing.



I-5 ROSE QUARTER IMPROVEMENT PROJECT

- **Environmental Study and Outreach** – Displays explaining the environmental study and the associated robust public outreach.
- **Project Improvements** – Display boards explaining each of the six project improvement areas. Many of these boards included graphics or renderings of the improvements, along with descriptions.

Other Stations

In addition to the display boards, a large, aerial image of the project area and improvements was exhibited on the wall. Attendees were encouraged to leave comments on the map with post-it notes or mark their place of residence using a sticker.

In another area of the room, a Power Point presentation of the project was projected on the wall with chairs in front for viewing. The presentation included the same information as what was displayed on the boards, but in a more concise manner for those who preferred to receive the information in a different way.

A center table held comment boxes, comment cards and pens, as a place for attendees to sit



down and provide feedback to the team about the project. Also in the center of the room was a table with refreshments for attendees.

Project team members and attendees engaged in lively conversations throughout the Open House, especially while referencing images on the display boards. In total, 55 comment cards were received at this event.

What We Heard

Through face-to-face conversations and written comments, project team members heard a wide variety of opinions about the project. These ranged from excitement and support for the project to apprehension and concern. Many attendees expressed interest in the highway covers and the opportunities they provide in connecting the community and improving bike and pedestrian facilities. Others expressed concern about costs, impacts on local air quality as well as the environment overall. Many raised ideas related to safety on I-5 and the local streets. Several people also discussed congestion in the project area and opinions on how to address it.



IV.4 COMMUNITY & NEIGHBORHOOD FORUM SUMMARY



I-5 ROSE QUARTER IMPROVEMENT PROJECT

Community & Neighborhood Forum Summary

Project: 15 Rose Quarter Improvement Project

Subject: Community & Neighborhood Forum

Date: Thursday, September 28, 2017

Location: Billy Webb Elks Lodge (6 N Tillamook St, Portland, OR)

Overview

The Oregon Department of Transportation (ODOT) and City of Portland hosted a Community and Neighborhood Forum for the 15 Rose Quarter Improvement Project on Thursday evening, September 28th, 2017. The purpose of the event was to engage the local community about the project, provide them an overview of the project and encourage dialogue about the planned future improvements in the area. The event kicked off with introductions and an overview presentation from project team members followed by a question and answer period. The second half of the meeting was focused on small group table discussions. A project team member was staffed at each table where about five to seven people sat and shared thoughts about opportunities and concerns related to the project. At the end of the meeting, each table group reported out to the larger group things they discussed. This event also provided an opportunity for the public to comment on the purpose and need and range of alternatives, providing copies of the draft document and accepting verbal and written comments.

The event was publicized on a project mailer that was distributed to over 6,000 addresses surrounding the project area, a public news release and email distribution to 577 emails. ODOT also engaged in targeted outreach to the project area's historic African American and minority community, inviting over 20 organizations and faith-based groups that support or represent minority populations, including those who took part in the environmental justice interviews.

A total of 65 people signed in at the event. Sign language interpretation was provided for the hearing impaired.





Introduction

Shelli Romero, ODOT Community Affairs Manager, welcomed attendees and gave a brief introduction to the event. Chris Warner, Portland Bureau of Transportation Assistant Director, encouraged the group to offer feedback and information about the history of the area. Joan Brown-Kline introduced herself as the facilitator, shared ground rules for discussion, and asked the group to suggest additional ground rules.

Project Overview

Megan Channell, ODOT Project Manager and Andy Johnson, HDR Consultant Project Manager, provided a broad overview of the project. Johnson recounted the history of the project, and Channell described the status of the project today including its purpose and the six main improvements within the project. She went on to explain that the project is currently in the environmental study phase, which is part of the NEPA (National Environmental Policy Act) process and required for projects with federal funding. Design is set to begin in 2019, with construction as early as 2023, depending on funding.

Open Question & Answer

Brown-Kline encouraged the group to ask questions and raise comments and suggestions to the project team. The team addressed questions about:

- **Project Improvements** – Bicycle and pedestrian improvements, the proposed replacement of Flint and seismic improvements.
 - New and updated bicycle and pedestrian improvements will be a part of this project. Specifics about their design will be informed by public input and the environmental review process.
 - One of the new highway covers will provide a new connection between Hancock and Dixon, replacing the current overpass at Flint Street.
 - The project will upgrade each of the overpasses in the project area to meet current seismic standards.
- **Cost & Funding** – Project funding and project cost, including the breakdown of costs for the local and highway improvements.
 - The project cost is \$450 million (2017 dollars).
 - Funding for the environmental study and preliminary design is in place. The majority of funding for the design and construction phases has been provided through House Bill 2017. ODOT will continue to work with its partners to seek additional funding for the final design and construction of the improvements.
 - The removal and replacement costs for the bridges over I-5 and for a new bicycle and pedestrian bridge at Clackamas make up approximately 50 percent of the biddable costs for the project.
- **Environmental Impacts** – Potential impacts related to greenhouse gas emissions, air quality, noise and congestion.
 - The project team is currently studying short- and long-term impacts related to greenhouse gas emissions, air quality and noise levels in the project area. These



I-5 ROSE QUARTER IMPROVEMENT PROJECT

findings will be published with the full environmental report in summer 2018. The public will have an opportunity to review and comment.

- The environmental study will also study current and future traffic conditions.
- **Vision Zero** – How the project supports the City of Portland’s Vision Zero.
 - This project aims to help the City of Portland move toward Vision Zero by improving the local street network for all modes of transportation. Improved bike and pedestrian facilities can protect users from injuries and fatalities. ODOT and the City are interested in hearing the public’s thoughts on ways to improve these safety facilities and effectively move towards the goal of Vision Zero.
- **Community Input** – How community input will be utilized in the planning and design processes.
 - The project team encourages community input throughout all stages of this project. All comments will be reviewed by the project team and considered for the purposes of the environmental assessment and design.
 - The team is specifically seeking suggestions for the bike and pedestrian improvements, how public space on the covers should be used, and how the project can further enhance community and connections.

Small Group Discussions

Brown-Kline directed attendees to form groups at the tables in the room, each with a staff facilitator. In groups, attendees were asked to share opportunities and concerns about the project, and any other thoughts they had. Facilitators recorded the group’s comments on flipcharts.

Report Back

After discussing in small groups, each group facilitator went around and reported the comments they heard to the entire group. In regards to opportunities, many groups discussed options for bike and pedestrian facilities, ways to incorporate local and minority businesses in the project, and opportunities for community art and improved landscaping in the area. In terms of concerns, some were concerned about changing traffic patterns, neighborhood air quality, access to the hospital, cost of the project, congestion pricing and the potential of induced demand on I-5. Others suggested more detailed drawings and models be made available to better understand the project. Many expressed a desire to see the findings of technical and environmental studies as they are made available.

Close

Channell thanked the group for attending and explained that the work is early in the project development process and the team will take the public feedback into account as the project moves forward. The project is currently studying the environmental impacts of building or not building the project, both positive and negative. The findings will be documented and shared with the public in summer 2018. She encouraged the group to stay engaged and to attend the Community Walk and Bike Ride the following weekend.



IV.5

COMMUNITY WALK & BIKE RIDE SUMMARY



Community Walk & Bike Ride Summary

Project: I-5 Rose Quarter Improvement Project

Subject: Community Walk & Bike Ride

Time: Saturday, October 7, 2017, 10 a.m. – 12 p.m.

Location: Stingray Café (240 N Broadway, Portland) & Project Area

Overview

The Community Walk & Bike Ride was an opportunity to guide the public through the project area, both on bike and foot, to help people see the current issues and visualize the proposed improvements. Groups toured the area to several viewpoints where ODOT and City of Portland staff explained improvements, and attendees had the opportunity to ask questions and give suggestions. There were around 32 attendees in total, with an even split between those attending the walk and bike ride. Sign language interpretation was provided for the hearing impaired.



Introductions

Upon entering the Stingray Café, attendees were asked to sign in and take a tour map of their choosing: a walking tour map or a biking tour map, depending on which tour they planned to go on. Coffee and pastries were available to attendees while waiting for the event to begin. ODOT Project Manager Megan Channell and PBOT Section Manager Mauricio Leclerc gathered the attention of the group for a project overview. Mauricio described the history of the project, how ODOT and the City of Portland formed a partnership, and how the I-5 Rose Quarter Improvement Project is in conjunction with the N/NE Quadrant Plan. Megan explained the purpose of the project and each of the improvements. ODOT Transit and Active Transportation Liaison Jessica Horning gave a safety briefing before prompting the two groups to separate and head out on their tours.

Walk & Bike Ride

Both the walk and the bike ride stopped at key points for viewing and discussing proposed



I-5 ROSE QUARTER IMPROVEMENT PROJECT

improvements. These improvements include:

- I-5 ramp-to-ramp (auxiliary) lanes & shoulders
- Highway covers
- Hancock-Dixon crossing
- I-5 southbound on-ramp relocation
- Clackamas bike & pedestrian crossing
- Local street, bicycle & pedestrian improvements

In addition, the bike ride group discussed connections to current bike facilities in the area. While on the bike ride and the walk, the project team addressed questions about technical elements of the project, along with concerns about environmental issues such as noise and air quality. There were many discussions about opportunities for cyclists and pedestrians in the area and what the improved facilities could include. There was also discussion around how the project could enhance community connections.



Staff collected questions and issues from individual discussions. These, along with other questions, are being addressed in the Frequently Asked Questions section of the project website (<http://i5rosequarter.org/news-library/> -- FAQ update coming soon).

After the walk and the bike ride, attendees were invited to return to the café to talk more with project team members about specific interests and concerns. Display boards about the project and fact sheets were available to view for additional information.

ROUTE MAP



Legend

- ★ Start/End
- Viewpoint

VIEWPOINTS

Clackamas Bicycle & Pedestrian Bridge (1)

- Provides a new separate bridge over I-5 for people that bike and walk.
- Creates better bike and pedestrian connections between neighborhoods and business centers.
- Offers Green Loop connection.

Southbound On-ramp Relocation (1, 2)

- I-5 southbound on-ramp will be relocated from NE Wheeler Avenue to NE Weidler Street.
- Provides an improved connection to I-5 from local streets and the space needed for the new Clackamas Bicycle and Pedestrian Bridge.

Bike & Pedestrian Improvements (2, 3)

- New, well-lit sidewalks; ADA ramps; bicycle facilities; and high-visibility crosswalks.

Highway Covers (1, 2, 3, 4)

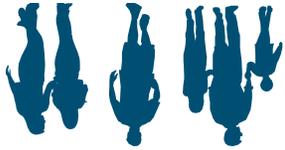
- Current crossings at Vancouver-Hancock and Broadway-Weidler-Williams will be replaced by covers over I-5.
- Offer opportunities to create new spaces or places for the community, and new bike and pedestrian facilities.
- Includes seismic upgrades, making the structures more resilient in the event of an earthquake.

Hancock-Dixon Crossing & Flint Removal (4, 5, 6)

- Flint Crossing will be replaced with a new crossing, connecting N Hancock Street to N Dixon Street over I-5.
- Includes new bicycle, pedestrian and ADA facilities.
- Allows drivers and people walking and biking to avoid the busy Broadway/Weidler interchange area.



WALK COMMUNITY



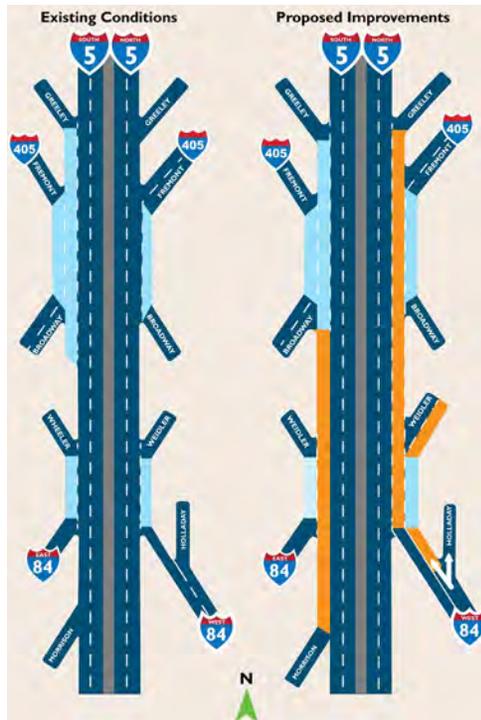
I-5 ROSE QUARTER IMPROVEMENT PROJECT



Ramp-to-Ramp (Auxiliary) Lanes and Shoulders (4)

- New ramp-to-ramp (or auxiliary) lanes between I-84 and I-405 will improve safety by allowing vehicles more time to enter and exit the highway.
- Separates on- and off-ramp merging from through traffic.
- Connects one interchange ramp to the next.
- Additional shoulders will create space for stalled vehicles to move out of traffic and emergency vehicles to quickly respond.

- Existing I-5 Travel Lanes
- Existing Ramp-to-Ramp (Auxiliary) Lanes
- Proposed Ramp-to-Ramp (Auxiliary) Lanes



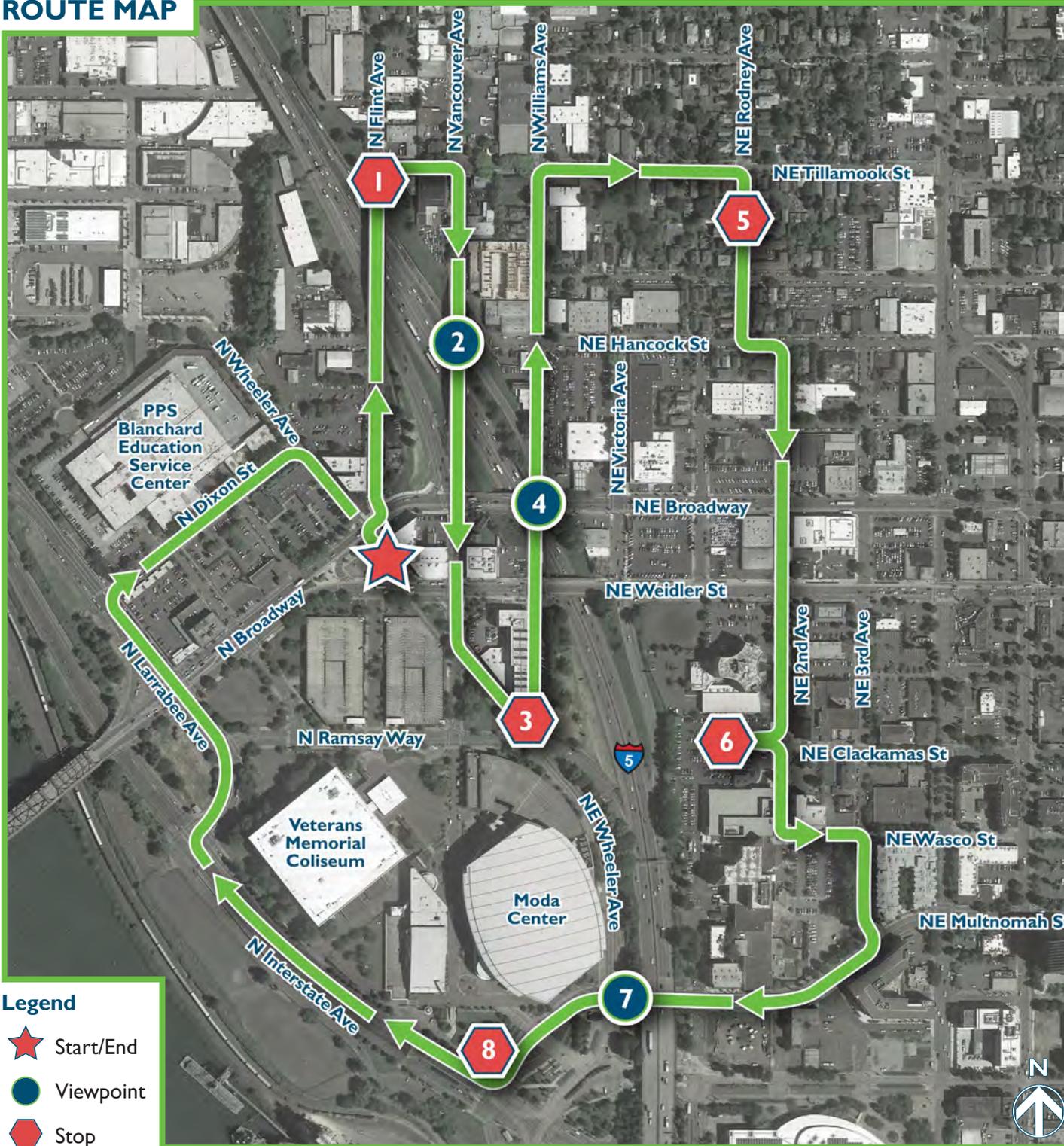
PROJECT IMPROVEMENTS

This aerial map illustrates the project area in the Rose Quarter, including streets like N Flint Ave, N Vancouver Ave, N Williams Ave, N Dixon St, N Wheeler Ave, N Center Ct St, N Ramsay Way, NE Tillamook St, NE Hancock St, NE Victoria Ave, NE Broadway, NE Weidler St, and NE Wheeler Ave. The map highlights various project features: auxiliary lanes and shoulders in orange, highway covers in grey, the Hancock/Dixon crossing in red, the relocated I-5 southbound on-ramp in purple, the Clackamas Bicycle & Pedestrian Bridge in green, local street modifications in blue, bicycle and pedestrian facilities in yellow, and street removal in red with an 'X' symbol. Key locations like Rose Quarter Parking and the Moda Center are also labeled.

Legend

- I-5 Auxiliary Lanes & Shoulders
- Highway Covers
- Hancock/Dixon Crossing
- I-5 Southbound On-Ramp Relocation
- Clackamas Bicycle & Pedestrian Bridge
- Local Street Modifications
- Bicycle & Pedestrian Facilities
- Street Removal

ROUTE MAP



Legend

-  Start/End
-  Viewpoint
-  Stop

VIEWPOINTS & STOPS

Hancock-Dixon Crossing & Flint Removal (1,2)

- Flint Crossing will be replaced with a new crossing, connecting N Hancock Street to N Dixon Street over I-5.
- Includes new bicycle, pedestrian and ADA facilities.
- Allows drivers and people walking and biking to avoid the busy Broadway/Weidler interchange area.

Highway Covers (1, 2, 4)

- Current crossings at Vancouver-Hancock and Broadway-Weidler-Williams will be replaced by covers over I-5.
- Offer opportunities to create new spaces or places for the community, and new bike and pedestrian facilities.
- Includes seismic upgrades, making the structures more resilient in the event of an earthquake.

Clackamas Bicycle & Pedestrian Bridge (3,6)

- Provides a new separate bridge over I-5 for people that bike and walk.
- Creates better bike and pedestrian connections between neighborhoods and business centers.
- Offers Green Loop connection.

Southbound On-ramp Relocation (3,6)

- I-5 southbound on-ramp will be relocated from NE Wheeler Avenue to NE Weidler Street.
- Provides an improved connection to I-5 from local streets and the space needed for the new Clackamas Bicycle and Pedestrian Bridge.

Bike & Pedestrian Improvements (4,5,6,7,8)

- New, well-lit sidewalks; ADA ramps; bicycle facilities; and high-visibility crosswalks.



COMMUNITY BIKE RIDE



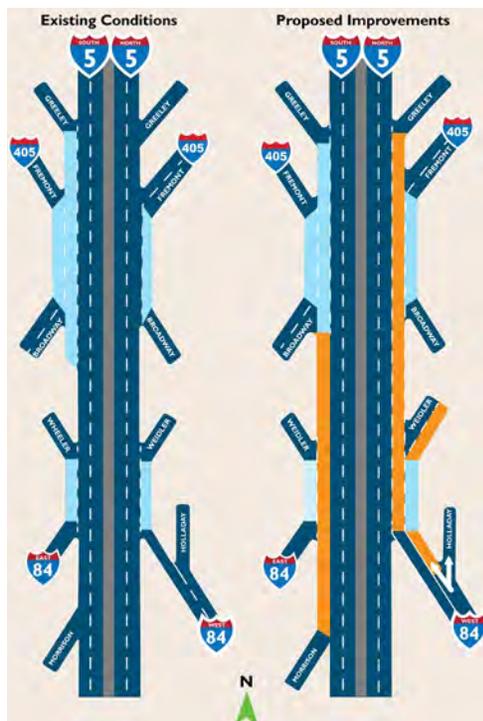
I-5 ROSE QUARTER IMPROVEMENT PROJECT



Ramp-to-Ramp (Auxiliary) Lanes and Shoulders (1,2,3,4)

- New ramp-to-ramp (or auxiliary) lanes between I-84 and I-405 will improve safety by allowing vehicles more time to enter and exit the highway.
- Separates on- and off-ramp merging from through traffic.
- Connects one interchange ramp to the next.
- Additional shoulders will create space for stalled vehicles to move out of traffic and emergency vehicles to quickly respond.

- Existing I-5 Travel Lanes
- Existing Ramp-to-Ramp (Auxiliary) Lanes
- Proposed Ramp-to-Ramp (Auxiliary) Lanes



PROJECT IMPROVEMENTS





I-5 ROSE QUARTER IMPROVEMENT PROJECT

Walk & Bike Ride Sign-In & Waiver

October 7, 2017

In participating in the I-5 Rose Quarter Improvement Project Community Walk & Bike Ride, sponsored by Oregon Department of Transportation and City of Portland, I hereby acknowledge that I understand there are risks of accidents resulting in bodily harm to me rising out of this activity. I hereby acknowledge that I have the physical capacity reasonably necessary to engage in the ride for which I have signed up. I hereby, for myself and my heirs, executor, assigns and personal representatives, forever waive and release for any and all rights and claims for damages I may have now or hereafter have, whether known or unknown, against the Oregon Department of Transportation, its officers, agents or employees, for any injuries or other claims arising out of my voluntary participation. In case of emergency, accident or illness, I give my permission to be treated by a professional medical person and admitted to a hospital if necessary. I agree to be the party responsible for all medical expenses that are incurred in my behalf. I agree to refrain from use of alcohol or drugs when participating in the I-5 Rose Quarter Improvement Project Community Walk & Bike Ride.

I have read the above information.

Name	Street Address (include zip code)	E-mail Address	Phone Number	Affiliation (If Any)	Do you want to receive project announcements?
Corence Long	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Please put me on your email list
JASON NOLAN					<input type="checkbox"/> Please put me on your email list
Don Berkner					<input type="checkbox"/> Please put me on your email list
Kathryn Doherty-Chapman					<input checked="" type="checkbox"/> Please put me on your email list
Matt Morrissey					<input checked="" type="checkbox"/> Please put me on your email list
ERIK L. NIELSEN					<input checked="" type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
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					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list

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I-5 ROSE QUARTER
IMPROVEMENT PROJECT

Walk & Bike Ride Sign-In & Waiver

October 7, 2017

In participating in the I-5 Rose Quarter Improvement Project Community Walk & Bike Ride, sponsored by Oregon Department of Transportation and City of Portland, I hereby acknowledge that I understand there are risks of accidents resulting in bodily harm to me rising out of this activity. I hereby acknowledge that I have the physical capacity reasonably necessary to engage in the ride for which I have signed up. I hereby, for myself and my heirs, executor, assigns and personal representatives, forever waive and release for any and all rights and claims for damages I may have now or hereafter have, whether known or unknown, against the Oregon Department of Transportation, its officers, agents or employees, for any injuries or other claims arising out of my voluntary participation. In case of emergency, accident or illness, I give my permission to be treated by a professional medical person and admitted to a hospital if necessary. I agree to be the party responsible for all medical expenses that are incurred in my behalf. I agree to refrain from use of alcohol or drugs when participating in the I-5 Rose Quarter Improvement Project Community Walk & Bike Ride.

I have read the above information.

Name	Street Address (include zip code)	E-mail Address	Phone Number	Affiliation (If Any)	Do you want to receive project announcements?
ART Lewellan	[REDACTED]				<input type="checkbox"/> Please put me on your email list
Philip J. Wolfe					<input type="checkbox"/> Please put me on your email list
JOHAN LEY					<input type="checkbox"/> Please put me on your email list
Chris Smith					<input checked="" type="checkbox"/> Please put me on your email list
Cara Wessel					<input type="checkbox"/> Please put me on your email list
Doug Allen					<input type="checkbox"/> Please put me on your email list
Robin LeConche					<input type="checkbox"/> Please put me on your email list
TED Timmons					<input type="checkbox"/> Please put me on your email list
Stephanie Malt					<input checked="" type="checkbox"/> Please put me on your email list
Mark McClure					<input type="checkbox"/> Please put me on your email list
Emily Guise					<input checked="" type="checkbox"/> Please put me on your email list
Steve Cantz	<input type="checkbox"/> Please put me on your email list				



I-5 ROSE QUARTER IMPROVEMENT PROJECT

Walk & Bike Ride Sign-In & Waiver

October 7, 2017

In participating in the I-5 Rose Quarter Improvement Project Community Walk & Bike Ride, sponsored by Oregon Department of Transportation and City of Portland, I hereby acknowledge that I understand there are risks of accidents resulting in bodily harm to me rising out of this activity. I hereby acknowledge that I have the physical capacity reasonably necessary to engage in the ride for which I have signed up. I hereby, for myself and my heirs, executor, assigns and personal representatives, forever waive and release for any and all rights and claims for damages I may have now or hereafter have, whether known or unknown, against the Oregon Department of Transportation, its officers, agents or employees, for any injuries or other claims arising out of my voluntary participation. In case of emergency, accident or illness, I give my permission to be treated by a professional medical person and admitted to a hospital if necessary. I agree to be the party responsible for all medical expenses that are incurred in my behalf. I agree to refrain from use of alcohol or drugs when participating in the I-5 Rose Quarter Improvement Project Community Walk & Bike Ride.

I have read the above information.

Name	Street Address (include zip code)	E-mail Address	Phone Number	Affiliation (If Any)	Do you want to receive project announcements?
RS					<input checked="" type="checkbox"/> Please put me on your email list
Betsy Reere					<input checked="" type="checkbox"/> Please put me on your email list
Brad Baker					<input checked="" type="checkbox"/> Please put me on your email list
Margaret Gaskins					<input type="checkbox"/> Please put me on your email list
Rosemary Lyons					<input checked="" type="checkbox"/> Please put me on your email list
Linda Nettekoven					<input checked="" type="checkbox"/> Please put me on your email list
David Arena					<input type="checkbox"/> Please put me on your email list
Catie Gould					<input checked="" type="checkbox"/> Please put me on your email list
Scott Mullen					<input type="checkbox"/> Please put me on your email list
Scott Lauren Mullen					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list



I-5 ROSE QUARTER
IMPROVEMENT PROJECT

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October 7, 2017

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I have read the above information.

Name	Street Address (include zip code)	E-mail Address	Phone Number	Affiliation (If Any)	Do you want to receive project announcements?
Janet Belsb	[REDACTED]				<input checked="" type="checkbox"/> Please put me on your email list
Katy Wolf					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
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					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list



I-5 ROSE QUARTER
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I have read the above information.

Name	Street Address (include zip code)	E-mail Address	Phone Number	Affiliation (If Any)	Do you want to receive project announcements?
Scott Gibson	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	<input checked="" type="checkbox"/> Please put me on your email list
TIM ROOF					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list
					<input type="checkbox"/> Please put me on your email list



IV.6 COMMUNITY SURVEY (PRINT VERSION)



WHAT IMPROVEMENTS WOULD YOU LIKE TO SEE?

1 What is your most frequent way of traveling to and through the Rose Quarter area? *(Check your most frequent mode of travel)*

- Walk Bike Drive Ride Transit Other _____



2 What are your top choices to improve your travel experience to and through the Rose Quarter area? *(Select up to three)*

- | | |
|--|---|
| <input type="checkbox"/> Better, safer pedestrian sidewalks and street crossings | <input type="checkbox"/> Green spaces on covers over I-5 that reduce the physical and visual impacts of the freeway |
| <input type="checkbox"/> Better, safer bicycle lanes | <input type="checkbox"/> Added public space for community uses |
| <input type="checkbox"/> Better, safer access to transit stops | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Better and safer driver experience on I-5 through the Rose Quarter area | |
| <input type="checkbox"/> Reduced vehicle speeds | |



3 What are your top choices for pedestrian improvements you would like to see included? **Note: All improvements would be accessible to people with disabilities. (Select up to three)*

- | | |
|---|--|
| <input type="checkbox"/> Wider sidewalks for pedestrians | <input type="checkbox"/> Improved buffers from automobile lanes, landscaped or otherwise |
| <input type="checkbox"/> Safer access to transit (bus, Streetcar and MAX) | <input type="checkbox"/> More designated road crossings |
| <input type="checkbox"/> Bridges for people walking to cross over the highway | <input type="checkbox"/> Enhanced street lighting |
| <input type="checkbox"/> Additional amenities such as benches | <input type="checkbox"/> Other _____ |



4 What are your top choices for bicycle improvements you would like to see included? *(Select up to three)*

- | | |
|--|--|
| <input type="checkbox"/> Wider bicycle travel lanes | <input type="checkbox"/> Better markings for bicycles (for example, green paint) |
| <input type="checkbox"/> More bicycle wayfinding signs | <input type="checkbox"/> More bicycle specific signals at intersections |
| <input type="checkbox"/> Buffers between bicycle travel lanes and automobile traffic lanes | <input type="checkbox"/> Other _____ |

**** Feel free to add comments or suggestions on back ****

Learn more at www.i5RoseQuarter.org

One of the unique improvements with this project is replacing existing bridges with large covers over the highway that provide additional space for uses beyond streets and sidewalks.



What your top choices for improvements you would most like to see installed on these highway covers? (Select up to five)

- | | |
|---|--|
| <input type="checkbox"/> Landscaped park | <input type="checkbox"/> Public art installations |
| <input type="checkbox"/> Food carts | <input type="checkbox"/> Educational displays |
| <input type="checkbox"/> Active recreation space/park | <input type="checkbox"/> Picnic tables |
| <input type="checkbox"/> Skate park | <input type="checkbox"/> Elements that reflect community history and culture |
| <input type="checkbox"/> Outdoor entertainment plaza/venue | <input type="checkbox"/> More space for people biking and walking |
| <input type="checkbox"/> Kids playground | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Community garden space | |
| <input type="checkbox"/> Small pavilions for community events | |

ADDITIONAL COMMENTS:

The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-2036, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests, or visit <http://bit.ly/13EWaCg>.



IV.7 WHAT'S HAPPENING IN OUR STREETS REPORT



Staff and Consultant Event Summary, Debrief + Recommendations

Compiled for Portland Bureau of Transportation

+ Oregon Department of Transportation



WHAT'S HAPPENING IN OUR STREETS?

A TRANSPORTATION OPEN HOUSE FOR THE BLACK COMMUNITY



This open house is an opportunity for Black community members living in and commuting to N/NE Portland neighborhoods to help inform ODOT + PBOT transportation investments. And it's not just about bikes! We're also focused on improving pedestrian safety, access to transit and roadway conditions.

Join us to learn more about these projects and corridors, including: the I-5 Rose Quarter Project; Martin Luther King, Jr. Blvd.; Vancouver Ave.; Lloyd to Woodlawn Neighborhood Greenway; Safe Routes to Schools; Vision Zero street safety programs; jobs and contracting opportunities; and more! Attendees can also enjoy a display of the Historic Black Williams Project.

Join us to learn more and share your experience and concerns!

Dinner catered by Kee's #LOADED Kitchen.
Gift certificates available to participants.
Translation and interpretation available upon request.
(instructions below).

WHEN

Wed, June 6th, 2018
6:00-8:00 PM

WHERE

Self Enhancement, Inc.
3920 N Kerby Ave,
Portland, OR 97227

RSVP + QUESTIONS

Walter Robinson, II
✉ Walter.robinson@portlandoregon.gov
📱 @pbotinfo
☎ 503.823.0371



The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-5185, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests.



Event flyer

Background

Traveling on the stretch of I-5 between the I-84 and I-405 exchanges, and on local streets around the Rose Quarter can be unsafe and a difficult experience for commuters. That is why the Oregon Department of Transportation and the City of Portland are working together to improve safety conditions on the freeway and around the I-5 Rose Quarter Area with targeted investments to address safety issues on this segment of I-5, to provide better multi-modal solutions on the local streets above, and to mitigate long-standing traffic and connectivity issues in the area.

The I-5 Rose Quarter Improvement Project is being led by the Oregon Department of Transportation (ODOT), in partnership with the Portland Bureau of Transportation (PBOT). The Project Team's community involvement consultants, HDR, Jeana Woolley & Associates, and LaQuida Langford were charged with planning various community engagement outreach events that would specifically inform and solicit feedback from the Black community about the project. It was felt that it was specifically important to engage the Black community that still resides in the area since this community has been historically displaced from North and Northeast Portland by major public projects over the last fifty years

ODOT and their consultant, HDR, wanted to provide opportunity for African American community members learn more and provide feedback on the I-5 Rose Quarter Improvement Project. The initial idea for targeted outreach to the general community was to have LaQuida Langford assemble a 20-person focus group which would be facilitated by Jeana Woolley & Associates.

As PBOT became more deeply engaged in the planning process, some synergies were identified and Irene Marion, PBOT's Public Involvement Coordinator, recommended the effort be expanded to a larger transportation event that could showcase both the I-5 Rose Quarter Improvement Project to come and local street transportation projects that would be implemented on a shorter timeline. The new focused included a broader outreach effort and designing an open house-style event that would provide more information about transportation improvements happening throughout North and Northeast Portland.

The event was themed *"What's Happening In Our Streets? A Transportation Open House for the Black Community"* to be hosted at Self-Enhancement, Inc on Wednesday, June 6th, 2018.

Community Engagement and Outreach

PBOT leads Irene Marion and Walter Robinson II, and the I-5 Rose Quarter Improvement Project consultants Jeana Woolley & Associates and LaQuida Langford were tasked with conducting community engagement and outreach to the Black Community, with a goal of having fifty Black community members in attendance. Key goals for the event included:

1. The event be held at a Black community institution (safe space) and support Black businesses
2. Event invitations were intentional about inviting the Black community to attend
3. Outreach strategies included the engagement of trusted community organizations and networks that would encourage attendance

4. Transportation projects and programs were prioritized based on geographic focus (within North and Northeast Portland) and because they had relevant resources and programmatic offerings for community partners
5. The program featured a presentation and table activities focused on information sharing and input opportunities on the I5 Rose Quarter Improvement Project

In honor of the Black history in the Lower Albina area (encompassing the present-day Rose Quarter area), the event flyer utilized artwork from the Black History of Williams Ave Project, an art history project facilitated by Cleo Davis and Kayin Talton Davis. The flier was distributed to Black owned businesses along MLK Jr. Blvd. including but not limited to barbershops, coffee shops, restaurants, community centers, and more. The event flier was also circulated digitally via email to Black churches, professional networking groups, culturally specific non-profits, Facebook and personal networks.

Dinner was provided by Willamette Week's 2018 award winning soul food cart Kee's #Loaded Kitchen who also shared the event on their Facebook page with a following of more than 5000.

Event Demographic Information

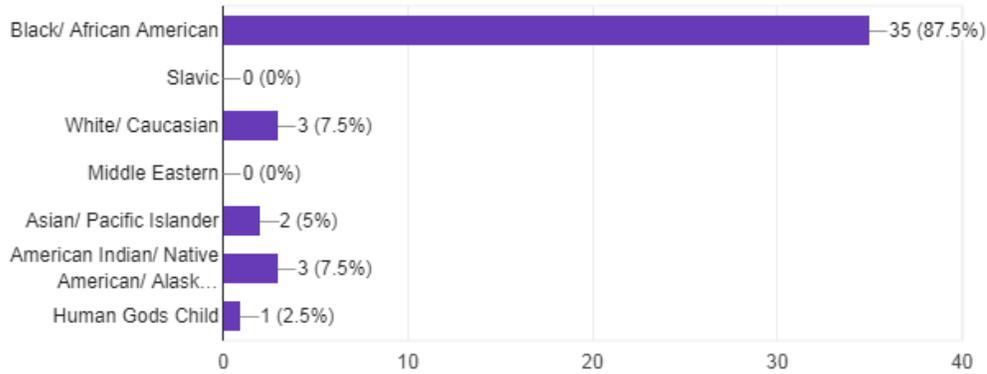
June 6th, 2018 ended up being a very eventful day for the City, with the beginning of Fleet Week, Jefferson High School's Graduation, and the Hill Block Project Working Group Meeting. There were many competing interests and activities for Black community members to attend and staff was nervous about turnout. However, even with the competing priorities, we exceeded our goal of fifty participants with ninety-five community members in attendance throughout the event. Participants were asked to complete a brief demographic survey to capture who was in attendance. Of the 95 participants in attendance we received 40 responses. From the survey we learned that 87.5% of our audience identified as African American/Black. (see figure 1.)

The event was open to the public and had a diversity of representation from N/NE Community members including 7.5% White/Caucasian, 5% Asian/Pacific Islander, 7.5% American Indian/Native American, and 2.5% of God's Children. (see Figure 1.)

Figure 1

What is your race or ethnicity?

40 responses

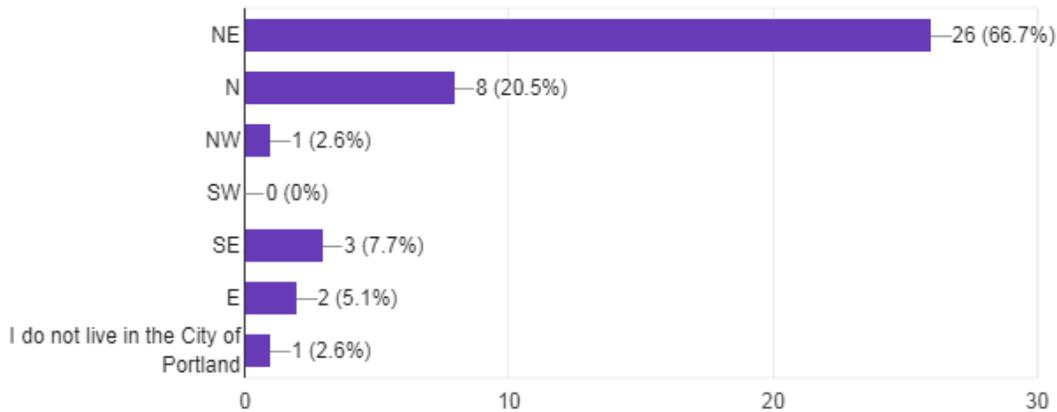


Geographically, 66.7% of respondents mentioned living in Northeast Portland, 20% of respondents mentioned living in North Portland, 7.7% living in Southeast Portland, 5.1% living in East Portland, and 2.6% not living in the City of Portland. There was a wide range of age participation (see Figure 2.)

Figure 2

In which area of the city do you live?

39 responses



Majority of survey participants were above 65 years of age or older (42.5%), 25% between the ages of 55 – 64, 15% between the ages of 45 – 54, 7.5% between the ages of 35 – 44, and 10% between the ages of 25 – 34. (See Figure 3.) Majority of the survey participants identified as female with 82.5% of represented at the event, and 17.5% identified as male. (See Figure 4.)

Figure 3.

What is your age?

40 responses

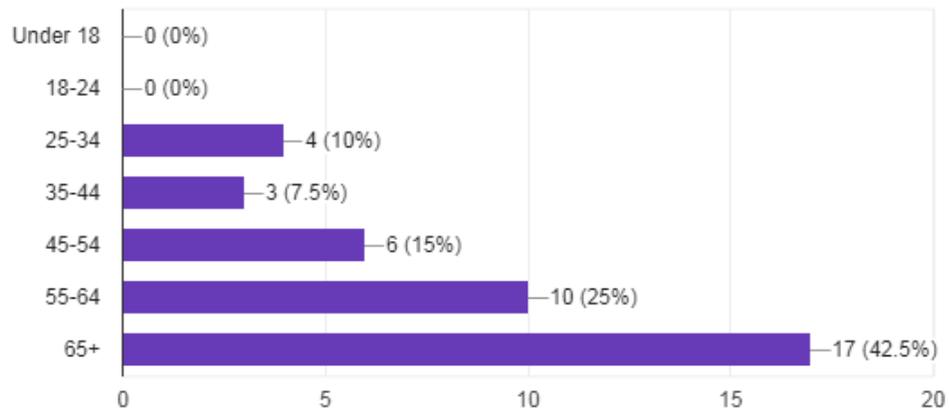
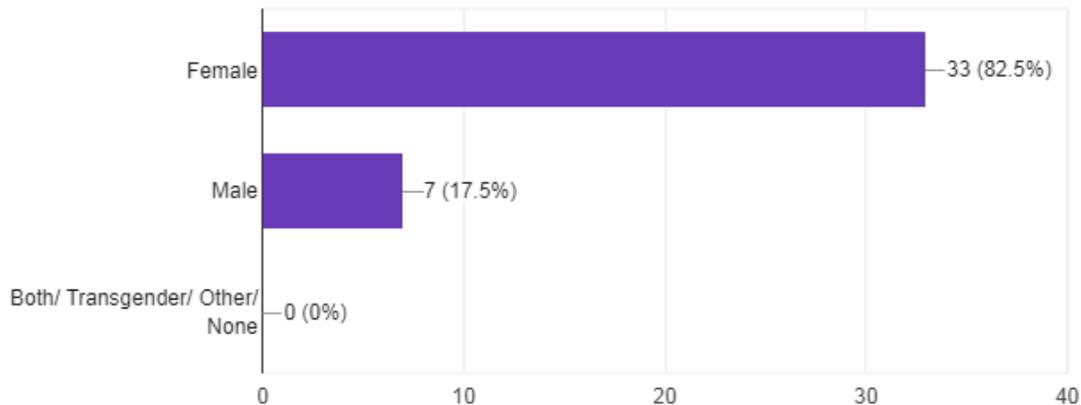


Figure 4.

What gender do you identify with?

40 responses



Program Overview

“What’s Happening in Our Streets? A Transportation Open House for the Black Community” created a space for ODOT, PBOT and I-5 Rose Quarter Representatives to engage with the Black Community about transportation investments being made in N/NE Portland. The Open House had table representatives that provided information about the Vancouver Ave. Restriping Project, the Lloyd to Woodlawn Greenway, MLK Jr. Blvd. Improvements, Vision Zero, Safe Routes to School, Portland Fire and Rescue, and PBOT Jobs and Contracting Opportunities.

The idea was to create an interactive space where community members could have their questions answered, identify where they lived in relationship to infrastructure projects on maps provided listing each project, and participate in a survey collecting feedback on the I-5 Rose Quarter Project. I-5 Rose Quarter Project Team presented proposed ideas for safety and infrastructure improvements within the Rose Quarter.

What We Heard

Community Feedback

Community members were eager for the opportunity to understand and inform transportation infrastructure improvements, but there was a general sentiment of distrust in government policies and decision-making processes. Many attendees spoke to the history major capital projects such as the I-5 freeway development, the Memorial Coliseum, and the expansion of the Legacy Hospital, economic development strategies that brought little investment into the Black communities and promises made by politicians with no accountability. Attendees attributed these issues as the reasons for forced displacement and gentrification, citing that the improvements coming into the neighborhood no longer benefited the Black community because they no longer live there in high numbers.

Community members shared the following comments with PBOT, ODOT and I-5 Rose Quarter Project Team:

- **Perception vs. Reality**
 - Black residents that currently reside in the N/NE area understand the impacts of gentrification to their community. They would like to be approached and engaged with different messaging about investments being made in their community.
 - Community members anticipated that they would have the opportunity to ask more questions, provide feedback and not just attend to hear updates and presentation. They believed that this event was an opportunity to provide

meaningful input on transportation investments and not just an informational session.

- It was noted that PBOT needs to improve their hiring practices to better reflect Communities of Color. There was a stark difference of the roles of Black staff members vs. their white counterparts. Attendees noticed that the majority of the table representatives and presenters were white and the staff managing event logistics were mostly Black.
- **Authentic Engagement**
 - Attendees noted the desire to be involved in the preliminary planning process to inform where and how infrastructure investments will be used.
 - Continual engagement opportunities throughout the year to build trust with PBOT staff.
 - Attendees commented on the visuals of the I5 Rose Quarter Improvement Project presentation – they felt that only one project option was presented and that felt like the project had already been defined and had little room for their input.
- **Contracting + Job Opportunities**
 - Participants noted the need to change the process for how contractors are engaged and selected for contracting opportunities on these major transportation projects. There was an overwhelming request for more access to contracting and job opportunities for Black Community.

Staff Reflections

PBOT, ODOT, and I-5 Rose Quarter Improvement Project team members had the opportunity to provide feedback on the successes of the event and to discuss opportunities for improvement for how to improve outreach for events in the future. Staff noted the following:

Accountability and Responsibility to Community

- One staff member noted “There is a clear and direct disconnect between stated values and concerns in the Black community and ODOT/PBOT goals and policies.”
- Community Benefit Agreements and Racial Equity strategies need to be honored, and staff are responsible to the outcomes of the plans and closing the loop with community about how their input was used and/or not used even if investments and resources are currently unavailable.

Continual Community Engagement

- Create meaningful opportunities for early input from the Black Community.
 - “People want more opportunities to weigh in before projects are designed and more chances to have a discussion. The multiple project open house context may

help bring more people to an event and not give staff or community members public fatigue.”

- Authentically build relationships to improve trust in government
 - “For very good reasons there is a mistrust of government and transportation projects and we need to repeatedly invest directly and intentionally.”

Better Understanding of Community Perception

- As we continue to engage the Black Community we need to be considerate of the feedback given and how we are incorporating the input into our infrastructure investments and continue communication with to build understanding of how and why resources are being spent.
- Safety and transit is valued, appreciated and understood. However, “every single person that stopped by my table noted that bicyclists need to be more considerate. That was the case even though I tried extremely hard to avoid talking specifically about bicyclists regarding Vancouver Ave.”
- “The people I spoke with were very concerned with the decreasing automobility orientation of the city. I heard the desire for more roads with more capacity, not fewer.”

Intersection of Transportation Investments to other City Projects

- Portland is changing rapidly and there are many investments being made to improve the City. As we continue to engage community members about transportation investments, we need to also have experts in the room to speak to housing, procurement, job opportunities and “Right to Return” policies etc.

Next Steps

“What’s Happening in Our Streets?” A Transportation Open House for the Black Community” was a huge success. The opportunity for ODOT and PBOT staff and the I-5 Rose Quarter Improvement Project Team to engage with the Black Community provided a number of insights into how ODOT, PBOT, and the I-5 Rose Quarter team can better improve their engagement with the Black Community. Some ideas for actionable next steps include:

- Identifying ongoing outreach opportunities and strategies that prioritize Black community engagement and input
- Strategic communications (newsletter?) that can highlight key information and project updates on topics of high interest to this demographic
- Host a transportation procurement and contracting open house to explain how black community members can navigate the procurement process, and understand the requirements needed to bid on contracts as minority owned businesses

- Encourage Black community members to join public advisory groups and provide assistance with application processes, onboarding, leadership development, etc. to support their ongoing engagement
- Reframe communications and messages to shift away from a victim lens to an empowerment lens, where the Black community is communicated with as if they are knowledgeable about issues that have transformed their community such as gentrification, rather than perpetuating an “us vs. them” mentality.

June 6th Event Attendees

Name	Organization
A. Braxton	
Adrian Lewis	VAFBC
Aizonia Warren	2208 NE Liberty St 97211
Ali Martin	BEH (Boise Eliot Humbolt PTA)
Amelia Paden	
Amy Amegatcher	North Portland
Amy V. Davis	Eliot
Anayloop	
Angel James	Humbolt
Anjeanette Brown	Oregon Trades Woman
Anna Wells	Wt. Paul MBC
Arainnia Brown	NE
Arielle H	SEI
Bill Russel	515 N Shaver ST #297227
Bobby Hutten	BCP
Bonnie Johnson	
Brenda Mon	910 N Harbour Dr Apt 318, 97217
Carla Davis	
Catherine brown	St. Paul MBC
Charlez Douglas	Vancouver Church
Chaunida Douglas	Vancouver Church
Craig Brown	St. Paul MBC
Darcell Dance	Delta Sigma Theta
Debora Leopold-Hutchins	Piedmont
Deborah Martin	Boise N.A.
Deriel Ingram	Leap Pad Daycare
Derwin Cunningham	King
Donna Maxey	Race Talks
Dr. Mariah A. Taylor	Arbor Lodge
Dyvisha Gordon	
Earline Penson	
Ernest Jones	Self/King
Fayme West	5933 NE 17
Fayrine West	
Frances Odon	3233 NE 13 th Ave
Francine Freeman	Hughes Memorial UMC
Germaine Flentruy	Play Grow Learn
Harry Jackson	311 S. 20 th Cornelius OR 97113
Ida Shepherd	Elliott
Iko Monday	Church
J.V. Kimmons	Greater St. Stephen MBC

Jackie Yerby	
Jessica Terlikowski	BES
Joe Snyder	
Jonathan Lewis	Nob Hill
Joyce Harris	
Judy Harris	Greater St. Stephens
Julie Bockman	Alameda/Providence Heights
Kamau Rogers	COBM
Katheryn Wesby	Eliot
Katy Wolf	Boise N.A.
Kendra Hughes	NWRESD
Kim Moreland	Prosper Portland
Kimberly Preacely	Lloyd
Kira Jenkins	SEI
Lakaywa Drury	Word is Bond
Laquila Hobson	
Lenzie & Darlene Warren	NE
Liz Jessie	Church
Llondyn Elliott	Piedmont, Momentum
Lynne Bowden	Vancouver Church
Maria Sipin	
Michelle Garret	Melanated Sisterhood BCP Beyer Black
N. Lewis	King
Narathip Edmundson	Vancouver Church
Nate Taylor	
Oluchi Onyrima	Ulpdx
Opal Broadous	
Otha Calvin	404 N Failing of Portland Oregon 97227
Pastor Charelle Pennington	Light of Life Christian Tabernacle
Pastor Kimberly Black	Greater St. Stephen MBC
Pastor Rose E. Franks	Hughes Memorial UMC
Pearl Thomas	UDBA
Ray Guinn	
Raymond Hatton	St. Paul, MBC
Renee Ingram	Portland Housing Center
Renee Taylor	St. Paull, MBC
Robyn Burek	PF & R
Rohn Amegatcher	BCP/Beyond Black
Rosemary Haul	
Ruth Tillman	Humbolt
Ruthies Culvir	Ulpdx
Sam Gollah	
Semeredin Kundin	Word is Bond
Shaina Pomerantz	Race Talks
Sharita	SEI
Sheila Mitchell	Albina/Boise

Shyvonne Williams	Police Bureau
TaChalle Edmunson	Church
Tiara Darnell	City of Portland BPS
Timisa Wilson	
Tony Lamb	PSU
Verena Taylor	Woodlawn
Victoria Schwaefferman	SFJ
Zanir	



IV.8

OPEN HOUSE 2 AND ONLINE OPEN HOUSE SUMMARY



Public Open House and Online Open House Summary

Project: I-5 Rose Quarter Improvement Project

Subject: Open House #2: Environmental Assessment Public Comment Period

Location: Leftbank Annex – Clubroom (101 N Weidler, Portland, OR)

Date: Thursday, March 07, 2019, 5:30 p.m. – 8 p.m.

Overview

An online open house was hosted on the I5RoseQuarter.org website from February 15, 2019 through April 1, 2019 at 5 p.m. – the entire duration of the Environmental Assessment (EA) public comment period. An in-person open house took place on March 7, 2019 from 5:30 p.m. to 8 p.m. at the Leftbank Annex. Both events were intended to provide a project and environmental process overview, present Environmental Assessment findings for key topic areas, and seek public input on those findings.

There were 1,682 unique visits and 2,068 total visits to the online open house. 85 people signed in to the in-person open house (see **Appendix A** for sign in sheet), however there were up to a dozen attendees that did not sign in.

Materials

Materials provided at both events included:

- Project newsletter (**Appendix B**), brochure (**Appendix C**) and environmental process fact sheet (**Appendix D**)
- Comment forms (**Appendix E**)
- Display boards (**Appendix F**)
- Viewing copies of the Environmental Assessment

The in-person open house also included:

- Topic fact sheets (**Appendix G**) on these resource areas: Active Transportation, Air Quality, Greenhouse Gas Emissions, Noise, Right of Way, Transportation Safety, and Transportation Operations
- Viewing copies of the City of Portland's N/NE Plan

Notification

The project team notified the public about the EA public comment period, ways to review the EA, and ways to comment using a variety of tools in the following ways:

- **Project Website.** The website provided:



I-5 ROSE QUARTER IMPROVEMENT PROJECT

- PDFs of the Environmental Assessment documents
- A link to the Online Open House
- Information on the In-Person Open House including the time, location, and ADA accessibility and parking information
- Information on project briefings held during the public comment period
- **Email Newsletters (Appendix H).** Email newsletters were sent to the project's stakeholder database:
 - Environmental Study Ready for Public Review and Comment – February 15, 2019
 - Join Us at the Public Open House – February 28, 2019
 - Join Us at the Public Hearing Tonight – March 12, 2019
- **Targeted Letters to Cooperating and Participating Agencies (Appendix I).** ODOT mailed 14 letters to cooperating and participating agencies on February 15, 2019 to alert them to the public comment period.
- **Mailed Newsletter (Appendix B).** A mailer was sent to the stakeholder database, as well as to all businesses and residences within the project area, in February 2019 to provide information on the public comment period, the ways to review the EA and comment, including the opportunity to comment on Sections 4(f) and 106 preliminary de minimis impact findings.
- **Social Media.** Social media posts were published on Facebook, Instagram, and LinkedIn, through the City of Portland's and ODOT's accounts.
- **Media Releases (Appendix J).** Two media releases were sent to the project's stakeholder database:
 - Rose Quarter Environmental Assessment Ready – February 15, 2019
 - Two Meetings Look at Rose Quarter Improvement Project – March 7, 2019
- **Community Briefings.** The project team provided briefings about the EA and ways to comment to the following community groups, providing the EA fact sheet and project brochure as handouts:
 - Portland Public Schools – February 25 and March 19, 2019
 - Boise Neighborhood Association – February 25, 2019
 - N/NE Pastors Breakfast – March 11, 2019
 - Eliot Neighborhood Association – March 11, 2019
 - Irvington Neighborhood Association – March 14, 2019
 - Madrona Studios Housing - March 14, 2019
 - Rose Quarter - Green Dreams: Portland Parks Foundation Panel with Albina Vision & WSDOT – March 18, 2019
 - Go Lloyd Open House Transportation Management Association - March 21, 2019
- **Print Advertisements (Appendix K).** Print advertisements were placed in the following publications to provide information on the public comment period, the ways to review the EA and to comment, including the opportunity to comment on Sections 4(f) and 106 preliminary de minimis impact findings.
 - Daily Journal of Commerce – February 25 and March 4, 2019
 - Oregonian – February 24, February 26, March 3, and March 5, 2019
 - El Latino d Hoy – February 20 and March 6, 2019
 - Asian Reporter – February 18 and March 4, 2019
 - The Skanner – February 27 and March 6, 2019
 - Observer - February 20 and March 6, 2019



I-5 ROSE QUARTER IMPROVEMENT PROJECT

In-Person Open House

The meeting was 'drop-in' style and included the following: 1) information display stations 2) viewing copies of the Environmental Assessment, technical reports, and topic summary sheets and 3) a comment area where participants could provide written or online comments. Staff from ODOT Region 1, PBOT and the consultant team worked the event, providing information and answering questions at the welcome table and at display stations.



Welcome

As members of the public arrived, they were greeted at a Welcome Table, asked to sign in, and encouraged to make their way through the display stations and talk to project team members. They were also invited to share their comments on the Environmental Assessment findings. Two American Sign Language interpreters were available to participants.

Information Stations

The following information stations were staffed by project team member specialists (see Staffing Plan, **Appendix L**) and included display boards, handouts, and other information as noted:

- **Project Introduction Station**
 - Display boards:
 - Project Schedule
 - How We Got Here
 - Public Outreach Infographic
 - Public Outreach Highlights
 - What We Heard
- **Environmental Assessment Introduction Station**
 - Display boards:
 - EA Review and Comment Period
 - Ways to Comment & Review
 - Materials:
 - Environmental process fact sheet
- **Build Alternative Overview Station**
 - Display boards:



I-5 ROSE QUARTER IMPROVEMENT PROJECT

- Project Area History
 - Project Purpose and Need
 - Proposed Project Overview
 - Proposed Project
 - Roll map of project area
- Materials:
 - Viewing copy of City N/NE Quadrant Plan
 - Overview video playing on a large screen on a loop
- **Environmental Assessment Findings Station**
 - Display boards highlighting key environmental findings for the following topics:
 - Short Term Construction Impacts
 - Air Quality
 - Greenhouse Gas Emissions – *it is important to note that the team received strong opposition to the information on this board based on the VMT conversion.*
 - Noise
 - Multi-modal Transportation Safety
 - Motor Vehicle Transportation Operations
 - Active Transportation
 - Transit
 - Environmental Justice
 - Parks and Historic Resources
 - Historic Resources
 - Other display boards included:
 - ODOT’s Commitment to Environmental Justice
 - Disadvantaged Business Program
 - Materials:
 - Viewing copies of the Environmental Assessment and technical reports
 - Topic summary sheet handouts on the following topics:
 - Air Quality
 - Noise
 - Greenhouse Gas Emissions
 - Transportation Operations
 - Transportation Safety
 - Active Transportation
 - Right-of-Way
- **Next Steps Station**
 - Display boards:
 - Next steps and ways to stay involved
- **Right-of-Way Station**
 - Staff was available to answer questions and provide brochures about the right-of-way process.



I-5 ROSE QUARTER IMPROVEMENT PROJECT

Other Stations

- **Comment Area** – Multiple tables in the center of the room held comment boxes, comment cards, and pens, as a place for attendees to sit down and provide feedback to the team about the project. A laptop computer was available to submit online comments. Forty-four written comments were submitted. These comments (**Appendix M**) will be summarized in the Record of Public Comment, and included as part of the Decision Document prepared for the Project.
- **Refreshments** – Light refreshments were provided by Elephants Catering.
- **Children’s Activity Area** – A glass-walled side room was set up with coloring sheets and crayons for children attending the event.

Online Open House

The online open house included the same information as the in-person open house, unless otherwise noted. It gave the public an additional opportunity to learn about the project and to provide comments at their convenience. 113 comments were submitted through the Online Open House. These comments (**Appendix N**) will be summarized in the Record of Public Comment, and included as part of the Decision Document prepared for the Project.



I-5 ROSE QUARTER IMPROVEMENT PROJECT

Appendix

- A. Sign-in sheets
- B. Project Newsletter
- C. Brochure
- D. Environmental Process Fact Sheet
- E. Comment Forms
- F. Display Boards
- G. Topic Fact Sheets
- H. Email Newsletters
- I. Target Letters
- J. Media Releases
- K. Print Advertisements
- L. Staffing Plan
- M. In-Person Open House Comments
- N. Online Open House Comments

Appendix A



Sign-In

Name	Address *Optional	Email Address *Optional	Phone *Optional	Do you want to receive project announcements?
Jonathan Maus				<input type="checkbox"/> Yes, please add to email list
Randy Gragg				<input type="checkbox"/> Yes, please add to email list
Jim Howell				<input type="checkbox"/> Yes, please add to email list
Mike Ryska				<input type="checkbox"/> Yes, please add to email list
Jami Knutson				<input checked="" type="checkbox"/> Yes, please add to email list
Cynthia Clifton				<input type="checkbox"/> Yes, please add to email list
Jack Stral				<input type="checkbox"/> Yes, please add to email list
Terro Weikel				<input type="checkbox"/> Yes, please add to email list
				<input type="checkbox"/> Yes, please add to email list
				<input type="checkbox"/> Yes, please add to email list



I-5 ROSE QUARTER

Sign-In

Open House
March 7, 2019

Name	Address <small>*Optional</small>	Email Address <small>*Optional</small>	Phone <small>*Optional</small>	Do you want to receive project announcements?
Amanda Zuniga				<input type="checkbox"/> Yes, please add to email list
Ed Alvarado				<input type="checkbox"/> Yes, please add to email list
				<input type="checkbox"/> Yes, please add to email list
				<input type="checkbox"/> Yes, please add to email list
				<input type="checkbox"/> Yes, please add to email list
				<input type="checkbox"/> Yes, please add to email list
				<input type="checkbox"/> Yes, please add to email list
				<input type="checkbox"/> Yes, please add to email list
				<input type="checkbox"/> Yes, please add to email list
				<input type="checkbox"/> Yes, please add to email list



Sign-In

Open House
March 7, 2019 5

Name	Address *Optional	Email Address *Optional	Phone *Optional	Do you want to receive project announcements?
SAM IMPERATI				<input type="checkbox"/> Yes, please add to email list
Rogan Motis				<input checked="" type="checkbox"/> Yes, please add to email list
Kate Johnson				<input checked="" type="checkbox"/> Yes, please add to email list
JASON NOLIN				<input checked="" type="checkbox"/> Yes, please add to email list
Derek Ake				<input type="checkbox"/> Yes, please add to email list
Don Craner				<input type="checkbox"/> Yes, please add to email list
Davin Howington				<input type="checkbox"/> Yes, please add to email list
CHRISTINE MANNING				<input type="checkbox"/> Yes, please add to email list
Kiel Johnson				<input type="checkbox"/> Yes, please add to email list
JOHN LEY				<input type="checkbox"/> Yes, please add to email list



Sign-In

Open House
March 7, 2019

Name	Address <small>*Optional</small>	Email Address <small>*Optional</small>	Phone <small>*Optional</small>	Do you want to receive project announcements?
Cooper Williams				<input type="checkbox"/> Yes, please add to email list
Brad Perkins				<input type="checkbox"/> Yes, please add to email list
MAX FARBMAN				<input type="checkbox"/> Yes, please add to email list
Nadya Cuth				<input checked="" type="checkbox"/> Yes, please add to email list
Maria Opie				<input checked="" type="checkbox"/> Yes, please add to email list
Emily Guise				<input type="checkbox"/> Yes, please add to email list
Joe Rowe				<input checked="" type="checkbox"/> Yes, please add to email list
John Russell				<input checked="" type="checkbox"/> Yes, please add to email list
Katherine Muller				<input checked="" type="checkbox"/> Yes, please add to email list
Paula Gil Echevarria	<input checked="" type="checkbox"/> Yes, please add to email list			



Sign-In

Open House
March 7, 2019

Name	Address <small>*Optional</small>	Email Address <small>*Optional</small>	Phone <small>*Optional</small>	Do you want to receive project announcements?
Kevin } Shannon } Kibler				<input type="checkbox"/> Yes, please add to email list
Janna Agee Alaska Development				<input checked="" type="checkbox"/> Yes, please add to email list
Dan Simpson Jobs				<input checked="" type="checkbox"/> Yes, please add to email list
DAVID LEWIS				<input type="checkbox"/> Yes, please add to email list
Bob Sallinger				<input type="checkbox"/> Yes, please add to email list
Anusha Neelan				<input type="checkbox"/> Yes, please add to email list
Allysette Arnold				<input type="checkbox"/> Yes, please add to email list
Jan Zuckerman				<input type="checkbox"/> Yes, please add to email list
Cara Wessel				<input type="checkbox"/> Yes, please add to email list
Zac Garrard				<input checked="" type="checkbox"/> Yes, please add to email list



Sign-In

Open House
March 7, 2019

Name	Address <small>*Optional</small>	Email Address <small>*Optional</small>	Phone <small>*Optional</small>	Do you want to receive project announcements?
TED ADLARD	[REDACTED]			<input checked="" type="checkbox"/> Yes, please add to email list
JOE HAMPTON				<input checked="" type="checkbox"/> Yes, please add to email list
ROBERT COOMES				<input type="checkbox"/> Yes, please add to email list
KENT BODEN				<input checked="" type="checkbox"/> Yes, please add to email list
CLINT CURSEPPER				<input checked="" type="checkbox"/> Yes, please add to email list
JOAN PETIT				<input type="checkbox"/> Yes, please add to email list
ART LEWELAN				<input type="checkbox"/> Yes, please add to email list
PAUL LEITMAN				<input checked="" type="checkbox"/> Yes, please add to email list
PIPER WYRICK				<input type="checkbox"/> Yes, please add to email list
STEVE GUERRERO				<input type="checkbox"/> Yes, please add to email list



Sign-In

Name	Address <small>*Optional</small>	Email Address <small>*Optional</small>	Phone <small>*Optional</small>	Do you want to receive project announcements?
Paul Rioppel				<input checked="" type="checkbox"/> Yes, please add to email list
Kaisha Bernard				<input type="checkbox"/> Yes, please add to email list
Jim Junkenen				<input type="checkbox"/> Yes, please add to email list
Brendon Haggerly				<input checked="" type="checkbox"/> Yes, please add to email list
Glen Hostetter				<input checked="" type="checkbox"/> Yes, please add to email list
Seve Gora				<input type="checkbox"/> Yes, please add to email list
Brooke Kawana				<input type="checkbox"/> Yes, please add to email list
ETHAN SETER				<input checked="" type="checkbox"/> Yes, please add to email list
DANA HENDERSON				<input type="checkbox"/> Yes, please add to email list
SOREN IMPEY				<input checked="" type="checkbox"/> Yes, please add to email list



Sign-In

Name	Address <small>*Optional</small>	Email Address <small>*Optional</small>	Phone <small>*Optional</small>	Do you want to receive project announcements?
DUSTIN MURPHY				<input checked="" type="checkbox"/> Yes, please add to email list
Joe Staley				<input checked="" type="checkbox"/> Yes, please add to email list
TERRY PARKER				<input type="checkbox"/> Yes, please add to email list
PAUL JEFFERY				<input type="checkbox"/> Yes, please add to email list
Cory Clausen				<input checked="" type="checkbox"/> Yes, please add to email list
Amanda Yampolsky				<input type="checkbox"/> Yes, please add to email list
Page Phillips Strickler				<input type="checkbox"/> Yes, please add to email list
Katy Wolf				<input type="checkbox"/> Yes, please add to email list
Kelly McNeill				<input checked="" type="checkbox"/> Yes, please add to email list
C.L.S. Smith				<input checked="" type="checkbox"/> Yes, please add to email list



Sign-In

Open House
March 7, 2019

Name	Address <small>*Optional</small>	Email Address <small>*Optional</small>	Phone <small>*Optional</small>	Do you want to receive project announcements?
Sage Eaton				<input type="checkbox"/> Yes, please add to email list
Phil Richman				<input checked="" type="checkbox"/> Yes, please add to email list
Matt Morrissey				<input checked="" type="checkbox"/> Yes, please add to email list
Josh Linden				<input checked="" type="checkbox"/> Yes, please add to email list
Josh Berezin				<input type="checkbox"/> Yes, please add to email list
Emyca Morris				<input checked="" type="checkbox"/> Yes, please add to email list
Emily Thacker				<input checked="" type="checkbox"/> Yes, please add to email list
Kate Kennedy				<input type="checkbox"/> Yes, please add to email list
Corence Long				<input type="checkbox"/> Yes, please add to email list
Josh Hetrick				<input checked="" type="checkbox"/> Yes, please add to email list

Appendix B

Mailing Address Here

Postage Here



I-5 ROSE QUARTER
IMPROVEMENT PROJECT



**YOUR OPPORTUNITY TO
COMMENT ON
ENVIRONMENTAL FINDINGS
FEBRUARY 15 – APRIL 1, 2019 AT 5 PM**

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.



The Oregon Department of Transportation and the Federal Highway Administration, in partnership with the City of Portland, have published an environmental study, also known as an Environmental Assessment (EA), for the I-5 Rose Quarter Improvement Project. The EA is a thorough, reader-friendly report of the benefits and impacts of the project on these topic areas:

- Transportation
- Air Quality
- Noise
- Climate Change
- Environmental Justice
- Parks - Section 4(f)
- Historic Resources - Section 106
- Archeological Resources
- Hazardous Materials
- Land Use
- Socioeconomics
- Water Resources
- Right of Way
- Utilities
- Aquatic Biology

From **February 15 - April 1, 2019 at 5 pm**, the public is invited to comment on the findings presented in the EA, including Section 106 and Section 4(f) *de minimis* findings.

The project team will submit all public comments collected during the comment period to the Federal Highway Administration for review. You can review public comments in the environmental decision document on the project website when available (anticipated late spring 2019). Engagement opportunities will continue as the project progresses into the design phase.



WAYS TO REVIEW AND COMMENT ON THE ENVIRONMENTAL ASSESSMENT



OPEN HOUSE

Discuss the environmental findings with the project team and provide comments at a drop-in open house.

March 7, 2019 from 5:30 pm – 8 pm
Leftbank Annex – Clubroom
101 N Weidler St, Portland, OR 97227



ONLINE OPEN HOUSE

Learn about the project, read the EA findings and provide your feedback online.

February 15 – April 1, 2019
www.i5RoseQuarter.org



PUBLIC HEARING

Provide your verbal comments directly to project decision makers.

March 12, 2019
Oregon Convention Center: Room A108
777 NE MLK Jr. Blvd, Portland, OR 97227
• 4:30 pm – 6 pm – Sign up to speak
• 5 pm – Event begins: Presentation, followed by public comments



EMAIL

info@i5RoseQuarter.org



MAIL

ODOT attention Megan Channell
123 NW Flanders St
Portland, Oregon 97209



PHONE

Leave a recorded verbal comment at
(503) 423-3760

Open House and Public Hearing locations can be accessed easily by bus, MAX and Portland Streetcar.



WHERE ELSE CAN I FIND THE ENVIRONMENTAL ASSESSMENT?

You can download the EA online at www.i5RoseQuarter.com or you can find copies at any of the following locations:

ODOT Region I

123 NW Flanders St
Portland, Oregon 97209

FHWA Oregon Division

530 Center Street NE, Suite 420
Salem, OR 97301

Matt Dishman

Community Center
77 NE Knott St
Portland, OR 97212

Multnomah County Library Branches:

- Central – 801 SW 10th Ave
- North Portland – 512 N Killingsworth St
- Albina – 3605 NE 15th Ave

Information is available in alternative formats upon request.

Appendix C

Join Us!

We want the community to help shape the project. We invite and encourage you to join us in these conversations, get involved and provide input.

What would improve your travel experience in the Rose Quarter area?

Learn more:

www.i5RoseQuarter.org

CONTACT

info@i5RoseQuarter.org
(503) 423-3760



PROJECT TIMELINE

The project is currently in an environmental study and public engagement stage to fully understand the benefits and impacts of this project. The environmental study findings will be published in early 2019, followed by a public review and comment period. More design work and community involvement will continue after this stage.



The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-2036, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests, or visit <http://bit.ly/13EWaCg>.

I-5 ROSE QUARTER IMPROVEMENT PROJECT

Imagine a New Rose Quarter Area



...with a safer and more reliable I-5, a better connected community and opportunities for economic growth.



www.i5RoseQuarter.org

The I-5 Rose Quarter Improvement Project was created by the local community, City of Portland and ODOT. After looking at more than 70 options, this concept was recommended to move forward to address long-standing traffic and connection issues in the area. In the early 1960's, during an era of highway building nationwide, the building of I-5, combined with other developments and urban renewal, disconnected the community and resulted in displacement – namely displacement of the African American community out of the central city. The well-connected street grid was disrupted, leaving limited options for crossing I-5 and the historically black Albina neighborhood physically separated from other neighborhoods.

We are imagining a safer Rose Quarter area... Where cars and freight trucks on I-5 have more space and time to merge while traveling through the area...



Where people walking and biking can comfortably cross a bridge over I-5 that is designed just for them...



Where getting from the Broadway Bridge to the Lloyd area feels less daunting for those who walk, bike and drive.



Imagine a more connected Rose Quarter area

With separated bike lanes and wider sidewalks, safer and more reliable I-5 travel and new connections, the I-5 Rose Quarter Improvement Project will help realize this vision.

A BETTER CONNECTED COMMUNITY

The project creates new connections across I-5 and more space for people walking and biking, so everyone can travel more safely and conveniently through the Rose Quarter area. These improvements include:

- 1 A bicycle- and pedestrian-only bridge over I-5, from NE Clackamas Street to the Rose Quarter
- 2 New, upgraded pedestrian and bicycle paths in the area of Broadway/Weidler and Vancouver/Williams
- 3 Covers over the highway where bridges cross over I-5
- 4 Improved pedestrian and bicycle access to transit – Portland Streetcar, TriMet bus and MAX lines
- 5 A direct road connection over I-5 between N Hancock Street to N Dixon Street

A SAFER AND MORE RELIABLE I-5

Three Interstates (I-5, I-84, and I-405) intersect in the short distance between the Morrison Bridge and the Fremont Bridge, creating the biggest bottleneck in the state of Oregon. This outdated design with closely spaced interchanges and no shoulders has resulted in this section of I-5 having the highest crash rate in the state. With the following improvements, we can reduce frequent crashes, improving safety and reliability for travelers.

- 6 New ramp-to-ramp lanes (auxiliary lanes) along I-5
- 7 Full shoulders along the highway
- 8 Relocating the I-5 southbound on-ramp from NE Wheeler Avenue to NE Weidler Street



GREATER ECONOMIC GROWTH

This project is an opportunity to reconnect the Lower Albina area and enhance continuity to north and northeast neighborhoods. By making travel easier, providing more options, and creating more space for people to move through, the project will support opportunities for redevelopment, both public and private.

- 9 Redevelopment potential
- 10 New east-west connection to Lower Albina



CONCEPTUAL DRAFT - Subject to change based on technical analysis and public input.

Appendix D

ABOUT THE ENVIRONMENTAL STUDY PROCESS

I-5 ROSE QUARTER IMPROVEMENT PROJECT

The I-5 Rose Quarter Improvement Project is currently in an environmental study stage. The study aims to fully understand the benefits and impacts of proposed changes to local streets near the Broadway-Weidler interchange and to I-5 between I-84 and I-405 in Portland.

The project includes:

- Highway Covers
- New Bike & Pedestrian Crossing over I-5
- Local Street, Bicycle & Pedestrian Improvements
- New Hancock-Dixon Connection over I-5
- I-5 Southbound On-Ramp Relocation
- Ramp-to-Ramp (Auxiliary) Lanes
- Highway Shoulders

When completed, the project will reduce frequent crashes, improve travel reliability and improve community connections. Community engagement has been a big component of this project's development and is important in reviewing the environmental study.



WHAT IS A FORMAL "ENVIRONMENTAL ASSESSMENT"?

Because the I-5 Rose Quarter Improvement Project utilizes federal funding, it must follow the Federal Highway Administration's (FHWA) National Environmental Policy Act (NEPA) process. This process allows transportation officials to make project decisions that balance engineering and transportation needs with social, economic and natural environmental factors, such as noise, air quality and traffic patterns. During the process, a wide range of stakeholders, including the public, businesses, interest groups and agencies at all levels of government, provide input into project and environmental decisions.

The environmental study for the I-5 Rose Quarter Improvement Project is formally called an Environmental Assessment (EA). The intent is to ensure that the appropriate criteria and environmental factors are considered and made available for public input and comment during decision-making. The EA evaluates the benefits and impacts of two alternatives: one in which the project would move forward as planned, and one in which the project would not be built.

Once the EA is formally submitted to FHWA, they will review it along with public comment prior to developing the NEPA decision document. Following this process, technical information and public comment will inform future project design. Design would then begin in spring 2019 and construction could begin in 2023.



ENVIRONMENTAL ASSESSMENT REVIEW AND COMMENT PERIOD

The environmental findings will be published in the project's Environmental Assessment on February 15, 2019, followed by a 45-day public comment period (February 15 - April 1, 2019 at 5 pm). The EA is a thorough, reader-friendly report of the benefits and impacts of the project on these topic areas:

- Transportation
- Air Quality
- Noise
- Climate Change
- Environmental Justice
- Parks - Section 4(f)
- Historic Resources - Section 106
- Archeological Resources
- Hazardous Materials
- Land Use
- Socioeconomics
- Water Resources
- Utilities
- Right of Way
- Aquatic Biology





WAYS TO REVIEW AND COMMENT ON THE ENVIRONMENTAL ASSESSMENT



Beginning on February 15, 2019, visit www.i5RoseQuarter.org to download and review the Environmental Assessment or view a list of locations where paper copies are available. Information is available in alternative formats upon request. The public comment period runs from February 15 - April 1, 2019 at 5 pm.

There are many ways to provide your input during the comment period:



ONLINE OPEN HOUSE OR PROJECT WEBSITE

February 15-April 1, 2019 at 5 pm
www.i5RoseQuarter.org



IN-PERSON OPEN HOUSE

March 7, 2019 from 5:30 - 8 pm
 Leftbank Annex - Clubroom
 101 N Weidler St. Portland, OR



PUBLIC HEARING

March 12, 2019
 Oregon Convention Center
 Room A108
 777 NE MLK Jr Blvd, Portland, OR

- 4:30 pm - 6:00 pm - Sign up to speak
- 5:00 pm - Brief project presentation, followed by public comments



MAIL

ODOT attention Megan Channell 123
 NW Flanders St.
 Portland, Oregon 97209



PHONE

Leave a recorded verbal comment
 at (503) 423-3760



EMAIL

info@i5RoseQuarter.org

ENVIRONMENTAL STUDY TIMELINE



Appendix E



I. CONTACT INFORMATION (PLEASE PRINT LEGIBLY)

Public Disclosure: Before including your address, phone number, e-mail address, or other personal identifying information you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

First and Last Name:

Organization (if applicable):

Email: Please add me to the Project e-mail list.

Address:

City: **State:** **Zip:**

2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.



ODOT Region 1
Attn: Megan Channell
123 NW Flanders Street
Portland OR 97209

APPLY
POSTAGE
HERE

Please fold here and tape at bottom for mailing



WAYS TO PROVIDE COMMENTS



Complete this comment form and drop it in the comment box, or use the self-mailer to return via postal mail. Fold and tape shut so the ODOT mailing address is showing and affix postage. The comment period runs from February 15 - April 1 at 5 pm.

OTHER COMMENT OPTIONS

- Participate in the online open house from **February 15 to April 1** at www.i5RoseQuarter.org
- Email comments to info@i5RoseQuarter.org
- Leave a recorded verbal comment at (503) 423-3760
- Attend the drop-in open house on March 7, 2019
- Give testimony at the public hearing on March 12, 2019
- Review the Environmental Assessment online at www.i5RoseQuarter.org

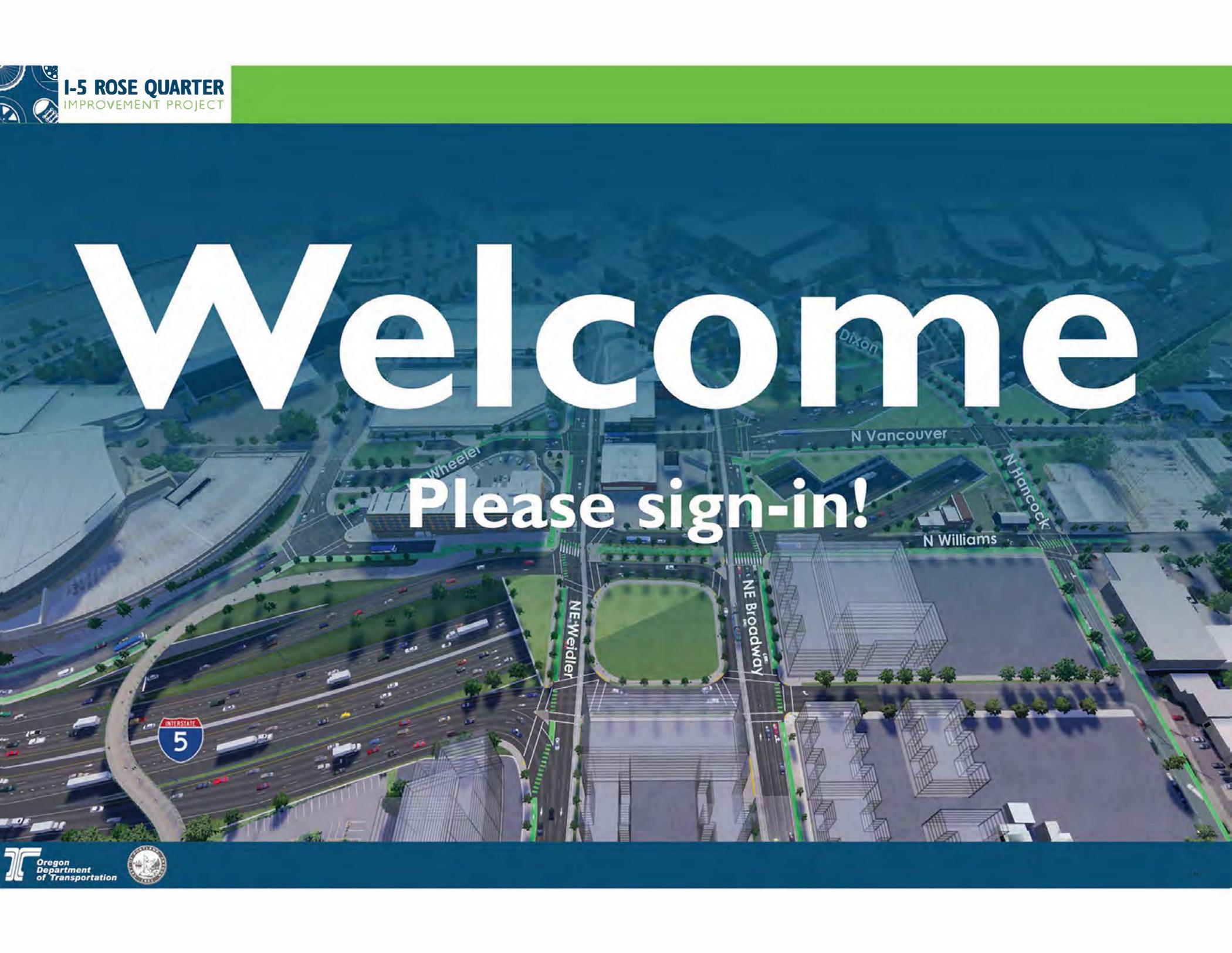
The Project team will submit all comments collected during the comment period to FHWA for review. You can review public comments in the environmental decision document on the Project website when available (anticipated late spring 2019). Engagement opportunities will continue as the Project progresses into the design phase.

Appendix F



Welcome

Please sign-in!



AT TONIGHT'S MEETING:

- Learn more about the project and how the community has been involved
- Review key findings of the project's Environmental Assessment and provide comments
- Talk with the project team
- Learn about opportunities to stay involved and next steps





Since 2017, the project has been in an environmental study phase. Project design will begin in spring 2019, when the environmental work is complete. Construction is anticipated to start in 2023, lasting four to five years.



HOW DID WE GET HERE?

2010-2012

ODOT and the City of Portland developed a transportation plan (the I-5 Broadway/Weidler Facility Plan) in conjunction with the City's N/NE Quadrant Plan.



COMMUNITY ENGAGEMENT

2010-2012

I-5 Broadway/Weidler Facility Plan

Sets goals and actions for transportation in the area, with a focus on supporting the City's envisioned land use goals.

N/NE Quadrant Plan

Sets goals and actions for land use and development in North and Northeast Portland.



Development of the
I-5 Broadway/Weidler Facility Plan
N/NE Quadrant Plan



2012

PLANS APPROVED BY CITY
COUNCIL & OREGON
TRANSPORTATION
COMMISSION



RECENTLY COMPLETED
IMPROVEMENTS

Near term improvements were made to the I-5 Rose Quarter / City Center south-bound exit to improve safety in the area.

2016



I-5 ROSE QUARTER IMPROVEMENT PROJECT



FURTHER ANALYSIS OF THE
I-5 BROADWAY/WEIDLER FACILITY
PLAN

2017

ODOT, FHWA and the City of Portland initiate an environmental study of the project after the Oregon Legislature prioritizes funding the project in House Bill 2017.



1,000+
**COMMENTS
RECEIVED**



**9 PUBLIC
EVENTS**
280+ 
ATTENDEES

370+
**SURVEYS
COMPLETED**



41+ 
**COMMITTEE AND COMMUNITY
GROUP PRESENTATIONS**

 **800+**
EMAIL SIGN-UPS

50+ 
**TOTAL OUTREACH
EVENTS AND ACTIVITIES**

Community involvement is an important part of this project. Throughout the environmental study phase, the public was involved through group presentations, public events, a Community Liaisons Group, surveys and more.

Prior to the environmental study phase, the project was formed through a two-year community engagement process, which included 19 Stakeholder Advisory Committee meetings, 14 subcommittee meetings, 4 open houses, 2 design workshops and 3 community walks.

COMMUNITY LIAISONS GROUP

This group included twelve community members representing local businesses, community organizations and interests in the area. The group met four times between September 2017 and November 2018 and provided insight and feedback on how best to reach the local and broader community about this project.



OUTREACH ACTIVITIES



Community Forum



Open House



Community Walk & Bike Ride



Business Canvassing



Pastors' Breakfast



What's Happening in Our Streets?
Black Community Outreach Event



Event Tabling: Juneteenth, Good In the Hood,
Sunday Parkways



Committee, community and neighborhood
group presentations



KEY ISSUES AND CONCERNS



- Various views on how to address congestion in the project area
- Improve local street infrastructure for bicyclists and pedestrians
- Create better neighborhood connections
- Increase safety for all travel modes
- Minimize construction and environmental impacts
- Concern about the high project cost and responsible use of funds
- Ensure the project brings economic benefits to the area





REVIEW AND COMMENT PERIOD: FEBRUARY 15 - APRIL 1, 2019 AT 5 P.M.

The environmental findings were published in the project's Environmental Assessment on February 15, 2019. The environmental study describes why the project is proposed and examines the project's potential social, economic and environmental impacts for fifteen different topics:



 Transportation	 Parks - Section 4(f)	 Socioeconomics
 Air Quality	 Historic Resources - Section 106	 Water Resources
 Noise	 Archaeological Resources	 Right of Way
 Climate Change	 Hazardous Materials	 Utilities
 Environmental Justice	 Land Use	 Aquatic Biology

 This open house focuses on the highlighted topics that have received the most public interest to date.

REVIEW AND COMMENT PERIOD: FEBRUARY 15 - APRIL 1, 2019 AT 5 PM

Visit www.i5RoseQuarter.org to download the Environmental Assessment. Information is available in alternative formats upon request. There are many ways to provide your input:



ONLINE OPEN HOUSE OR PROJECT WEBSITE

February 15 - April 1, 2019 at www.i5RoseQuarter.org



IN-PERSON OPEN HOUSE

March 7, 2019 from 5:30 pm - 8 pm
Leftbank Annex
101 N Weidler St, Portland



PUBLIC HEARING

March 12, 2019
Oregon Convention Center Rm. A108
777 NE MLK Jr Blvd, Portland, OR

- 4:30 pm – 6 pm: Sign up to speak
- 5 pm – Event begins: Presentation followed by public comments



MAIL

ODOT attention Megan Channell
123 NW Flanders St. Portland, OR 97209



PHONE

Leave a recorded verbal comment at (503) 423-3760



EMAIL

info@i5RoseQuarter.org



WHERE TO FIND A HARD COPY OF THE EA:

ODOT Region I
123 NW Flanders St
Portland, Oregon 97209

FHWA Oregon Division
530 Center Street NE, Suite 420
Salem, OR 97301

**Matt Dishman
Community Center**
77 NE Knott St
Portland, OR 97212

Multnomah County Library Branches:

- Central – 801 SW 10th Ave
- North Portland – 512 N Killingsworth St
- Albina – 3605 NE 15th Ave

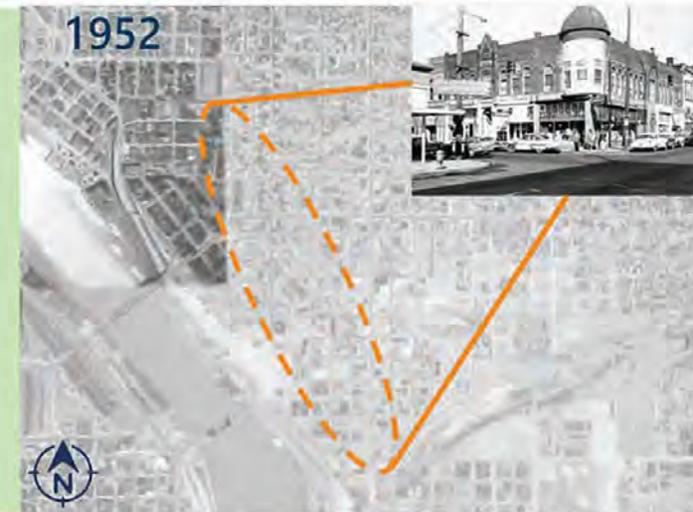


RECOGNIZING THE PAST: This project provides an opportunity to make new community connections and reduce the physical and psychological barrier of I-5.

A THRIVING NEIGHBORHOOD

1
9
5
2

In the early 1950s, this neighborhood had a well developed street grid system and connected community serving a large segment of Portland's Black residents. It was a thriving arts-oriented district with shops and houses, and the heart of Portland's jazz scene.



THE BUILDING OF I-5 AND OTHER DEVELOPMENT

1
9
6
0

In the early 1960's, during an era of highway building nationwide, the building of I-5, combined with other developments and urban renewal, disconnected the community and resulted in displacement of its residents. The well-connected street grid was disrupted, leaving limited options for crossing I-5 and the historically black Albina neighborhood physically separated from other neighborhoods.



PROJECT PURPOSE

Improve the safety and operations on I-5 between I-405 and I-84, of the Broadway/Weidler interchange, and on adjacent surface streets in the vicinity of the Broadway/Weidler interchange and to enhance multimodal facilities in the project area.

THE NEED



SAFETY ISSUES ON I-5

- » Highest crash rate in the state
- » Lack of standard safety shoulders
- » Closely spaced on- and off-ramps



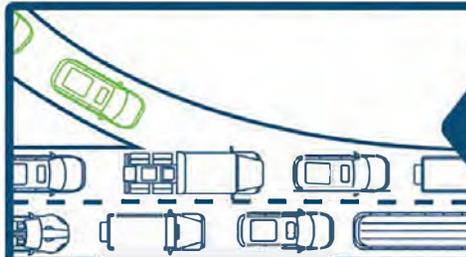
POOR LOCAL STREET CONNECTIONS

- » Difficult connections between the highway and local streets
- » High concentration of traffic spilling into local streets
- » Lack of connections between the east and west sides of I-5



CONGESTION ON I-5

- » Some of the highest traffic volumes in the state
- » Up to 12 hours of congestion each day
- » Heavy traffic on critical north-south link in the region and state



DIFFICULT HIGHWAY TRANSITIONS

- » Closely spaced interchanges
- » I-5 Broadway/Weidler Interchange configuration is not typical and difficult to navigate

Imagine a more connected Rose Quarter area

With separated bike lanes and wider sidewalks, safer and more reliable I-5 travel and new connections, the I-5 Rose Quarter Improvement Project will help realize this vision.

A BETTER CONNECTED COMMUNITY

The project creates new connections across I-5 and more space for people walking and biking, so everyone can travel more safely and conveniently through the Rose Quarter area. These improvements include:

- 1 A bicycle- and pedestrian-only bridge over I-5, from NE Clackamas Street to the Rose Quarter
- 2 New, upgraded pedestrian and bicycle paths in the area of Broadway/Weidler and Vancouver/Williams
- 3 Covers over the highway where bridges cross over I-5
- 4 Improved pedestrian and bicycle access to transit – Portland Streetcar, TriMet bus and MAX lines
- 5 A direct road connection over I-5 between N Hancock Street to N Dixon Street

A SAFER AND MORE RELIABLE I-5

Three Interstates (I-5, I-84, and I-405) intersect in the short distance between the Morrison Bridge and the Fremont Bridge, creating the biggest bottleneck in the state of Oregon. This outdated design with closely spaced interchanges and no shoulders has resulted in this section of I-5 having the highest crash rate in the state. With the following improvements, we can reduce frequent crashes, improving safety and reliability for travelers.

- 6 New ramp-to-ramp lanes (auxiliary lanes) along I-5
- 7 Full shoulders along the highway
- 8 Relocating the I-5 southbound on-ramp from NE Wheeler Avenue to NE Weidler Street

GREATER ECONOMIC GROWTH

This project is an opportunity to reconnect the Lower Albina area and enhance continuity to north and northeast neighborhoods. By making travel easier, providing more options, and creating more space for people to move through, the project will support opportunities for redevelopment, both public and private. This project is currently looking at ways to tie in contracting opportunities for local small and minority-owned businesses that will be part of the design and construction work.

- 9 Redevelopment potential
- 10 New east-west connection to Lower Albina





Conceptual Drafts - Subject to change based on technical analysis and public input

EXISTING



Existing overpasses over I-5



Existing intersection of N Williams Ave and NE Weidler St



Existing I-5

PROPOSED



Proposed highway covers over I-5



Proposed intersection of N Williams Ave and NE Weidler St



Proposed Clackamas Bicycle & Pedestrian Bridge over I-5



During construction Project will:

- Provide signed, safe **detour routes** for people walking, biking, rolling, riding transit, and driving
- **Maintain access** to the Coliseum, Moda Center, and the Oregon Convention Center
- Require **sound-control** devices and **limit idling** time for construction vehicles and equipment
- Require **dust control** (e.g., covering, watering, or other controls and measures)



Project will maintain access to major facilities in the Project Area

Expected temporary construction impacts:

- Detours for people walking, biking, rolling, and riding
- Detours and changes in vehicle traffic patterns
- Vehicle traffic delays on I-5 and local streets
- Altered or temporary access to businesses and residential areas in Project Area
- Noise from construction activities
- Exhaust from construction equipment
- Dust from construction debris

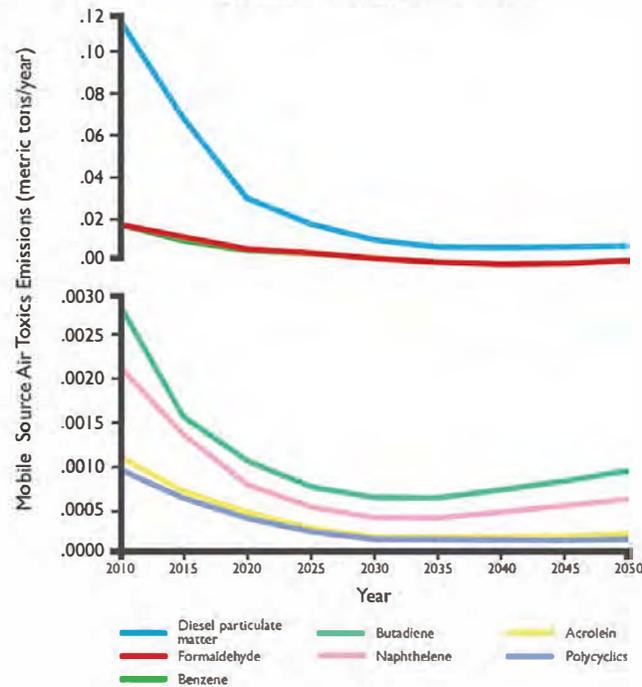




Key findings:

- Reductions in mobile source air toxins and National Ambient Air Quality Standards criteria pollutants are expected over the next 25 years
- mostly due to increasingly tighter emissions standards and regional efforts to control emissions
- this is a continuation of the trend over the past 40 years
- Emissions are slightly better with the Project
- due to higher speeds, less stop-and-go traffic, and less idling on I-5
- No CO hotspots were identified in the Project Area

Projected National Mobile Source Air Toxics Emission Trends 2010 - 2050



Mobile Source Air Toxics Emissions with and without the Project

Pollutant	Total pollutant emissions (tons per year)			Percent change (%)		
	2017 Existing	2045 without Project	2045 with Project	2017 to 2045 without Project	2017 to 2045 with Project	2045 without Project to with Project
Diesel particulate matter	12.9	2.4	2.3	-81	-82	-4
Acetaldehyde	1.4	0.4	0.4	-73	-74	-6
Acrolein	0.2	0.1	0.0	-68	-70	-6
Benzene	2.7	0.4	0.4	-87	-87	0
1,3-Butadiene	0.3	0.0	0.0	-99	-99	-7
Ethylbenzene	1.5	0.4	0.4	-73	-74	-3
Formaldehyde	2.5	1.1	1.1	-55	-58	-6
Naphthalene	0.3	0.1	0.1	-70	-72	-6
Polycyclic organic matter	0.2	0.0	0.0	-87	-87	0

Future (2045) air pollutant emissions are estimated to be substantially lower than existing conditions (2017). Air quality would slightly improve with the Project as compared to without the Project due to higher travel speeds and less idling.

Hotspot Analysis

Carbon monoxide (CO) is one of the key pollutants that affects human health. CO levels were examined in the Project Area. Results showed that CO concentrations are well below nationally accepted standards for human health under existing conditions (2017) and with and without the Project (2045).



No CO hotspots were identified in the Project Area



Key findings:

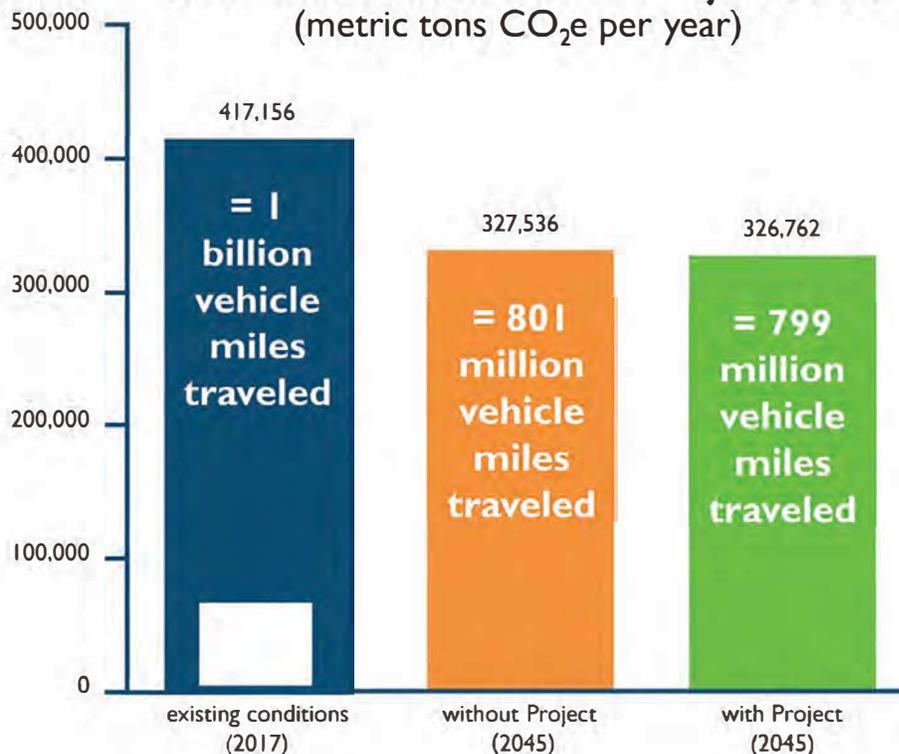
22% reduction in greenhouse gas emissions expected over next 25 years

- mostly due to fuel efficiency standards and regional efforts to control emissions
- reflects a continuation of the trend over the past 40 years

Emissions are slightly better with the Project

- due to reduced congestion and fewer starts and stops within the Project Area

Vehicle Emissions in the Project Area (metric tons CO₂e per year)



CO₂e = carbon dioxide equivalent
CO₂e converts greenhouse gas (i.e., carbon dioxide, methane, and nitrous oxide) emissions to a common global warming metric

Regional context

The State of Oregon, Multnomah County, the City of Portland, and Metro have developed strategies to reduce greenhouse emissions from motor vehicles including improving overall efficiency of the transportation system and promoting multi-modal and mixed-use communities. This Project supports our regional transportation goals.

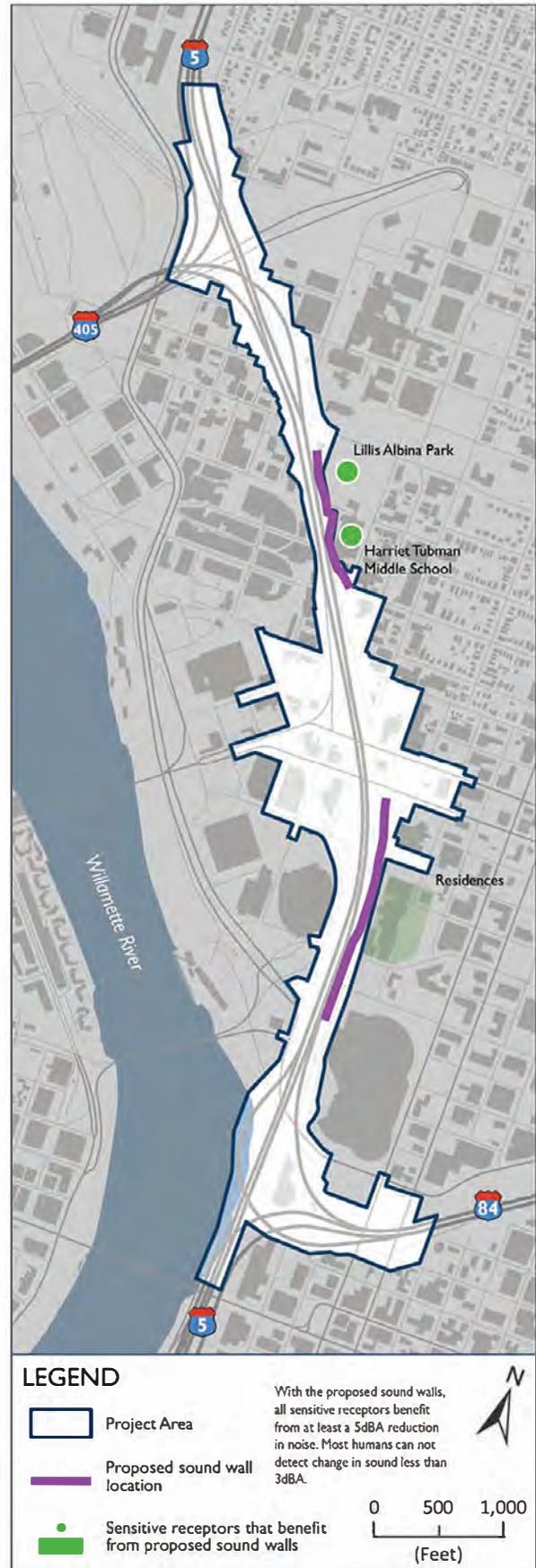
Key findings:

- Existing noise levels in the Project Area exceed national standards and are expected to worsen with and without the Project with increased traffic volumes over time
- Small increases in noise levels would occur with the Project due to changes in traffic patterns, but the increases would be less than sound levels detectable by the human ear
- The Project proposes two sound walls that would reduce noise at Lillis Albina Park, Harriet Tubman Middle School, and residential neighborhoods near I-5



Example sound wall. Sound walls reduce noise for neighborhoods, students, and businesses

Proposed noise wall locations with the Project





Key findings:

Project reduces the frequency of crashes on I-5

Due to:

- less stop-and-go traffic and emergency braking
- new auxiliary lanes providing drivers more time and space to merge
- new shoulders providing more room for disabled vehicles

Safer local streets for all travel modes with the Project than without the Project

Due to:

- improved striping and signaling for all modes
- protected bike lanes and pedestrian improvements



Existing congestion on I-5. New auxiliary lanes would provide drivers more time and space to merge.



A safer future I-5 corridor and local street system with greater separation of people walking, biking, rolling and driving within the Project Area.



Key findings:

Motor vehicle traffic operations (travel times, speed, and queue lengths) improve on I-5 with the Project compared to without the Project

Due to:

- new auxiliary lanes providing drivers more time and space to merge
- new shoulders providing more room for disabled vehicles and emergency responders
- less stop-and-go traffic and emergency braking

Motor vehicle traffic operations **on local streets** (travel times, delay, and queue lengths) show similar results with or without the Project

- during the afternoon rush hour, most intersections would experience less motor vehicle delay with the Project
- some intersections would experience slightly more vehicle delay due to increased traffic volumes and better separation and more signaling for people walking, biking, rolling, and driving

Operations improvements with the Project

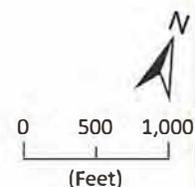


Average total reduction in travel time on I-5:
 Morning rush hour: 17%
 Evening rush hour: 48%

LEGEND

 Project Area

 Reduced travel time, increased speed, and reduced queue lengths



Key findings:

Movement for people walking, biking, and rolling would improve with the Project compared to without the Project

Due to:

- more route options
- improved safety through physical separation from motorized vehicles
- improved intersections at on- and off-ramps that reduce conflicts



A new bi-directional protected bikeway on N Williams (north of N/NE Broadway) and shared use path along NWheeler and NWilliams (south of N/NE Broadway, including the segment formerly named NE Wheeler).

The new Hancock-Dixon crossing includes space for separated bicycle and pedestrian paths while providing direct east-west connection to the Lower Albina neighborhood. Due to topography, the grade would be about 9-10%. A multi-use path connecting to Broadway is planned to provide a route option with an accessible grade.



A new bike and pedestrian-only bridge over I-5, from NE Clackamas Street to N Ramsay Way, to improve active transportation access between popular destinations, such as Lloyd Center and Rose Quarter.



Key findings:

- Most transit operations stay the same with the Project compared to without the Project
 - streetcar travel times would decrease due to better traffic operations
 - no impacts to light rail
- Slight bus delay due to added signals for pedestrians and bicyclists
- Potential increase for bus ridership in the area with the Project due to better transit stops and more locations

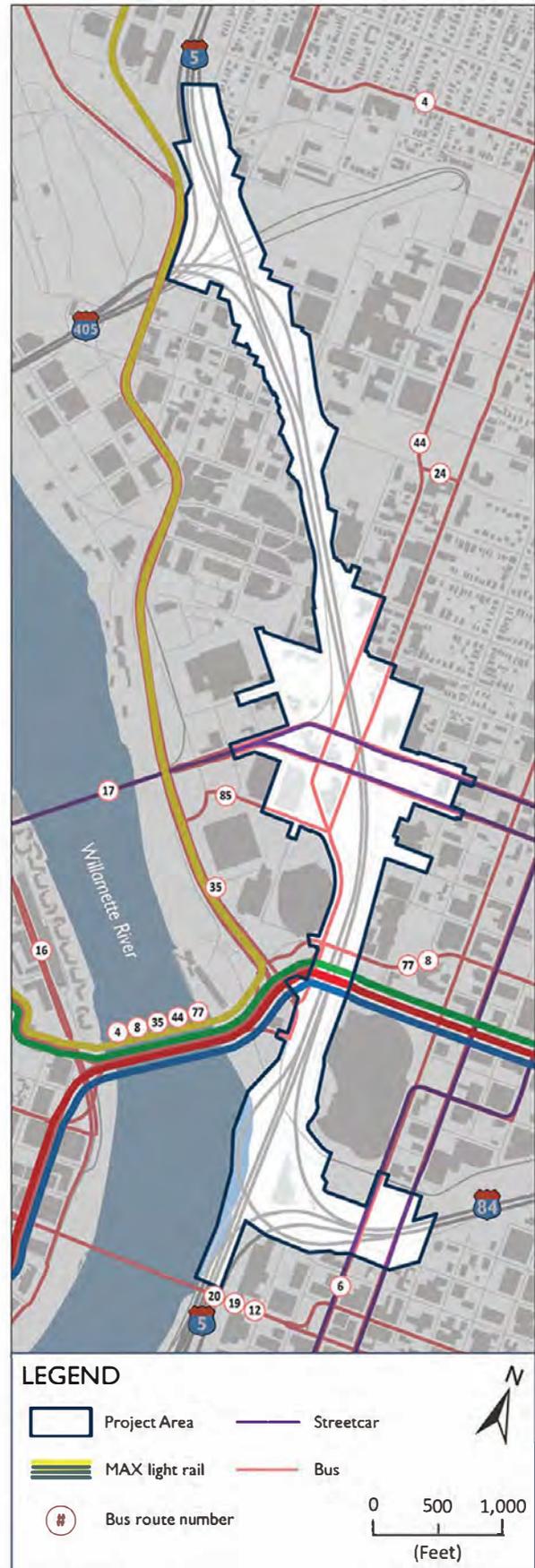
Transit in the Project Area:

- Streetcar
- Bus
- MAX light rail



MAX light rail entering the Project Area

Transit lines in the Project Area





What is Environmental Justice?

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies

Key findings:

The Project has several benefits for under served communities in the Project Area:

- **Improved safety and mobility** on I-5 and local roads for everyone moving through the area
- **Restored connectivity** between neighborhoods separated when I-5 was constructed
- **Improved access to transit**
- **Opportunities** for local, small, and minority-owned businesses impacted in the past

Environmental Justice is achieved when all people have:

- the same degree of protection from environmental and health hazards
- equal access to the decision-making process to have a healthy environment in which to live, learn, and work
- equal access to public resources

Environmental Justice and NEPA

Federal agencies are required to analyze the environmental effects, including human health, economic, and social effects, of proposed federal actions on minority or low-income communities when required by NEPA.

Agencies should address significant adverse environmental effects to these communities with mitigation measures.

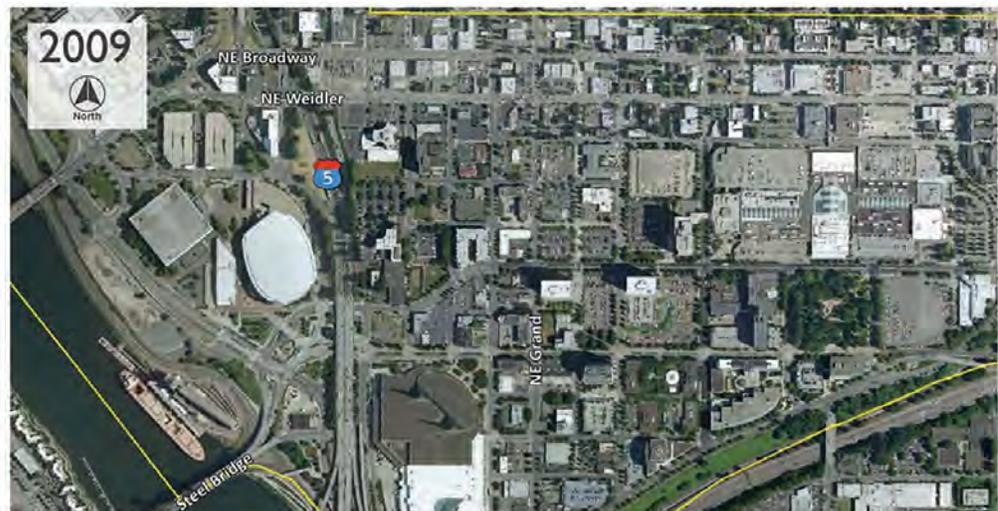


A CHANCE TO ENVISION A BETTER FUTURE FOR THE AREA

Project's Commitment

- Honor the historic communities as we work to improve regional transportation
- Be transparent and continue dialogue as the Project moves from NEPA to design and construction
- Engage with people harmed from past infrastructure projects and those affected by or interested in the I-5 Rose Quarter Improvement Project

ODOT and the City of Portland acknowledge that past activities allowed by or conducted by the agencies in the Project Area have disconnected and displaced communities



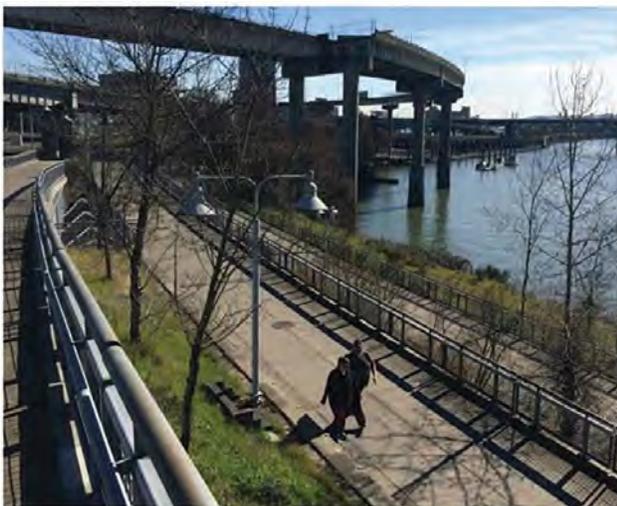
Top: Project Area in 1950. Bottom: Project Area in 2009.

What is Section 4(f)?

Section 4(f) of the U.S. Department of Transportation Act of 1966 protects historic properties, park and recreational facilities, and wildlife and waterfowl refuges

Key findings:

- The Project Area includes 4 Section 4(f) park resources and 15 Section 4(f) historic sites
- Preliminary findings indicate minor impacts (*de minimis*) for 3 Section 4(f) resources
- The Project could result in potential temporary closures to the Vera Katz Eastbank Esplanade, and the Willamette River Greenway Trail during construction and maintenance

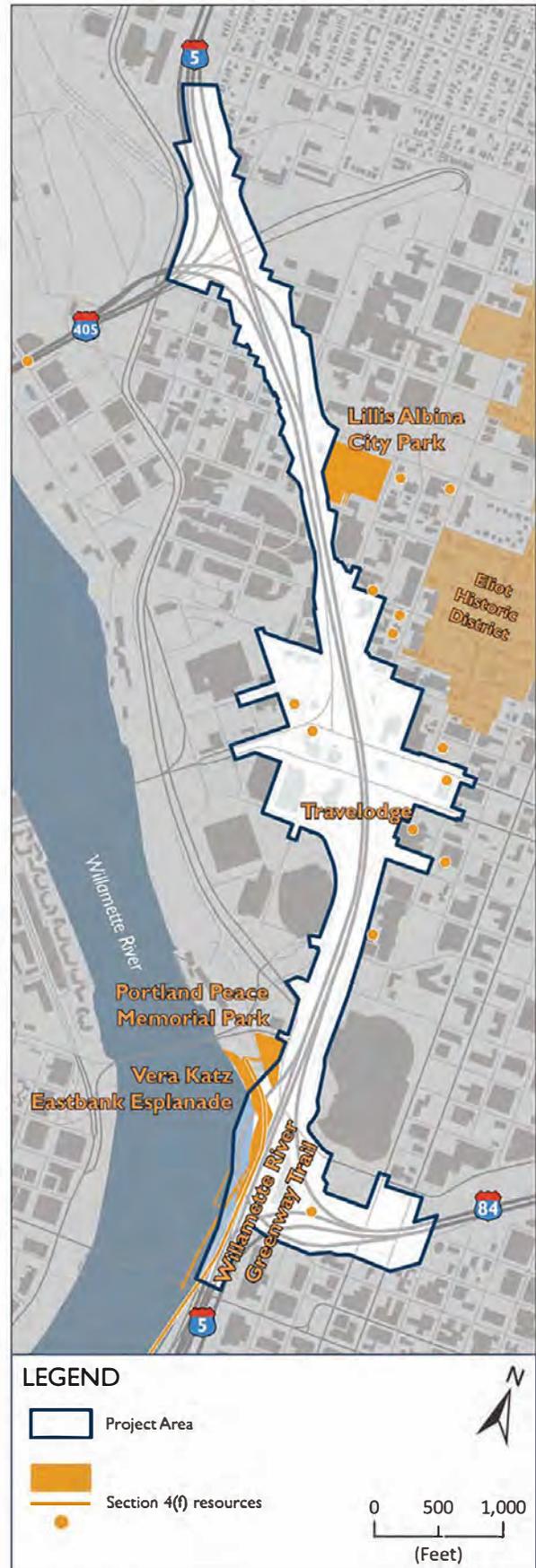


Vera Katz Eastbank Esplanade and Willamette River Greenway Trail

Public comments welcome!

You are invited to comment on these preliminary Section 4(f) findings using the comment form

Section 4(f) resources in the Project Area



What is Section 106?

Section 106 of the National Historic Preservation Act requires state projects receiving federal funding to take into account the effects of their action on historic properties

Key findings:

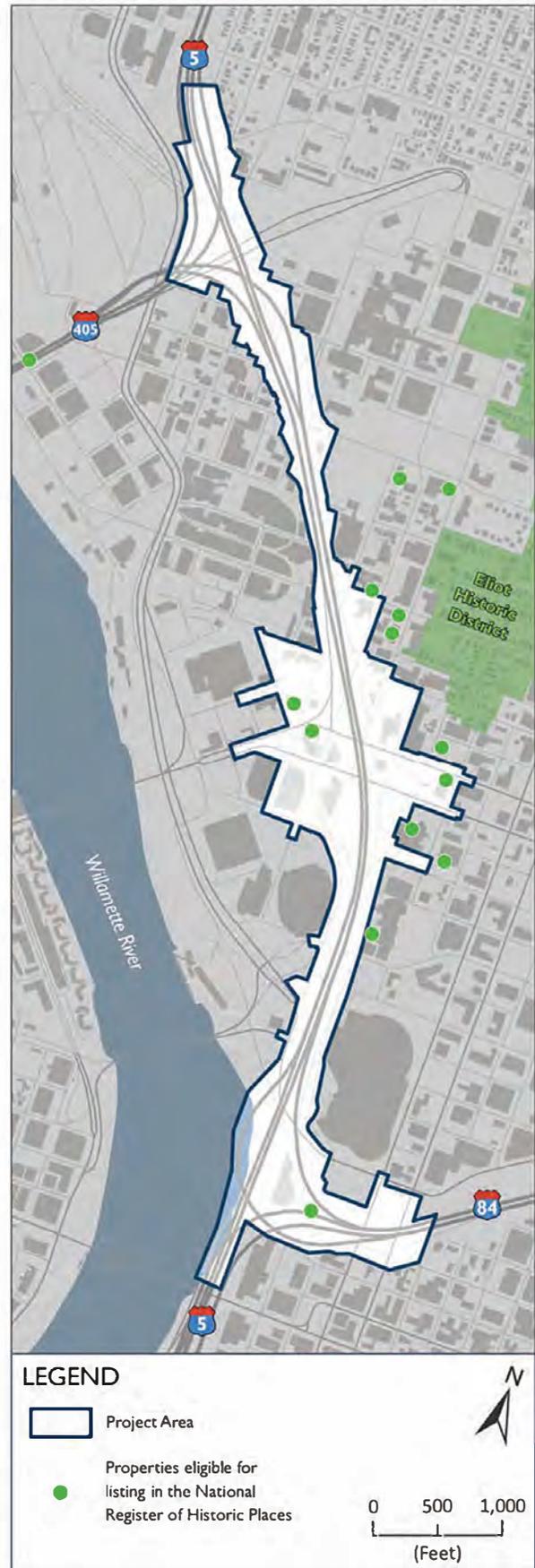
- Eliot Historic District and 14 properties in the Project vicinity are eligible for the National Register of Historic Places (NRHP)
- Construction or longer-term impacts could affect 9 properties
 - noise and vibration
 - traffic and congestion
 - dust
 - changes in the setting

What does it mean if a site is eligible for the NRHP?

Because these sites were determined eligible for the NRHP, ODOT is required to avoid, minimize, or mitigate any potential adverse effects to the property.

Public comments welcome!
You are invited to comment on impact conclusions for historic resources using the comment form

Properties eligible for historic status within the Project Area





Disadvantaged Business Enterprise

Vision: To create and spur more wealth development among local minority contractors

Guiding Principles

- Build the capacity of minority businesses for current and future projects
- Build capacity in local underrepresented populations to meet local construction workforce needs
- Further minority businesses' expertise to be successful with project subcontracting opportunities
- Increase local underrepresented populations skills/access to construction trades
- Provide technical assistance and certification for Disadvantaged Business Enterprise (DBE) firms and workforce providers to access underrepresented local populations
- Provide new opportunities and facilitate new relationships between minority subcontractors and primes
- Maximize trade opportunities at all levels for local minorities as part of the Project
- Enhancing relationships between ODOT/City of Portland and the local minority business community
- Constitute a DBE/On-the-Job Training (OJT) Advisory Committee of local community members to provide recommendations on DBE/OJT project development



Once the Environmental Assessment is formally submitted to the Federal Highway Administration, they will review it along with public comment prior to developing the NEPA decision document. Following this process we will continue to engage the community as the team begins design in late spring 2019 and throughout the construction period.



Sign up to receive project updates at www.i5RoseQuarter.org

Appendix G



WHAT IS AN AUXILIARY LANE?

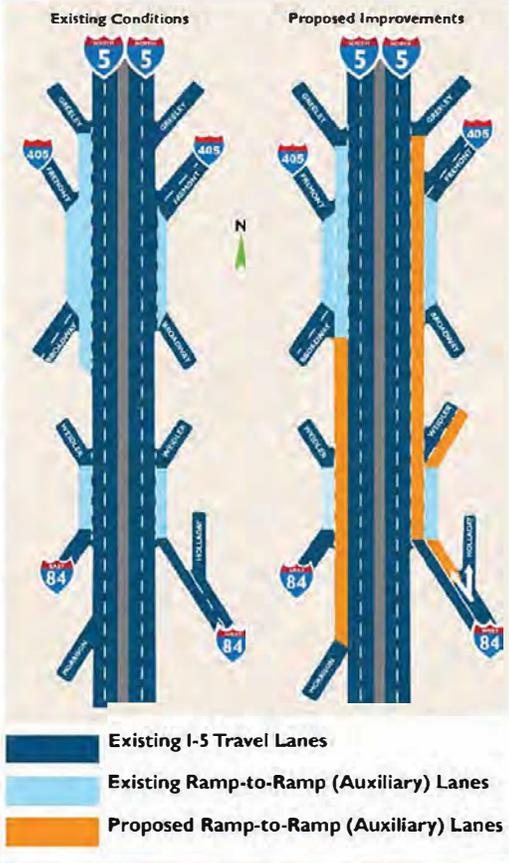
Auxiliary lanes allow drivers to enter the highway without having to merge into through traffic, reducing frequent crashes.

Based on recent auxiliary lane improvements ODOT has implemented in the Portland metro area, this project is expected to improve reliability substantially.

As part of the Environmental Assessment, the following models were used to test traffic operations and demand.

OPERATIONS MODEL
The project team used VISSIM to model traffic operations. This model incorporates bus, Streetcar and Max service, autos, and trucks. The model considers both local streets and I-5 operating together.

DEMAND MODEL/ INDUCED DEMAND
Metro's demand model was run to test for increases in travel demand. Results indicated a slight increase in traffic volume on I-5 in the study area during peak periods, caused by traffic diverting from other local network routes, between 100-200 vehicles per hour. Otherwise, there is not an overall increase in traffic on I-5 in the study area.



AUXILIARY LANES

The project will not change the capacity of I-5. There will be two through lanes before and after the project is built.



I-5 Rose Quarter Improvement Project

Environmental Assessment

ACTIVE TRANSPORTATION (PEOPLE WALKING, BIKING AND ROLLING)

Existing Conditions

Sidewalks and designated bikeways exist on most major streets in the Project Area, though gaps in sidewalk coverage exist throughout the Project Area. While not all crossing locations are compliant with the Americans with Disabilities Act (ADA), most signalized intersections include crosswalks, pedestrian signal heads on all corners where crossings are permitted, pedestrian push buttons at crosswalks, and dual curb ramps with detectable warning strips at most corners. Existing bikeways consist of a mix of conventional bike lanes and neighborhood greenways. The Vera Katz Eastbank Esplanade, a shared-use greenway path, is located at the south end of the project area.

Environmental Consequences

No-Build Alternative:

- Additional protected bike lanes, bikeways, and upgraded sidewalks in the Broadway/Weidler couplet area would be constructed as part of the City of Portland's Broadway multimodal improvements project.
- Protected bike lanes on N/NE Broadway and N/NE Weidler would substantially increase the degree of separation between bicycles and motor vehicles.
- Over half the intersections in the project area would continue to exceed tolerable stress levels for walkers, primarily along the N/NE Broadway corridor, and approximately 3,300 feet of existing gaps in sidewalk coverage in the Project Area would remain.

Build Alternative:

- Long-term conditions for walkers and bikers would generally improve due to increased route options, improved ramp terminal intersections, physical separation from motorized users, and reduced complexity of intersections.
- Increased route options would be provided by the new Hancock-Dixon crossing, a bi-directional protected bike lane on N/NE Broadway and N/NE Weidler, improved bicycle and pedestrian facilities on N Vancouver and Broadway, and the new Clackamas bicycle and pedestrian bridge across I-5.
- Approximately 800 feet of existing sidewalk gaps along portions of N Wheeler and N Williams ~~~~~
- Temporary detours and route closures during construction could delay and inconvenience people walking, biking, and rolling within the Project Area, including users of the Eastbank Esplanade.

Mitigation:

- A Temporary T ~~~~~
detours provide fully accessible, safe, and comfortable routes for people walking and biking through areas of construction.

I-5 Rose Quarter Improvement Project Environmental Assessment

AIR QUALITY

Existing Conditions

Air quality in the Portland metropolitan area currently meets all National Ambient Air Quality Standards (NAAQS) for pollutant concentrations of carbon monoxide, nitrogen dioxide, ozone, particulate matter, lead, and sulfur dioxide. The primary pollutants of concern for transportation projects are

and mobile source air toxics (MSAT¹). Air emissions from motor vehicles have steadily improved over efforts to control vehicle emissions.

Environmental Consequences

No-Build Alternative:

- Concentrations of NAAQS pollutants and MSAT from motor vehicles operating on I-5 and local surface streets are expected to continue to decline through 2045 due to increasingly strict tailpipe vehicles.

Build Alternative:

- Short-term, localized construction impacts include:
 - Dust from soil excavation, grading, hauling operations, and highway structure demolition.
- Long-term improvement in local air quality is anticipated, including in the vicinity of Harriet Tubman Middle School, due to higher vehicle speeds and reduced congestion on I-5, the adoption of more restrictive tailpipe emission standards, and the increasing ownership of low-and zero-emitting vehicles (see tables on back page).

Mitigation:

The following Best Management Practices (BMPs) would be implemented during construction:

- Water or non-toxic chemical would be applied in areas where soil disturbance, stockpiled materials, or demolition activities could generate airborne dust.
- Beds of haul trucks would be covered to prevent transported materials from becoming airborne.
- Soil and dust would be promptly removed from paved streets.
- Idling time of trucks and other diesel-powered equipment would be limited to 5 minutes when not in use or in motion.

¹ The U.S. Environmental Protection Agency (EPA) identified 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (DPM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter among the national-and regional-scale cancer risk contributors and noncancer hazard contributors from the 2011 National Air Toxics Assessment. These compounds are 1,3-butadiene, acetaldehyde, acrolein, benzene, diesel particulate matter (DPM), ethylbenzene, formaldehyde, naphthalene, and polycyclic organic matter.

Mobile Source Air Toxics Emissions for Highway Operations (tons per year)

Pollutant	Highway Pollutant Emissions (tons per year)			Percent Change (%)		
	2017 Existing	2045 without Project	2045 with Project	2017 to 2045 without Project	2017 to 2045 with Project	2045 without Project to 2045 with Project
DPM	9.4	1.8	1.7	-81	-82	-6
Acetaldehyde	0.8	0.3	0.2	-64	-68	-10
Acrolein	0.1	0.0	0.0	-63	-67	-10
Benzene	1.1	0.2	0.2	-84	-84	-2
1,3-Butadiene	0.1	0.0	0.0	-98	-98	-11
Ethylbenzene	0.6	0.2	0.2	-71	-74	-10
Formaldehyde	1.5	0.8	0.7	-45	-51	-10
Naphthalene	0.2	0.1	0.1	-63	-67	-10
POM	0.1	0.0	0.0	-87	-87	-1

Notes: DPM = diesel particulate matter; MSAT = Mobile Source Air Toxics; POM = polycyclic organic matter
 Rounding causes addition to appear inconsistent in table.

Future Mobile Source Air Toxics Emissions for Highway and Surface Streets (tons per year)

Pollutant	Highway		Surface Streets		Total	
	2045 without Project	2045 with Project	2045 without Project	2045 with Project	2045 without Project	2045 with Project
DPM	1.8	1.7	0.6	0.6	2.4	2.3
Acetaldehyde	0.3	0.2	0.1	0.1	0.4	0.4
Acrolein	0.0	0.0	0.0	0.0	0.1	0.0
Benzene	0.2	0.2	0.2	0.2	0.4	0.4
1,3-Butadiene	0.0	0.0	0.0	0.0	0.0	0.0
Ethylbenzene	0.2	0.2	0.2	0.2	0.4	0.4
Formaldehyde	0.8	0.7	0.3	0.3	1.1	1.1
Naphthalene	0.1	0.1	0.0	0.0	0.1	0.1
POM	0.0	0.0	0.0	0.0	0.0	0.0

Notes: DPM = diesel particulate matter; MSAT = Mobile Source Air Toxics; POM = polycyclic organic matter

I-5 Rose Quarter Improvement Project

Environmental Assessment

GREENHOUSE GAS EMISSIONS

Existing Conditions

Climate change is the observed rise in the average temperature of the Earth's climate system and its related effects, including rising sea levels, drought, changes in local weather patterns, and increased severe storm events. Greenhouse gases (GHGs) from human activity are considered a primary cause of climate change and global warming through increased concentration of atmospheric carbon dioxide, methane, and nitrous oxide from the burning of fossil fuels.

Environmental Consequences

No-Build Alternative:

- Annual GHG emissions in 2045 are projected to be approximately 22 percent lower than the 2017 annual emission total due a gradual transition to cleaner, low-carbon fuels; federal efforts to develop more stringent fuel economy standards; and regional vehicle inspection programs.

Build Alternative:

- Construction activities and construction materials production (i.e., sand and gravel, asphalt) would generate about 67 million tons of CO₂e¹ during the construction period.
- Long-term GHG emissions are estimated to be slightly lower than the No Build Alternative.
- The large decreases in GHG emissions from existing conditions (2017) to future conditions (2045) are the result of changes in vehicle emissions due to more stringent fuel economy standards and inspection and maintenance programs, a transition to cleaner, low-carbon fuels, and an increasing share of the vehicle fleet being low- and zero-emitting vehicles.

Source	GHG Emissions (MTs* CO ₂ e per year)			Percent Change		
	2017 Existing	2045 No-Build	2045 Build	2017 to 2045 No-Build	2017 to 2045 Build	2045 No-Build to 2045 Build
Vehicle Emissions	417,156	327,536	326,762	-21.5	-21.7	-0.2
Fuel Cycle**	112,632	88,435	88,226	-21.5	-21.7	-0.2
Total	529,788	415,971	414,988	-21.5	-21.7	-0.2

*MT = metric tons

**Fuel Cycle refers to the additional emissions associated with production and supply of energy

Mitigation:

- The Project assumes a continued emphasis on more stringent fuel economy standards, vehicle inspection and maintenance programs, the transition to cleaner sources of fuels, and continuation of Oregon's program to promote and support ownership of low- and zero-emitting vehicles.

¹ CO₂e converts all the emitted GHGs to a common global warming potential expressed in terms of the equivalent amount of CO₂

I-5 Rose Quarter Improvement Project

Environmental Assessment

NOISE

Existing Conditions

Traffic noise throughout the project area, particularly east of I-5, currently exceeds the FHWA noise abatement criteria (NAC) and the ODOT Noise Abatement Approach Criteria (NAAC), for specific land use types in the Project Area.

Environmental Consequences

No-Build Alternative:

- Future traffic noise levels under the No-Build alternative would be similar to conditions today.
- Existing traffic noise levels exceeding ODOT noise standards do not require mitigation.

Build Alternative:

- Normal construction activities would generate short-term noise in the range of 70 to 100 dBA¹ at a distance of 50 feet (100 dBA is comparable to the noise generated by a power lawnmower²).
- Changes in long-term noise levels would range from a 1 dBA decrease to a 3 dBA increase compared to existing noise levels³.
- FHWA and ODOT noise standards would continue to be exceeded at a large number of properties in the Project Area.

Predicted Long-Term Noise Levels (in A-weighted decibels)		
Scenario	Outdoor (dBA)	Indoor (dBA)
Existing Conditions	55-75	34-49
No-Build Alternative	56-75	34-49
Build Alternative	56-76	36-51

Mitigation:

The following Best Management Practices (BMPs) would be implemented during construction:

- No construction would occur within 1,000 feet of residences on Sundays, legal holidays, or between the hours of 10:00 PM and 6:00 AM on other days, without ODOT approval.
- Construction equipment would have sound-control devices and muffled exhaust.
- Construction equipment would comply with the U.S EPA equipment noise standards.
- Noise walls are proposed in two locations along the east side of I-5 to shield sensitive receptors (including Harriet Tubman Middle School) from highway traffic noise, thereby reducing noise below today's (existing) levels.

¹ Noise levels are stated as hourly equivalent sound pressure levels (Leq) in terms of A-weighted decibels (dBA) which approximate the response of the human ear by filtering out some of the noise in the low and high frequency ranges that the ear does not detect well.

² <http://www.industrialnoisecontrol.com/comparative-noise-examples.htm>

³ A 3 dBA increase in sound is barely noticeable to the human ear (<https://www.abdengineering.com/blog/perception-vs-reality/>).

I-5 Rose Quarter Improvement Project

Environmental Assessment

RIGHT OF WAY

Existing Conditions

The majority of the land in the Project Area is publicly-owned right of way (ROW) occupied by I-5 and local surface streets. The I-5 ROW is owned by the State of Oregon and the ROW occupied by local surface streets is owned by the City of Portland.

Environmental Consequences

No-Build Alternative:

- No new ROW acquisitions would occur under the No-Build Alternative.

Build Alternative:

- Approximately 3.5 to 4.0 acres of new ROW would be acquired in fee simple¹ (permanent acquisition) from adjacent land owners to accommodate the Build Alternative.
- Approximately 0.5 to 1.5 acres of new ROW would be acquired as surface or subsurface permanent easements².
- Approximately 1.5 to 2.5 acres would be acquired as temporary easements to accommodate work areas and materials/equipment staging areas during the construction phase of the project. Affected property would revert back to current owners at the end of construction.
- The Build Alternative would displace and relocate four commercial retail or service-related businesses in the vicinity of the Broadway/Weidler interchange.
- Temporary and permanent ROW impacts would be minor in the context of the 127-acre Project Area.

Mitigation:

- Multiple ODOT sponsored workshops and community outreach efforts helped identify avoidance and minimization measures that resulted in a reduction in the number of properties affected by ROW impacts. These avoidance and minimization measures have, to the extent possible, been incorporated into the Project design.
- All ROW property acquisitions and relocation for any displacements would be performed in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 United States Code 4601 et seq.); Title 49 Code of Federal Regulations Part 24; Oregon Revised Statutes Volume 1 Chapter 35; and the ODOT Right of Way Manual to ensure fair and equitable treatment of all persons affected by the Project.

¹ Land owned in fee simple is owned completely, without any limitations or conditions.

² An easement is a property right that gives its holder an interest in land that's owned by someone else.

I-5 Rose Quarter Improvement Project

Environmental Assessment

TRANSPORTATION SAFETY

Existing Conditions

In the Project Area, crash rates on I-5 in both the southbound and northbound directions exceed the state-wide average for comparable facilities. During the 5-year period 2011 through 2015 there were 881 crashes on the I-5 mainline, including on- and off-ramps. Following too close was the most common crash contributing factor followed by improper lane changing and failure to avoid. Most crashes involved vehicles traveling in the southbound direction between noon and 6:00 PM.

During the same period there were 268 crashes at intersections on the local street network in the Project Area; most occurring during the midday hours. The most common collision type followed by right-angle and rear-end collisions. Two of the crashes on local streets involved people walking and 18 involved people biking. Both pedestrians and 11 of the bike riders sustained evident or incapacitating injuries. Broadway also is part of the City's High Crash Corridor network for people walking, biking, and driving.¹

Environmental Consequences

No-Build Alternative:

- If the Project was not constructed, estimates are that I-5 would experience approximately 10 percent more crashes compared to existing conditions.
- Conditions for people walking, biking, and rolling along the Broadway/Weidler corridor would improve due to the City of Portland's Broadway multimodal improvements project.
- Outside of the Broadway/Weidler couplet, pedestrian and bicycle safety would generally be the same as existing conditions.

Build Alternative:

- ~~~~~
decrease in crash frequency, the forecasted crash rate with the Project would be lower than the No-Build Alternative.
- The Build Alternative would substantially reduce emergency braking events for both directions on I-5 during both morning and afternoon peak hours, reducing the number of rear-end crashes.
- ~~~~~
~~~~~
- ~~~~~  
bicyclists, pedestrians, and transit users.

##### Mitigation:

A detailed Transportation Management Plan would be prepared prior to construction that would describe the construction sequence and strategies for maintaining safe through travel and local access for all modes of transportation.

<sup>1</sup> Portland High Crash Corridors (<https://www.portlandoregon.gov/transportation/71914>)

## Appendix H



# I-5 Rose Quarter Improvement Project: Environmental Study Ready for Public Review and Comment

Oregon Department of Transportation sent this bulletin at 02/15/2019 09:55 AM PST

Having trouble viewing this email? [View it as a Web page.](#)



Project Newsletter | February 15, 2019

## Environmental Study Ready For Public Review and Comment!

The public comment period is open from February 15 - April 1, 2019 at 5 p.m.

Over the past year and a half, the Oregon Department of Transportation and the Federal Highway Administration, in partnership with the City of Portland, have been conducting an environmental study, also known as an Environmental Assessment, for the I-5 Rose Quarter Improvement Project. The Environmental Assessment was published on February 15, 2019 and is now available for public review and comment.

- [Learn more about the environmental process \(PDF\).](#)

### Review the Project's Environmental Assessment.

There are many ways to read and comment on the Environmental Assessment:

- [Review the Project's Environmental Assessment online.](#)
- [Participate in the online open house.](#)

Printed copies of the Environmental Assessment are available for public review at the following locations. Visit the front desk to review the printed copy:

- **ODOT Region 1** - 123 NW Flanders St, Portland, Oregon 97209
- **FHWA Oregon Division** - 530 Center Street NE, Suite 420, Salem, OR 97301
- **Matt Dishman Community Center** - 77 NE Knott St, Portland, OR 97212
- **Multnomah County Library Branches**
  - Central: 801 SW 10th Ave
  - North Portland: 512 N Killingsworth St
  - Albina: 3605 NE 15th Ave

To request an alternative format, please contact [info@i5rosequarter.org](mailto:info@i5rosequarter.org) or call 503-423-3760.

## How else can I review the study and provide feedback?

There are many ways to [provide your input](#) during the comment period that runs from February 15 - April 1, 2019 at 5 p.m.

|                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <p><b>ONLINE OPEN HOUSE<br/>OR PROJECT WEBSITE</b><br/>February 15 - April 1, 2019 at<br/><a href="http://www.i5RoseQuarter.org">www.i5RoseQuarter.org</a></p> |  <p><b>IN-PERSON OPEN<br/>HOUSE</b><br/>March 7, 2019 from 5:30 - 8 p.m.<br/>Leftbank Annex - Clubroom<br/>101 N Weidler St. Portland, OR</p> |  <p><b>PUBLIC HEARING</b><br/>March 12, 2019<br/>Oregon Convention Center<br/>Room A108<br/>777 NE MLK Jr Blvd, Portland, OR<br/>4:30 p.m. - 6:00 p.m. - Sign up to speak<br/>5:00 p.m. - Event begins: Presentation<br/>followed by public comments</p> |
|  <p><b>MAIL</b><br/>ODOT attention Megan Channell<br/>123 NW Flanders St.<br/>Portland, Oregon 97209</p>                                                      |  <p><b>PHONE</b><br/>Leave a recorded verbal comment<br/>at (503) 423-3760</p>                                                              |  <p><b>EMAIL</b><br/><a href="mailto:info@i5RoseQuarter.org">info@i5RoseQuarter.org</a></p>                                                                                                                                                            |

## What's included in the study?



The Environmental Assessment is a reader-friendly report which outlines the benefits and impacts of the project. The report describes why the project is being proposed, what needs the project addresses, and examines the project's potential social, economic and environmental impacts for the following topic areas:

- Transportation
- Parks / Section 4(f)
- Socioeconomics

- Air Quality
- Noise
- Climate Change
- Environmental Justice
- Historic Resources / Section 106
- Archaeological Resources
- Hazardous Materials
- Land Use
- Water Resources
- Right of Way
- Utilities
- Aquatic Biology

## About the Project

The I-5 Rose Quarter Improvement Project was created by ODOT in partnership with the City of Portland and with input from the local community. It will improve both local streets and I-5 in the Rose Quarter area resulting in a more safe and connected community that will keep people moving, whether you walk, bike, roll, drive, take transit, use local streets or the highway.

Learn more about the project and sign up for email updates at:

[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)

**CONTACT INFORMATION**



[info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)



503-423-3760

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Oregon Department of Transportation

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Salem, OR , 97301-3871 USA

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Receive Updates



# I-5 Rose Quarter Improvement Project: Join Us at the Public Hearing Tonight

Oregon Department of Transportation sent this bulletin at 03/12/2019 08:38 AM PDT

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Project Newsletter | March 12, 2019

## You Are Invited - Public Hearing Tonight

Over the past year and a half, the Oregon Department of Transportation and the Federal Highway Administration, in partnership with the City of Portland, have been conducting an environmental study, also known as an Environmental Assessment, for the I-5 Rose Quarter Improvement Project. The Environmental Assessment was published on February 15, 2019 and is now available for public review and comment.

- [Learn more about the environmental process \(PDF\).](#)

### Review the Project's Environmental Assessment.

- [Review the Project's Environmental Assessment online.](#)
- [Find a printed copy of the Environmental Assessment.](#)
- To request an alternative format, please contact [info@i5rosequarter.org](mailto:info@i5rosequarter.org) or call 503-423-3760.

The project is hosting a public hearing where you can provide verbal testimony to project decision makers, following a brief project presentation.

Elected officials will comment first, followed by comments from the general public.

## Public Hearing



**ONLINE OPEN HOUSE  
OR PROJECT WEBSITE**

February 15 - April 1, 2019 at  
[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)



**MAIL**

ODOT attention Megan Channell  
123 NW Flanders St.  
Portland, Oregon 97209



**PHONE**

Leave a recorded verbal comment  
at (503) 423-3760



**EMAIL**

[info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)

## About the Project

The I-5 Rose Quarter Improvement Project was created by ODOT in partnership with the City of Portland and with input from the local community. It will improve both local streets and I-5 in the Rose Quarter area resulting in a more safe and connected community that will keep people moving, whether you walk, bike, roll, drive, take transit, use local streets or the highway.

Learn more about the project and sign up for email updates at:

[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)

**CONTACT INFORMATION**

 [info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)  503-423-3760

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Oregon Department of Transportation

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Salem, OR , 97301-3871 USA

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Receive Updates



# I-5 Rose Quarter Improvement Project: Join Us at the Public Open House

Oregon Department of Transportation sent this bulletin at 02/28/2019 02:21 PM PST

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Project Newsletter | February 28, 2019

## You Are Invited - Open House March 7th

Over the past year and a half, the Oregon Department of Transportation and the Federal Highway Administration, in partnership with the City of Portland, have been conducting an environmental study, also known as an Environmental Assessment, for the I-5 Rose Quarter Improvement Project. The Environmental Assessment was published on February 15, 2019 and is now available for public review and comment.

- [Learn more about the environmental process \(PDF\).](#)

### Review the Project's Environmental Assessment.

- [Review the Project's Environmental Assessment online.](#)
- [Find a printed copy of the Environmental Assessment.](#)
- To request an alternative format, please contact [info@i5rosequarter.org](mailto:info@i5rosequarter.org) or call 503-423-3760.

### The project is hosting an open house where you will have the opportunity to:

- Learn more about the project
- Review the environmental study findings and provide your comments
- Talk with project team members



There are four accessible parking spaces in the reserved Annex lot located on the north side of N Weidler St between N Vancouver Ave and N Williams Ave.

The Leftbank Annex is easily accessible by bus and MAX, and is one block from the first stop on the east side of the Portland Streetcar line. The area is a major bicycle corridor and is easily accessible from every direction.

## How else can I review the study and provide feedback?

There are many ways to [provide your input](#) during the comment period that runs from February 15 - April 1, 2019 at 5 p.m.

|                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <p><b>ONLINE OPEN HOUSE<br/>OR PROJECT WEBSITE</b><br/>February 15 - April 1, 2019 at<br/><a href="http://www.i5RoseQuarter.org">www.i5RoseQuarter.org</a></p> |  <p><b>IN-PERSON OPEN<br/>HOUSE</b><br/>March 7, 2019 from 5:30 - 8 p.m.<br/>Leftbank Annex - Clubroom<br/>101 N Weidler St. Portland, OR</p> |  <p><b>PUBLIC HEARING</b><br/>March 12, 2019<br/>Oregon Convention Center<br/>Room A108<br/>777 NE MLK Jr Blvd, Portland, OR</p> <ul style="list-style-type: none"> <li>• 4:30 p.m. - 6:00 p.m. - Sign up to speak</li> <li>• 5:00 p.m. - Event begins: Presentation followed by public comments</li> </ul> |
|  <p><b>MAIL</b><br/>ODOT attention Megan Channell<br/>123 NW Flanders St.<br/>Portland, Oregon 97209</p>                                                      |  <p><b>PHONE</b><br/>Leave a recorded verbal comment<br/>at (503) 423-3760</p>                                                              |  <p><b>EMAIL</b><br/><a href="mailto:info@i5RoseQuarter.org">info@i5RoseQuarter.org</a></p>                                                                                                                                                                                                               |

## About the Project

The I-5 Rose Quarter Improvement Project was created by ODOT in partnership with the City of Portland and with input from the local community. It will improve both local streets and I-5 in the Rose Quarter area resulting in a more safe and connected community that will keep people moving, whether you walk, bike, roll, drive, take transit, use local streets or the highway.

Learn more about the project and sign up for email updates at:

[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)



## Appendix I



# Oregon

**Department of Transportation**  
Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8531

February 15, 2019 [sent via e-mail]

Anthony Buczek, Transportation Engineer  
Metro Regional Center  
600 NE Grand Avenue  
Portland, OR 97232

**Re: I-5 Rose Quarter Improvement Project  
Notice of Availability for Environmental Assessment**

Dear Mr. Buczek:

Thank you for your contribution as a participating agency with Federal Highway Administration and the Oregon Department of Transportation (ODOT) in the development of the NEPA Environmental Assessment for the I-5 Rose Quarter Improvement Project.

This letter is to inform you that the Environmental Assessment study has been completed and findings are now available for review. There will be a 45-day public comment period for this study which commences February 15<sup>th</sup> and closes on April 1<sup>st</sup>, 2019 at 5pm.

As a participating agency, you are invited to comment on the Environmental Assessment, which will be incorporated into public record. The Environmental Assessment and Technical Reports can be found on the project website at <https://i5rosequarter.org/>. ODOT is also coordinating a number of community events through which you can engage and comment which include:

In Person Open House

Time: March 7<sup>th</sup>, 5:30pm-8:00pm  
Location: Leftbank Annex, 101 N Weidler St

Online Open House

Time: February 15<sup>th</sup> through April 1<sup>st</sup>  
[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)

Public Hearing

Time: March 12<sup>th</sup>, 4:30pm-8:00pm  
Location: Oregon Convention Center, Rm A108

Mail:

ODOT  
Attention Megan Channell  
123 NW Flanders St.  
Portland, OR 97209

Phone:

(503) 423-3760

Email:

[info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)

Should you have any questions, please contact Emily Cline, FHWA at [emily.cline@dot.gov](mailto:emily.cline@dot.gov) or Megan Channell, ODOT at [megan.channell@odot.state.or.us](mailto:megan.channell@odot.state.or.us).

Thank you for your cooperation and involvement in this project.

Sincerely,

A handwritten signature in blue ink that reads "M Channell". The signature is written in a cursive, flowing style.

Megan Channell

Major Projects Manager, Region 1

Oregon Department of Transportation



# Oregon

**Department of Transportation**  
Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8531

February 15, 2019 [sent via e-mail]

J.F. Moriarty, Commander  
CGD THIRTEEN  
United States Coast Guard  
915 Second Avenue  
Seattle, WA 98174

**Re: I-5 Rose Quarter Improvement Project  
Notice of Availability for Environmental Assessment Findings**

Dear Commander Moriarty:

Thank you for your contribution as a cooperating agency with Federal Highway Administration and the Oregon Department of Transportation (ODOT) in the development of the NEPA Environmental Assessment for the I-5 Rose Quarter Improvement Project.

This letter is to inform you that the Environmental Assessment study has been completed and findings are now available for review. There will be a 45-day public comment period for this study which commences February 15<sup>th</sup> and closes on April 1<sup>st</sup>, 2019 at 5pm.

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Should you have any questions, please contact Emily Cline, FHWA at [emily.cline@dot.gov](mailto:emily.cline@dot.gov) or Megan Channell, ODOT at [megan.channell@odot.state.or.us](mailto:megan.channell@odot.state.or.us).

Thank you for your cooperation and involvement in this project.

Sincerely,

A handwritten signature in blue ink that reads "M. Channell". The signature is written in a cursive style with a large initial "M" and a long, sweeping underline.

Megan Channell

Major Projects Manager, Region 1

Oregon Department of Transportation



# Oregon

**Department of Transportation**  
Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8531

February 15, 2019 [sent via e-mail]

Marc Liverman, Willamette Branch Chief  
National Marine Fisheries Service  
1201 Northeast Lloyd Blvd.  
Portland, OR 97232

**Re: I-5 Rose Quarter Improvement Project  
Notice of Availability for Environmental Assessment**

Dear Mr. Liverman:

Thank you for your contribution as a cooperating agency with Federal Highway Administration and the Oregon Department of Transportation (ODOT) in the development of the NEPA Environmental Assessment for the I-5 Rose Quarter Improvement Project.

This letter is to inform you that the Environmental Assessment study has been completed and findings are now available for review. There will be a 45-day public comment period for this study which commences February 15<sup>th</sup> and closes on April 1<sup>st</sup>, 2019 at 5pm.

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[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)

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Should you have any questions, please contact Emily Cline, FHWA at [emily.cline@dot.gov](mailto:emily.cline@dot.gov) or Megan Channell, ODOT at [megan.channell@odot.state.or.us](mailto:megan.channell@odot.state.or.us).

Thank you for your cooperation and involvement in this project.

Sincerely,

A handwritten signature in blue ink that reads "M Channell". The signature is written in a cursive, flowing style.

Megan Channell

Major Projects Manager, Region 1

Oregon Department of Transportation



# Oregon

**Department of Transportation**  
Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8531

February 15, 2019 [sent via e-mail]

Caitlin Reff, Project Manager  
Portland Bureau of Transportation  
1120 SW Fifth Avenue, Suite 800  
Portland, OR 97204

**Re: I-5 Rose Quarter Improvement Project  
Notice of Availability for Environmental Assessment**

Dear Mr. Reff:

Thank you for your contribution as a participating agency with Federal Highway Administration and the Oregon Department of Transportation (ODOT) in the development of the NEPA Environmental Assessment for the I-5 Rose Quarter Improvement Project.

This letter is to inform you that the Environmental Assessment study has been completed and findings are now available for review. There will be a 45-day public comment period for this study which commences February 15<sup>th</sup> and closes on April 1<sup>st</sup>, 2019 at 5pm.

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Thank you for your cooperation and involvement in this project.

Sincerely,

A handwritten signature in blue ink that reads "M Channell". The signature is written in a cursive style with a large, stylized "M" and "C".

Megan Channell

Major Projects Manager, Region 1

Oregon Department of Transportation



# Oregon

**Department of Transportation**  
Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8531

February 15, 2019 [sent via e-mail]

Dan Bower, Executive Director  
Portland Streetcar, Inc.  
1031 NW 11th Avenue  
Portland, OR 97209

**Re: I-5 Rose Quarter Improvement Project  
Notice of Availability for Environmental Assessment**

Dear Mr. Bower:

Thank you for your contribution as a participating agency with Federal Highway Administration and the Oregon Department of Transportation (ODOT) in the development of the NEPA Environmental Assessment for the I-5 Rose Quarter Improvement Project.

This letter is to inform you that the Environmental Assessment study has been completed and findings are now available for review. There will be a 45-day public comment period for this study which commences February 15<sup>th</sup> and closes on April 1<sup>st</sup>, 2019 at 5pm.

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Megan Channell

Major Projects Manager, Region 1

Oregon Department of Transportation



# Oregon

**Department of Transportation**  
Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8531

February 15, 2019 [sent via e-mail]

Phil Healy, Senior Transportation Planner  
Port of Portland  
7200 NE Airport Way  
Portland, OR 97218

**Re: I-5 Rose Quarter Improvement Project  
Notice of Availability for Environmental Assessment**

Dear Mr. Healy:

Thank you for your contribution as a participating agency with Federal Highway Administration and the Oregon Department of Transportation (ODOT) in the development of the NEPA Environmental Assessment for the I-5 Rose Quarter Improvement Project.

This letter is to inform you that the Environmental Assessment study has been completed and findings are now available for review. There will be a 45-day public comment period for this study which commences February 15<sup>th</sup> and closes on April 1<sup>st</sup>, 2019 at 5pm.

As a participating agency, you are invited to comment on the Environmental Assessment, which will be incorporated into public record. The Environmental Assessment and Technical Reports can be found on the project website at <https://i5rosequarter.org/>. ODOT is also coordinating a number of community events through which you can engage and comment which include:

In Person Open House

Time: March 7<sup>th</sup>, 5:30pm-8:00pm  
Location: Leftbank Annex, 101 N Weidler St

Online Open House

Time: February 15<sup>th</sup> through April 1<sup>st</sup>  
[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)

Public Hearing

Time: March 12<sup>th</sup>, 4:30pm-8:00pm  
Location: Oregon Convention Center, Rm A108

Mail:

ODOT  
Attention Megan Channell  
123 NW Flanders St.  
Portland, OR 97209

Phone:

(503) 423-3760

Email:

[info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)

Should you have any questions, please contact Emily Cline, FHWA at [emily.cline@dot.gov](mailto:emily.cline@dot.gov) or Megan Channell, ODOT at [megan.channell@odot.state.or.us](mailto:megan.channell@odot.state.or.us).

Thank you for your cooperation and involvement in this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "M Channell". The signature is written in a cursive, slightly slanted style.

Megan Channell

Major Projects Manager, Region 1

Oregon Department of Transportation



# Oregon

**Department of Transportation**  
Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8531

February 15, 2019 [sent via e-mail]

Jessica Gabriel, Historian  
Parks and Recreation Department  
State Historic Preservation Office  
725 Summer St NE Ste C  
Salem, OR 97301

**Re: I-5 Rose Quarter Improvement Project  
Notice of Availability for Environmental Assessment**

Dear Ms. Gabriel:

Thank you for your contribution as a participating agency with Federal Highway Administration and the Oregon Department of Transportation (ODOT) in the development of the NEPA Environmental Assessment for the I-5 Rose Quarter Improvement Project.

This letter is to inform you that the Environmental Assessment study has been completed and findings are now available for review. There will be a 45-day public comment period for this study which commences February 15<sup>th</sup> and closes on April 1<sup>st</sup>, 2019 at 5pm.

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Thank you for your cooperation and involvement in this project.

Sincerely,

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Megan Channell

Major Projects Manager, Region I

Oregon Department of Transportation



# Oregon

**Department of Transportation**  
Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8531

February 15, 2019 [sent via e-mail]

Joe Recker, Environmental Permits Coordinator  
TriMet  
1800 SW First Avenue, Suite 300  
Portland, OR 97201

**Re: I-5 Rose Quarter Improvement Project  
Notice of Availability for Environmental Assessment**

Dear Mr. Recker:

Thank you for your contribution as a participating agency with Federal Highway Administration and the Oregon Department of Transportation (ODOT) in the development of the NEPA Environmental Assessment for the I-5 Rose Quarter Improvement Project.

This letter is to inform you that the Environmental Assessment study has been completed and findings are now available for review. There will be a 45-day public comment period for this study which commences February 15<sup>th</sup> and closes on April 1<sup>st</sup>, 2019 at 5pm.

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Thank you for your cooperation and involvement in this project.

Sincerely,

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Megan Channell

Major Projects Manager, Region 1

Oregon Department of Transportation



# Oregon

**Department of Transportation**  
Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8531

February 15, 2019 [sent via e-mail]

Carrie Bond, Regulatory Project Manager  
Department of the Army Corps of Engineers  
Portland District  
P.O. Box 2946  
Portland, OR 97208

**Re: I-5 Rose Quarter Improvement Project  
Notice of Availability for Environmental Assessment**

Dear Ms. Bond:

Thank you for your contribution as a cooperating agency with Federal Highway Administration and the Oregon Department of Transportation (ODOT) in the development of the NEPA Environmental Assessment for the I-5 Rose Quarter Improvement Project.

This letter is to inform you that the Environmental Assessment study has been completed and findings are now available for review. There will be a 45-day public comment period for this study which commences February 15<sup>th</sup> and closes on April 1<sup>st</sup>, 2019 at 5pm.

As a cooperating agency, you are invited to comment on the Environmental Assessment, which will be incorporated into public record. The Environmental Assessment and Technical Reports can be found on the project website at <https://i5rosequarter.org/>. ODOT is also coordinating a number of community events through which you can engage and comment which include:

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Portland, OR 97209

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Thank you for your cooperation and involvement in this project.

Sincerely,

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Megan Channell

Major Projects Manager, Region 1

Oregon Department of Transportation



# Oregon

## Department of Transportation

Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8531

February 15, 2019 [sent via e-mail]

J.F. Moriarty, Commander  
CGD THIRTEEN  
United States Coast Guard  
915 Second Avenue  
Seattle, WA 98174

**Re: I-5 Rose Quarter Improvement Project  
Notice of Availability for Environmental Assessment Findings**

Dear Commander Moriarty:

Thank you for your contribution as a cooperating agency with Federal Highway Administration and the Oregon Department of Transportation (ODOT) in the development of the NEPA Environmental Assessment for the I-5 Rose Quarter Improvement Project.

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Megan Channell

Major Projects Manager, Region 1

Oregon Department of Transportation



# Oregon

## Department of Transportation

Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8531

February 15, 2019

Dr. Paul Hensen, PhD, State Supervisor  
US Fish and Wildlife Service  
Portland Oregon Fish and Wildlife Office  
2600 SE 98<sup>th</sup> Avenue, Suite 100  
Portland, OR 97266

**Re: I-5 Rose Quarter Improvement Project  
Notice of Availability for Environmental Assessment**

This letter is to inform you that the I-5 Rose Quarter Improvement Project Environmental Assessment study has been completed and findings are now available for review. There will be a 45-day public comment period for this study which commences February 15<sup>th</sup> and closes on April 1<sup>st</sup>, 2019 at 5pm.

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Sincerely,

Megan Channell

ODOT Region 1 Major Projects Manager



# Oregon

**Department of Transportation**  
Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8531

February 15, 2019

Chris Hladick, Regional Administrator  
Environmental Protection Agency, Region 10  
1200 Sixth Avenue, Suite 155  
Seattle, WA 98101

**Re: I-5 Rose Quarter Improvement Project  
Notice of Availability for Environmental Assessment**

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ODOT Region 1 Major Projects Manager



# Oregon

**Department of Transportation**  
Region 1 Headquarters  
123 NW Flanders Street  
Portland, Oregon 97209  
(503) 731.8200  
FAX (503) 731.8531

February 15, 2019

Ms. Kim People, Director  
Multnomah County Department of Community Services  
1600 SE 190<sup>th</sup> Avenue  
Portland, OR 97233

**Re: I-5 Rose Quarter Improvement Project  
Notice of Availability for Environmental Assessment**

This letter is to inform you that the I-5 Rose Quarter Improvement Project Environmental Assessment study has been completed and findings are now available for review. There will be a 45-day public comment period for this study which commences February 15<sup>th</sup> and closes on April 1<sup>st</sup>, 2019 at 5pm.

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Sincerely,

Megan Channell  
ODOT Region 1 Major Projects Manager



# Oregon

**Department of Transportation**  
Region 1 Headquarters  
123 NW Flanders Street  
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(503) 731.8200  
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February 15, 2019

Chris Hladick, Regional Administrator  
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Sincerely,

Megan Channell  
ODOT Region 1 Major Projects Manager

## Appendix J

**From:** Oregon Department of Transportation  
**To:** [kevin.r.beckstrom@odot.state.or.us](mailto:kevin.r.beckstrom@odot.state.or.us); [jill.l.pearson@odot.state.or.us](mailto:jill.l.pearson@odot.state.or.us); [abohlander@enviroissues.com](mailto:abohlander@enviroissues.com); [alexis.nesemann@odot.state.or.us](mailto:alexis.nesemann@odot.state.or.us); [Jennifer.S.Piol-Wenger@odot.state.or.us](mailto:Jennifer.S.Piol-Wenger@odot.state.or.us); [April.M.DELEON@odot.state.or.us](mailto:April.M.DELEON@odot.state.or.us); Wilbur, Lauren; [sally.ridenour@odot.state.or.us](mailto:sally.ridenour@odot.state.or.us); Zenn, Doug; [lisa.brown@odot.state.or.us](mailto:lisa.brown@odot.state.or.us); [shelley.m.snow@odot.state.or.us](mailto:shelley.m.snow@odot.state.or.us); [Erin.MEI.WING@odot.state.or.us](mailto:Erin.MEI.WING@odot.state.or.us); McWilliams, Lindsay; [amanda.n.eddie@odot.state.or.us](mailto:amanda.n.eddie@odot.state.or.us); [Kimberly.DINWIDDIE@odot.state.or.us](mailto:Kimberly.DINWIDDIE@odot.state.or.us); [Jill.LARSON@odot.state.or.us](mailto:Jill.LARSON@odot.state.or.us); [bwineman@enviroissues.com](mailto:bwineman@enviroissues.com); [sarah.stone@odot.state.or.us](mailto:sarah.stone@odot.state.or.us); [Don.B.HAMILTON@odot.state.or.us](mailto:Don.B.HAMILTON@odot.state.or.us); [John.W.COSSU@odot.state.or.us](mailto:John.W.COSSU@odot.state.or.us)  
**Subject:** Courtesy Copy: Rose Quarter environmental assessment ready  
**Date:** Friday, February 15, 2019 8:14:04 AM

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**This is a courtesy copy of an email bulletin sent by Don Hamilton.**

**This bulletin was sent to the following groups of people:**

Subscribers of I-5 Rose Quarter Improvement Project (1454 recipients)

Having trouble viewing this email? [View it as a Web page.](#)



## News Release

# Rose Quarter environmental assessment ready for public comment

Feb. 15, 2019

*For more information, contact Don Hamilton, 503-704-7452, [don.hamilton@odot.state.or.us](mailto:don.hamilton@odot.state.or.us)*

PORTLAND – The Oregon Department of Transportation and the City of Portland invite the public to comment on the environmental assessment findings released Friday for the I-5 Rose Quarter Improvement Project.

This project proposes investments in new infrastructure in the heart of Portland including safety and operational improvements that include highway covers over I-5 to replace and seismically upgrade existing bridges, new bicycle and pedestrian crossings and new ramp-to-ramp connections and safety shoulders on I-5.

The project recently reached an important milestone with the release of the environmental assessment, a required step in project development. The study and technical references are available at <https://i5rosequarter.org/>.

The study took a comprehensive look at the project's impact on the surrounding neighborhood and city. The issues experts looked at include: safety, biking, walking and public transit access, traffic operations, air quality, climate change, environmental justice, historic resources, noise, water quality, hazardous materials, and right of way, among others.

Working together, ODOT and the City of Portland have created multiple opportunities for the public to comment on the project. To make it easy for as many people as possible to comment, the agencies have also extended the public response period to 45 days.

Normally public responses are only accepted for 30 days. The public comment period will close on Monday, April 1 at 5 p.m

The agencies will host community events during the public comment period, including an open house and a public hearing to provide opportunities for oral and written testimony. For those interested in learning more or commenting via the internet, an online open house will be available on the project's website for the duration of the public comment period.

Ways to provide comment include:

- **Email** – [info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)
- **Mail** – ODOT, Attn: Megan Channell 123 N.W. Flanders St. Portland, OR, 97209
- **Phone** – Leave a recorded verbal comment at 503-423-3760
- **Drop-in Open House** – Thursday March 7, 5:30 p.m. to 8 p.m., Leftbank Annex – Clubroom, 101 N. Weidler St., Portland
- **Public Hearing** – Tuesday, March 12; sign up to speak 4:30 p.m. to 6 p.m. The event begins 5 p.m. with a presentation followed by public comment, Oregon Convention Center, Room A108, 777 N.E. Martin Luther King Jr. Blvd., Portland.
- **Online Open House** – Friday, Feb. 15 through 5 p.m. Monday, April 1 at [i5rosequarter.org](http://i5rosequarter.org)

The environmental assessment found:

- **Improved safety for all transportation modes** - New crossings over I-5, protected bike lanes, wider sidewalks, improved striping and upgraded signals would mean safer local streets and new connections for everyone. On I-5, new shoulders would give disabled vehicles a way to get out of travel lanes and new ramp-to-ramp connections will mean less stop and go traffic, less emergency braking and more time and space for drivers to merge, which will reduce frequent crashes and improve travel times.
- **Improved air quality** - The assessment modeled air pollutant emissions, which found that air quality would slightly improve with the project, as compared to not building the project. The estimated reduction in emissions caused by the project would likely be due to the higher speeds and less idling on the highway and reduced congestion from the project. Building the project "is not expected to cause air quality impacts nor contribute to cumulative effects on air quality beyond temporary construction effects, which would be addressed by requiring contractors to implement a variety of mitigation measures."
- **Slightly decreased carbon emissions.** As with the reduction in overall air pollution, greenhouse gas emissions would slightly reduce with the project, as compared to not building the project. Emissions would be slightly better with the project due to reduced congestion and fewer starts and stops within the project area. "Because greenhouse gas emissions have been identified as a primary cause of climate change effects, any potential decrease in these emissions would be expected to support emission-reduction efforts intended to reduce future climate-related impacts," the assessment found.

- **Benefits for communities** - The assessment found that the project, as proposed, would improve access to public transit; improve mobility and safety for pedestrians, bicyclists, and transit riders; and improve connections to areas east and west of I-5 provided by the new highway covers and the Clackamas bicycle/pedestrian overcrossing.
- **A proposed sound wall would reduce noise levels.** A sound wall, recommended for the area between I-5 and Harriet Tubman Middle School, would reduce highway noise inside the school. "This would be a beneficial reduction in noise compared to existing noise levels at the school," the environmental assessment found.

Over more than 10 years of project development, input has been received from many diverse stakeholders, including neighborhood, freight, bicycle, pedestrian, regional agencies and other community and local business groups through open houses, community forums and a community advisory group.

Following further public review on the environmental study, and pending the Federal Highway Administration's decision, the next phase of the project will focus on completing engineering and design of the project elements. There will be continuing informational opportunities as the project progresses and ongoing engagement with stakeholder groups and the public throughout the current planning process and upcoming construction.

Printed copies of the environmental assessment also are available for public review at the following locations:

- **ODOT Region 1** - 123 N.W. Flanders St., Portland, Oregon 97209
- **FHWA Oregon Division** - 530 Center St., N.E., Suite 420, Salem, OR 97301
- **Matt Dishman Community Center** - 77 N.E. Knott St., Portland, OR 97212
- **Multnomah County Library Branches**
  - Central: 801 S.W. 10th Ave.
  - North Portland: 512 N. Killingsworth St.
  - Albina: 3605 N.E. 15th Ave.

Request alternative formats at [info@i5rosequarter.org](mailto:info@i5rosequarter.org)

**Manage Account**

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Oregon Department of Transportation

355 Capitol Street NE, MS 11  
Salem, OR , 97301-3871 USA

**From:** Oregon Department of Transportation  
**To:** [shelley.m.snow@odot.state.or.us](mailto:shelley.m.snow@odot.state.or.us); [jyll.e.smith@odot.state.or.us](mailto:jyll.e.smith@odot.state.or.us); [louis.c.torres@odot.state.or.us](mailto:louis.c.torres@odot.state.or.us); [Gary.W.LEAMING@odot.state.or.us](mailto:Gary.W.LEAMING@odot.state.or.us); [angela.beers-seydel@odot.state.or.us](mailto:angela.beers-seydel@odot.state.or.us); [alexis.nesemann@odot.state.or.us](mailto:alexis.nesemann@odot.state.or.us); [alia.burck@odot.state.or.us](mailto:alia.burck@odot.state.or.us); [Jill.LARSON@odot.state.or.us](mailto:Jill.LARSON@odot.state.or.us); [sally.ridenour@odot.state.or.us](mailto:sally.ridenour@odot.state.or.us); [peter.w.murphy@odot.state.or.us](mailto:peter.w.murphy@odot.state.or.us); [Jennifer.S.Piol-Wenger@odot.state.or.us](mailto:Jennifer.S.Piol-Wenger@odot.state.or.us); [April.M.DELEON@odot.state.or.us](mailto:April.M.DELEON@odot.state.or.us); [jill.l.pearson@odot.state.or.us](mailto:jill.l.pearson@odot.state.or.us); [sarah.stone@odot.state.or.us](mailto:sarah.stone@odot.state.or.us); [Katelyn.JACKSON@odot.state.or.us](mailto:Katelyn.JACKSON@odot.state.or.us); [Lauren.E.MULLIGAN@odot.state.or.us](mailto:Lauren.E.MULLIGAN@odot.state.or.us); Zenn, Doug; [michele.m.becker@odot.state.or.us](mailto:michele.m.becker@odot.state.or.us); [kevin.r.beckstrom@odot.state.or.us](mailto:kevin.r.beckstrom@odot.state.or.us); Wilbur, Lauren; [Don.B.HAMILTON@odot.state.or.us](mailto:Don.B.HAMILTON@odot.state.or.us); [thomas.m.strandberg@odot.state.or.us](mailto:thomas.m.strandberg@odot.state.or.us); [david.j.house@odot.state.or.us](mailto:david.j.house@odot.state.or.us); [Thomas.Fuller@odot.state.or.us](mailto:Thomas.Fuller@odot.state.or.us); [lisa.brown@odot.state.or.us](mailto:lisa.brown@odot.state.or.us); [amanda.n.eddie@odot.state.or.us](mailto:amanda.n.eddie@odot.state.or.us); [Erin.MELWING@odot.state.or.us](mailto:Erin.MELWING@odot.state.or.us); [bwineman@enviroissues.com](mailto:bwineman@enviroissues.com); [Kimberly.DINWIDDIE@odot.state.or.us](mailto:Kimberly.DINWIDDIE@odot.state.or.us); [michelle.d.godfrey@odot.state.or.us](mailto:michelle.d.godfrey@odot.state.or.us); [hope.estes@odot.state.or.us](mailto:hope.estes@odot.state.or.us); [abohlander@enviroissues.com](mailto:abohlander@enviroissues.com); [Dan.LATHAM@odot.state.or.us](mailto:Dan.LATHAM@odot.state.or.us); [John.W.COSSU@odot.state.or.us](mailto:John.W.COSSU@odot.state.or.us); McWilliams, Lindsay

**Subject:** Courtesy Copy: Two meetings look at Rose Quarter Improvement Project  
**Date:** Thursday, March 7, 2019 6:00:41 AM

---

**This is a courtesy copy of an email bulletin sent by Don Hamilton.**

**This bulletin was sent to the following groups of people:**

Subscribers of I-5 Rose Quarter Improvement Project or Portland Metro (Region 1) News Releases (4010 recipients)

Having trouble viewing this email? [View it as a Web page.](#)



## News Release

# Rose Quarter Improvement Project is the subject of meetings Thursday and Tuesday nights

Contact: Don Hamilton, 503-704-7452

March 7, 2019

PORTLAND -- The public will have two opportunities in the next week to learn more about the I-5 Rose Quarter Improvement Project planned by ODOT and the City of Portland.

The project will improve the Rose Quarter area with operational, safety and seismic improvements, upgraded bridges over Interstate 5, new bicycle and pedestrian crossings and new auxiliary lanes and safety shoulders in the half-century old I-5 corridor. The project will reduce crashes on I-5 and save drivers about 2.5 million hours of delay each year, making travel in the Rose Quarter more reliable.

On Thursday, March 7, a drop-in open house will include information about the project, the environmental study, and a chance to speak with project staff. And on Tuesday, March 12, ODOT and the City of Portland will hold a public hearing to provide an opportunity for the public to provide oral testimony.

Here are the details.

- **Open House**, 5:30 to 8 p.m., Thursday, March 7, Leftbank Annex, Clubroom, 101 N. Weidler St., Portland. The public will have a chance to learn more about the

project, environmental study, and informally chat with project staff.

- **Public Hearing**, 5 to 8 p.m., Tuesday, March 12, Room A108-109, Oregon Convention Center, 777 N.E. Martin Luther King Jr. Blvd., Portland. From 4:30 to 6 p.m., the public may sign up to speak at the meeting, which starts at 5 p.m. Public comment will follow a brief presentation.

Additional ways to comment on the project include:

- **Email** – [info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)
- **Mail** – ODOT, Attn: Megan Channell, 123 N.W. Flanders St. Portland, OR, 97209
- **Phone** – Leave a recorded comment at 503-423-3760
- **Online Open House** – Through 5 p.m. Monday, April 1 at [i5rosequarter.org](http://i5rosequarter.org)

On Feb. 15, the Project's environmental assessment was published for public review. The environmental assessment evaluates the potential environmental impacts and benefits of the Project. The public comment period on the assessment will close at 5 p.m. April 1. The environmental assessment and other project materials can be found at [i5rosequarter.org](http://i5rosequarter.org).

Open House and Public Hearing locations can be accessed easily by bus, MAX and Portland Streetcar. Learn more about parking and transit access for these events at the project website.

*For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.*

*Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128'*

NOTE TO EDITORS: ODOT experts on the project will be available for interviews on Thursday, March 7 and Tuesday, March 12.

## Manage Account

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Oregon Department of Transportation

355 Capitol Street NE, MS 11  
Salem, OR , 97301-3871 USA

## Appendix K



**I-5 ROSE QUARTER**  
LIFE-TO-RISE PROJECT

## PUBLIC INVITED TO COMMENT

You are invited to review and submit comments on the Project's environmental study, including Sections 106 and 4(f), from February 15 to April 1, 2019 at 5 pm. You may review the document and provide comments in the following ways:

### OPEN HOUSE

March 7, 2019, 5:30 pm – 8 pm  
Leftbank Annex – Clubroom  
101 N Weidler St, Portland, OR

### ONLINE OPEN HOUSE

February 15 – April 1, 2019  
[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)

### EMAIL

[info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)

### PUBLIC HEARING

March 12, 2019  
Oregon Convention Center  
Room A108  
777 NE MLK Jr Blvd, Portland, OR

- 4:30 pm – 6 pm – Sign up to speak
- 5 pm – Event begins: Presentation followed by public comments

Visit [www.i5RoseQuarter.org](http://www.i5RoseQuarter.org) for a project overview, to review the Environmental Assessment and to learn additional ways to comment.

*For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.*

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**I-5 ROSE QUARTER**

INITIATIVE PROJECT

## **PUBLIC INVITED TO COMMENT**

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### **OPEN HOUSE**

March 7, 2019, 5:30 pm – 8 pm  
Leftbank Annex – Clubroom  
101 N Weidler St, Portland, OR



### **ONLINE OPEN HOUSE**

February 15 – April 1, 2019  
[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)



**EMAIL:** [info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)



### **PUBLIC HEARING**

March 12, 2019  
Oregon Convention Center  
Room A108  
777 NE MLK Jr Blvd, Portland, OR

- 4:30 pm – 6 pm – Sign up to speak
- 5 pm – Event begins: Presentation followed by public comments



**PROJECT WEBSITE:**

[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)

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**I-5 ROSE QUARTER**  
IMPROVEMENT PROJECT

## PUBLIC INVITED TO COMMENT

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### OPEN HOUSE

March 7, 2019, 5:30 pm – 8 pm  
Leftbank Annex – Clubroom  
101 N Weidler St, Portland, OR



### ONLINE OPEN HOUSE

February 15 – April 1, 2019  
[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)



### EMAIL

[info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)



### PUBLIC HEARING

March 12, 2019  
Oregon Convention Center  
Room AI08  
777 NE MLK Jr Blvd, Portland, OR

- 4:30 pm – 6 pm – Sign up to speak
- 5 pm – Event begins: Presentation followed by public comments

Visit [www.i5RoseQuarter.org](http://www.i5RoseQuarter.org) for a project overview, to review the Environmental Assessment and to learn additional ways to comment.

*For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.*

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## I-5 ROSE QUARTER

DEVELOPMENT PROJECT

## PUBLIC INVITED TO COMMENT

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Leftbank Annex – Clubroom  
101 N Weidler St, Portland, OR



### PUBLIC HEARING

March 12, 2019  
Oregon Convention Center Rm. A108  
777 NE MLK Jr Blvd, Portland, OR

- 4:30 pm – 6 pm – Sign up to speak
- 5 pm – Event begins: Presentation followed by public comments



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February 15 – April 1, 2019  
[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)



**EMAIL:** [info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)



### PROJECT WEBSITE:

[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)

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**T** Oregon Department of Transportation



## I-5 ROSE QUARTER IMPROVEMENT PROJECT

## PUBLIC INVITED TO COMMENT

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**EMAIL:** [info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)



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777 NE MLK Jr Blvd, Portland, OR

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## I-5 ROSE QUARTER

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**EMAIL:** [info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)



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March 12, 2019  
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Room A108  
777 NE MLK Jr Blvd, Portland, OR

- 4:30 pm – 6 pm – Sign up to speak
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**I-5 ROSE QUARTER**  
IMPROVEMENT PROJECT

## **PUBLIC INVITED TO COMMENT**

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February 15 – April 1, 2019  
[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)

### **EMAIL**

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IMPROVEMENT PROJECT

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777 NE MLK Jr Blvd, Portland, OR

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February 15 – April 1, 2019  
[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)



**EMAIL:** [info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)



### PROJECT WEBSITE:

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**OT**  
Oregon  
Department  
of Transportation

## Appendix L



## I-5 ROSE QUARTER IMPROVEMENT PROJECT

### Staff with Station Assignments

---

- April DeLeon, ODOT (Environmental Assessment Intro)
- Doug Siu, ODOT (Build Alternative Overview)
- Jeff Buckley, ODOT (Environmental Assessment Findings)
- Lili Boicourt, ODOT (Welcome Table)
- Katelyn Jackson, ODOT (Welcome Table)
- Hope Estes, ODOT (Welcome Table)
- Hannah Williams, ODOT (Environmental Assessment Intro)
- Shannon Fish, ODOT (Right-of-Way Table)
- Mauricio Leclerc, COP (Build Alternative Overview)
- Irene Marion, COP (Introduction Station)
- Nicholas Starin, COP (Build Alternative Overview)
- Louise Kling, AECOM (Environmental Assessment Findings)
- Erica Anthill, AECOM (Right-of-Way Table)
- Jan Aarts, AECOM (Environmental Assessment Findings)
- Kirk Ranzetta, AECOM (Environmental Assessment Findings)
- John Cullerton, Parametric (Environmental Assessment Findings)
- Mike Sellinger, Alta Planning & Design (Environmental Assessment Findings)
- Cassie Davis, HDR (Introduction Station)
- Lindsay McWilliams, HDR (Welcome Table, Comment Area)
- Lauren Wilbur, HDR (Welcome Table, Comment Area)

### Staff Floating

---

- Megan Channell, ODOT (Floating as much as possible at Build Alternative Station)
- Kelly Ball, ODOT (Safety and security point person)
- Caitlin Reff, COP (Floating as much as possible at Build Alternative Station)
- Stacy Thomas, HDR (Main point of contact for non-security issues - Orienting/directing people to the right place/staff person)
- Ellie Purvis (ASL Interpreter)
- Madison Chester (ASL Interpreter)
- Paul Saxon, NW Veterans Security Services (Security)

## Appendix M



I. CONTACT INFORMATION (PLEASE PRINT LEGIBLY)

**Public Disclosure:** Before including your address, phone number, e-mail address, or other personal identifying information you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

First and Last Name:

Organization (if applicable): *Caroline*

Email:

Please add me to the Project e-mail list.

Address:

City: *Portland*

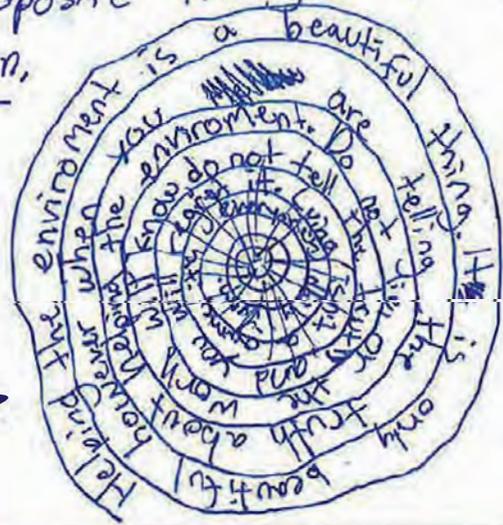
State: *Oregon*

Zip:

2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?

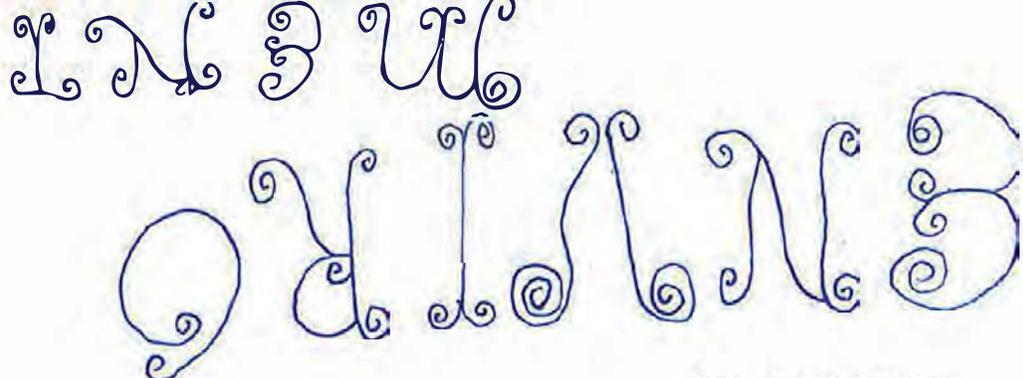
Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

*Why*  
~~to you~~ ~~are~~ putting all this thought into helping the environment when if you were actually concerned you wouldn't build the freeway in the first place. Many people claim they "love" helping the environment, while there actions show the oposite thing they say. Don't pretend to be a good person.  
Be a good person!

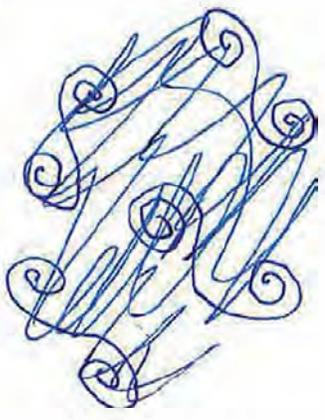


*☆~ Caroline ~☆*  
*CAROLINE*

*ENVIRONMENT*



ODOT Region 1  
Attn: Megan Chancell  
123 NW Flanders Street  
Portland OR 97209



Three horizontal lines for an address or postage stamp.

APPLY  
POSTAGE  
HERE

Please fold here and tape at bottom for mailing



### WAYS TO PROVIDE COMMENTS



Complete this comment form and drop it in the comment box, or use the self-mailer to return via postal mail. Fold and tape shut so the ODOT mailing address is showing and affix postage. The comment period runs from February 15 - April 1 at 5 pm.

#### OTHER COMMENT OPTIONS

- Participate in the online open house from **February 15 to April 1** at **www.i5RoseQuarter.org**
- Email comments to **info@i5RoseQuarter.org**
- Leave a recorded verbal comment at (503) 423-3760
- Attend the drop-in open house on **March 7, 2019**
- Give testimony at the public hearing on **March 12, 2019**
- Review the Environmental Assessment online at **www.i5RoseQuarter.org**

The Project team will submit all comments collected during the comment period to FHWA for review. You can review public comments in the environmental decision document on the Project website when available (anticipated late spring 2019). Engagement opportunities will continue as the Project progresses into the design phase.



[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)





**I. CONTACT INFORMATION** (PLEASE PRINT LEGIBLY)

**Public Disclosure:** Before including your address, phone number, e-mail address, or other personal identifying information you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

**First and Last Name:** Allyse Heartwell

**Organization (if applicable):**

**Email:**  Please add me to the Project e-mail list.

**Address:**

**City:** Portland **State:** OR **Zip:** 97227

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

According to EA data, the project will increase vehicle miles traveled and overall vehicle trips. Given the City's emissions goals of both Portland and Metro, this seems like it should be a no-go. We should not be building things that encourage people to drive more, hard stop. Public monies are better spent - indeed, urgently needed - for infrastructure that reduces personal vehicle use, like public transit + bike safety improvements. I strongly support the portions of the project that make neighborhood walking and biking safer. But inasmuch as improving traffic flow = more trips made, I find it hard to believe that emissions will be reduced. ~~And that's not good enough in 2019. Do better.~~ And that's just not good enough in 2019. Do better.



ODOT Region 1  
Attn: Megan Channell  
123 NW Flanders Street  
Portland OR 97209

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I-5 ROSE QUARTER  
IMPROVEMENT PROJECT



## WAYS TO PROVIDE COMMENTS



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**I. CONTACT INFORMATION** (PLEASE PRINT LEGIBLY)

**Public Disclosure:** Before including your address, phone number, e-mail address, or other personal identifying information you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

**First and Last Name:**

*Matt Tommsen*

**Organization (if applicable):**

*Eliot Livability Team*

**Email:**

[Redacted]

Please add me to the Project e-mail list.

**Address:**

[Redacted]

**City:**

[Redacted]

**State:**

[Redacted]

**Zip:**

[Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

*This project is not worth the cost or the construction-related congestion. It's a short-term solution to a long-term problem. We need dedicated bus lanes and tolling. I will actively resist this foolish project.*



ODOT Region 1  
 Attn: Megan Channell  
 123 NW Flanders Street  
 Portland OR 97209

APPLY  
 POSTAGE  
 HERE

Please fold here and tape at bottom for mailing

I-5 ROSE QUARTER  
 IMPROVEMENT PROJECT



## WAYS TO PROVIDE COMMENTS



Complete this comment form and drop it in the comment box, or use the self-mailer to return via postal mail. Fold and tape shut so the ODOT mailing address is showing and affix postage. The comment period runs from February 15 - April 1 at 5 pm.

### OTHER COMMENT OPTIONS

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**First and Last Name:**

**Organization (if applicable):**

**Email:**

Please add me to the Project e-mail list.

**Address:**

**City:**

**State:**

**Zip:**

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Looks good. I'm very excited about all of the new bike path options.



She's pretty rad!

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123 NW Flanders Street  
Portland OR 97209

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First and Last Name: TERRY PARKER

Organization (if applicable):

Email: [Redacted] Please add me to the Project e-mail list.

Address: [Redacted]

City: [Redacted]

State: [Redacted]

Zip: [Redacted]

2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

- 1) THE I-5 PORTION OF THE PROJECT IS ABSOLUTELY NEEDED TO REDUCE CONGESTION, CRASHES, FUEL CONSUMPTION AND THEREFORE EMISSIONS.
- 2) WITH ALL THE BICYCLE INFRASTRUCTURE INCLUDED IN THE PROJECT, ~~BICYCLE~~ BICYCLISTS NEED TO DIRECTLY HELP PAY FOR IT WITH A USER CAR LICENSE FEE.
- 3) ~~AT~~ AROUND THE FREEWAY COVER (3) CONSIDER A SMALLER FOOTPRINT TO ALLOW SHORT-TERM ONLY PARKING ON THE STREET, THE SAME FOR THE BLOCK WITH THE ANNEX BUILDING. THIS WILL ASSIST NEIGHBORHOOD BUSINESSES WHEN EVENTS TAKE PLACE AT THE MODA CENTER. NOT RELATED TO EVENTS



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**First and Last Name:** Jan Zuckerman

**Organization (if applicable):**

**Email:** Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted]

**State:** [Redacted]

**Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Will this project address the equity of adding freeway next to Tubman School where air quality already limits students ability to play/be outdoors? Who most benefits?

Concerned about expansion + actual fix of congestion. - Prefer \$ to be spent on reducing traffic, not inducing it.



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**First and Last Name:** Katherine Muller

**Organization (if applicable):**

**Email:** [Redacted]

Please add me to the Project e-mail list.

**Address:**

**City:**

**State:**

**Zip:**

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Please do more research into the well-documented phenomenon of "induced demand". More lanes does not reduce traffic issues.

~~We should invest these funds into improving public transit~~



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First and Last Name: PAUL JEFFERY

Organization (if applicable):

Email: [Redacted]

Please add me to the Project e-mail list.

Address: [Redacted]

City: [Redacted]

State: [Redacted]

Zip: [Redacted]

2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I OPPOSE this project for a number of reasons.

1. Safety: you talk about crash frequency, but the overwhelming majority of crashes in this section are low speed fender benders. For serious injuries and deaths, it's one of the safest sections of ODOT road. Why not spend money ~~on~~ improving real problem areas? 82nd, Powell, etc.

2. Air quality: ~~3~~ Your projections are laughable! No build = 799 vmt; build = 801 vmt. That's half a billion ~~\$\$\$~~ for a very tiny improvement. If I spent that much for that little, I'd expect to get fired.

3. ~~3~~ Induced demand! 4. Does nothing for the neighborhood



5. Takes money away from transit. 6. Those useless caps! 7. Bad bike and ped. infrastructure. 8. Lost opportunity to do a real project.

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**First and Last Name:**

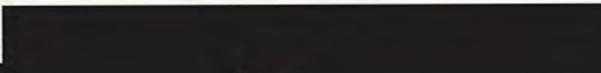
KENT BODEN

**Organization (if applicable):**

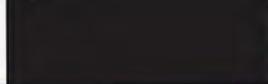
**Email:**

Please add me to the Project e-mail list.

**Address:**



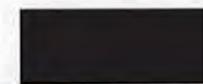
**City:**



**State:**



**Zip:**



**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

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PROJECT IS A HUGE BENEFIT TO ALL COMMUTERS TRAVELING THE I-5 IN ROSE QUARTER. THANK YOU FOR ALL YOUR WORK TO MAKE THIS PROJECT A REALITY.



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**First and Last Name:** Joan Petit

**Organization (if applicable):**

**Email:** \_\_\_\_\_ **Please add me to the Project e-mail list.**

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_

**State:** \_\_\_\_\_

**Zip:** \_\_\_\_\_

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I oppose this project. The no-build option is better for my neighborhood, Eliot, and for my son's school, Harriet Tubman. The impacts during construction will be significant and post-construction infrastructure for cyclists will be worse. 9% and 8% grades for cyclists and pedestrians are unacceptable. ODOT should be starting from the Albina Vision, from what this community wants.



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**First and Last Name:** Jody Outh

**Organization (if applicable):** Clean Mobility Team

**Email:** [Redacted] Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted] **State:** [Redacted] **Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Firstly, the information provided was overwhelming & confusing, & perhaps redundant. Too much over-load. SIMPLIFY.  
2ndly, I fail to see what of all these expensive efforts will give us down the road when the added capacity is mapped out. Aren't we putting a band aid on a ruptured artery? How will this improve things in the long term?  
3rdly, why haven't other solutions been utilized 1st. No tolls? Dedicated bus lanes? Nets for this 1st & then if no relief consider other more expensive options.

Right now I'm most concerned with clean air, water, getting rid of chemicals that the

proof from all forms by email  
62  
The

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**First and Last Name:** Josh Berezin

**Organization (if applicable):**

**Email:** Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted]

**State:** [Redacted]

**Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Transportation expenditures of this magnitude should be designed to drastically reduce vehicle miles travelled, GHGs and other toxic emissions, and to reduce the ease of driving alone, not to encourage it.

This project clearly has no such impacts. The bike/ped/transit accommodations might serve to mitigate the negative impact of the project slightly, but aren't the kind of transformative improvements necessary to attract more people to those modes.

Please reconsider this project from top to bottom - it is not what the community wants or needs.



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**First and Last Name:** CHRIS SMITH

**Organization (if applicable):**

**Email:** [Redacted]  Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted]

**State:** [Redacted]

**Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I oppose this project. It does not align with the City of Portland TSP Priorities for safety (focus on fatalities and serious injuries) or modal hierarchy (roads, bikes and transit over SOVs).



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**First and Last Name:** *Katy Wolf*

**Organization (if applicable):**

**Email:** [Redacted]  Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted] **State:** [Redacted] **Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

*I am opposed to this project for many reasons. I will submit verbal and further written testimony /comment.  
This project is a GREY OLD DEAL and we need GREEN NEW DEALS if we're going to survive climate change. \$500 million can be so much better spent on transportation demand management and public transit & biking.*

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**First and Last Name:** Maria Opie

**Organization (if applicable):**

**Email:** Please add me to the Project e-mail list.

**Address:**

**City:**

**State:**

**Zip:**

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I'm very concerned about the air quality in the Blot neighborhood. I'm concerned that this project will only cause more problems despite the information you've provided. Maybe this lack of trust is because of the way the community has historically been treated.

In my mind a better proposal (a better use of \$) is free public transportation - this is address discrimination, environmental racism, and is the best option for our environment.



ODOT Region 1  
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 Portland OR 97209

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## WAYS TO PROVIDE COMMENTS



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### OTHER COMMENT OPTIONS

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**First and Last Name:** *Kate Kavanagh*

**Organization (if applicable):**

**Email:**  Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted] **State:** [Redacted] **Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

*If you increase the number of traffic lanes around Portland and still have the bottle neck that occurs during rush hour over the bridge to Vancouver you will still have stop & go and idling.*

*Main concern: It is not time to increase ways to pollute the environment at a time when the state of the planet requires we look for ways to do things differently. Not persist in the same problematic behaviors. It is not a solution for developing children. It is one for current business interests.*



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**First and Last Name:** Cara Wessel

**Organization (if applicable):**

**Email:** Please add me to the Project e-mail list.

**Address:**

**City:**

**State:**

**Zip:**

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Excited to see this neighborhood transform. As a pedestrian & cyclist, I'm eager to have safer routes through the Rose Quarter. It's great to see more space in a car dominated area given back to the public realm. Project team is doing an awesome job!



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**First and Last Name:** Aaron Brown

**Organization (if applicable):**

**Email:** [Redacted] **Please add me to the Project e-mail list.**

**Address:** [Redacted]

**City:** [Redacted] **State:** [Redacted] **Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I oppose this project, and request ODOT  
release their data on traffic projections  
No More Freeways requested



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First and Last Name: Paul Jeffery

Organization (if applicable):

Email: [Redacted] Please add me to the Project e-mail list.

Address: [Redacted]

City: [Redacted] State: [Redacted] Zip: [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I oppose this project.  
I am not convinced that any care was taken with the induced demand study. One of your stated goals - reduced congestion - undermines your claim that ~~the~~ induced demand does not apply. Please explain how reducing congestion won't induce more traffic through the project area.



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First and Last Name: Paul Leitman

Organization (if applicable): NA

Email: [Redacted]

Please add me to the Project e-mail list.

Address: [Redacted]

City: [Redacted]

State: [Redacted]

Zip: [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I oppose the I-5 Rose Quarter Improvement Project. There are a number of factors that influence my decision. First, the collisions on I-5 are largely PDO collisions and this region has much more significant safety concerns on other corridors and roadways (such as 82nd Ave, Division, Powell, TV Highway). Secondly, the project focuses on the congestion and delay and responds by adding the auxiliary lane rather than proposing various alternatives to reduce highway demand, or ~~implementing~~ implementing roadway pricing to reduce demand. This is a flaw - the EA should include additional alternatives. Third, the plan does not factor in the impacts that reduced delay on the roadway will have on inducing demand and encouraging more use. Portland has multi-modal and climate change goals that are not adequately represented here. Portland's regional priorities are to enhance transit, ~~pedestrian~~ pedestrian and bicycle facilities and access and reduce vehicle use. This project is designed to make it easier to drive and therefore is not consistent with established goals and priorities.

Please invest in Portland in other ways. Thank you.



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First and Last Name: PAUL JEFFERY

Organization (if applicable):

Email: [Redacted] Please add me to the Project e-mail list.

Address: [Redacted]

City: [Redacted] State: [Redacted] Zip: [Redacted]

2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I oppose this project because you could get all the congestion relief (and more!) from a de congestion tax. ~~Build~~  
Do that first, and you'd find you could save all your money! Try it!  
If I'm wrong, build your extra lanes later.



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**First and Last Name:**

**Organization (if applicable):**

**Email:**

Please add me to the Project e-mail list.

**Address:**

**City:**

**State:**

**Zip:**

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

congestion pricing please  
what are the results of the  
travel modeling?  
I am opposed to this  
experiment!!



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**First and Last Name:** Brooke Kavanagh

**Organization (if applicable):**

**Email:** Please add me to the Project e-mail list.

**Address:**

**City:** [Redacted]

**State:** [Redacted]

**Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I am skeptical that adding more freeway lanes will reduce emissions. It would seem that "if you build it, they will come," and more vehicles, especially diesel trucks will be using this area for travel. We desperately need to mitigate the number of vehicles traveling, not make more space for them. We have only 11 years to make drastic changes to stop raising our CO2 emissions. Build good bike lanes & safe sidewalks - not freeway



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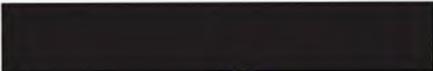
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**First and Last Name:** Kiel Johnson

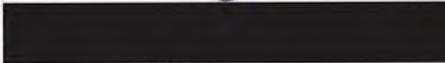
**Organization (if applicable):**

**Email:**

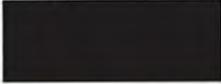


Please add me to the Project e-mail list.

**Address:**



**City:**



**State:**



**Zip:**



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Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Try congestion pricing first!!!  
There will always be demand for freeways in the central city and this project will just create more demand. So many more critical improvements that should be prioritized. Show us your data.



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First and Last Name: Piper Wynick

Organization (if applicable): Portland Youth Climate Council

Email:

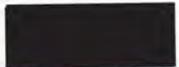


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Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I am concerned that the expansion will increase air pollution (more freeway = more cars = more air pollution), in turn harming people, causing bad health affects, and more danger from traffic, especially for those living nearby (inequity!).

In addition, Tubman MS students already have to deal with excessive amounts of air pollution, when any is too much, and it is especially harmful for kids' development (kids also breathe more per pound of body weight than adults). Freeways also present hazards (crashes!) and will even encroach on school grounds, further decreasing the safe spaces for those students.

Please do not expand the I-5 freeway.



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**First and Last Name:** Paul Rippe

**Organization (if applicable):** Cascadia High Speed Rail Coalition

**Email:** [Redacted]

**Please add me to the Project e-mail list.**

**Address:**

**City:**

**State:**

**Zip:**

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

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Freeway expansion or so-called congestion relief needs to be combined with true congestion-relieving transportation modes such as high-speed rail on a dedicated corridor with Veterans Memorial Coliseum serving as the rail depot and an all-new bridge crossing the Columbia River parallel to the BNSF bridge. The most effective way to relieve traffic congestion is to come up with viable alternatives that get people out of their cars. True high speed rail that can get to downtown Vancouver in 6 minutes. See [cascadiahighspeedrail.com](http://cascadiahighspeedrail.com) for additional information.



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**First and Last Name:** Joe Rowe

**Organization (if applicable):**

**Email:** [Redacted] Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted] **State:** [Redacted] **Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

P45: APPendix B - Traffic Analysis Tech Report Existing Conditions  
Page 64 VISSIM - Data file - Future  
No build + Build table

I would like the data sources and how was data collected and on what days was data collected?

I would like the source VISSIM data files and the raw data prior to import into VISSIM.



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**First and Last Name:** Joe Rowe

**Organization (if applicable):**

**Email:** [Redacted] Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted] **State:** [Redacted] **Zip:** [Redacted]

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The assessment is near useless because there are no measurable outcomes for the project.

OPOT Spokesperson Don Hamilton said he does not know when the measurable goals will be released. He estimated the goals might be made public in 2022 to 2026

Construction starts July 2022

Appendix B to D are ~~empty~~ empty! Extend comments 45 days after I get them.



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**First and Last Name:** DAVID SHAFER

**Organization (if applicable):**

**Email:** [Redacted] Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted] **State:** [Redacted] **Zip:** [Redacted]

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I don't understand why we can't do all these wonderful neighborhood-repairing and freeway-covering aspects of this project w/o adding any capacity for vehicles. Every piece of infrastructure built from this point on should be designed to dis-incentivize driving private cars.



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**First and Last Name:**

**Organization (if applicable):**

**Email:**

Please add me to the Project e-mail list.

**Address:**

**City:**

**State:**

**Zip:**

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THIS EA REPORT IS HIGHLY DISINGENUOUS. <sup>& ITS FACTUAL BASIS IS SUSPECT.</sup> THE PROJECTIONS DO NOT INCLUDE ~~INDUCED~~ EFFECTS FROM ~~THE~~ INDUCED DEMAND FROM A FASTER-MOVING FREEWAY. THIS MUST BE STUDIED BECAUSE IT WILL HAVE BROAD IMPACTS ON THE AIR QUALITY, CONGESTION, & SAFETY IN THE PROJECT AREA AND BEYOND.

THERE IS NO WAY TO CONFIRM THE DATA USED BECAUSE THE SOURCE IS NOT MADE AVAILABLE, RAISING CONCERNS ABOUT ITS LEGITIMACY.

ALSO: WHY IS CONGESTION PRICING NOT CONSIDERED AS AN ALTERNATIVE? IT IS A REASONABLY FORESEEABLE POSSIBILITY – PROBABILITY – THAT TOLLING WILL BE IMPLEMENTED AND WILL BE MORE EFFECTIVE THAN THIS PROJECT AT REDUCING CONGESTION & IMPROVING SAFETY. IT MUST BE CONSIDERED AS A SEPARATE ALTERNATIVE & COMBINED WITH THE PROPOSED.



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First and Last Name: Bradley Baker

Organization (if applicable):

Email: [Redacted] Please add me to the Project e-mail list.

Address: [Redacted]

City: [Redacted] State: [Redacted] Zip: [Redacted]

2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?

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There are many issues with this project  
1) Congestion pricing is reasonably foreseeable and should have been considered in addition to build/no-build  
2) The assertion that this will ~~also~~ improve air quality is not borne out by any research. Induced demand will show that the new ~~for~~ auxiliary lanes will be congested. The assumptions in your model were not shown and should be shown as part of the EA.  
3) This is a fiscally responsible project. There are many better ways to spend \$500M.

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**First and Last Name:** Philip Richman

**Organization (if applicable):**

**Email:**  Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted]

**State:** [Redacted]

**Zip:** [Redacted]

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The Environmental Assessment fails to consider the future impact of Congestion Pricing / Value Pricing. Congestion pricing should be worked on first. The Environmental Assessment cites Safety as a benefit with no evidence presented regarding the current dangers as compared to other areas along I-5, most notably the Marquam Bridge just to the south.



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First and Last Name: Erica Morris

Organization (if applicable):

Email: [Redacted] Please add me to the Project e-mail list.

Address: [Redacted]

City: [Redacted]

State: [Redacted]

Zip: [Redacted]

2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?

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1. I feel that by increasing lanes to make traffic run faster will make people realize that their commute is faster so now they can drive their car. I live in Clatsop and in the last 3 years I stopped going to Hayden Island to shop at Target etc. If I realized that because traffic has been so horrible getting there I found out that lanes were added to make it easier to get to Hayden Island then I would go back to shopping there. This will increase traffic consumption on I-5.
2. We need more public transport infrastructure in order to inspire people to use it and not drive their cars. Adding lanes will enable ppl to drive more, more to Vancouver and commute.
3. Build a new bridge at the border of OR/WA. That will help!
4. Portland is supposed to be progressive and heading in the "green" environment direction. Adding lanes is the wrong direction.
5. We must speak to the ppl from CA that think a 90 min commute is legit.



6. The 'hids' over I-5 will become homeless camps. What's your plan for deterring that? Why aren't they covered with trees to help the pollution? <sup>105</sup>

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**First and Last Name:** Kelly McQuitt

**Organization (if applicable):** [Redacted]

**Email:** [Redacted]  Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted]

**State:** [Redacted]

**Zip:** [Redacted]

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Neighborhood has been a growing area for a while and proposed changes will continue to propel it into positive change.



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**First and Last Name:** SOREN IMPEY

**Organization (if applicable):**

**Email:** [Redacted]  Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted] **State:** [Redacted] **Zip:** [Redacted]

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The claims that this project will significantly enhance multimodal service are not credible. This project eliminates a high quality ped/bike-friendly bridge (Flint) and replaces it with a steep & less accessible crossing. The bike improvements on Williams & Vancouver also seem minimal, why no improvements on Broadway & Wiedler?

The analysis of air toxics & pollutants is also not credible. Why were there no analyses of pollution levels on the caps and on the new crossing infrastructure? The decrease in pollution relies on the premise that vehicle idling would be reduced. This is ridiculous given the likelihood of induced demand. Moreover, many vehicles no longer idle. Given that these new two lanes are likely to fill up this ill conceived project is almost certainly to increase pollution, increase climate-destroying motorvehicle use, and increase the stress and harm to Portlanders living in this area of NE Portland. Please reconsider this terrible project.



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**First and Last Name:** Josh Linden

**Organization (if applicable):**

**Email:** [Redacted]

Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted]

**State:** [Redacted]

**Zip:** [Redacted]

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Congestion pricing/tolling should be part of the EA analysis. It is unacceptable that a \$500 million expansion project could move forward without considering how tolling will affect travel behavior, particularly since congestion pricing could begin before the expansion even begins. ODOT should re-start or amend its EA to include these scenarios.

Expanding freeways is NOT what the community needs. We are in the middle of an environmental and climate crisis. Investing \$500 million to serve motor vehicle traffic is a betrayal of Oregon's own stated goals for climate action and the reduction of GHGs. This project is not only wasteful (since induced demand will eliminate all benefits re: volume & emissions that ODOT claims), it is actively harmful. I strongly urge ODOT to stop this freeway expansion and work with state lawmakers to reallocate ~~the~~ the state's appropriation to transit, active transportation, and clean forms of transportation.



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**First and Last Name:** JOHN LEY

**Organization (if applicable):**

**Email:** Please add me to the Project e-mail list.

**Address:** [REDACTED]

**City:** [REDACTED] **State:** [REDACTED] **Zip:** [REDACTED]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

MY THANKS TO ANDY JOHNSON FOR ALL THE DETAILS & IN-DEPTH EXPLANATIONS!

#1 I WISH THE PROJECT ADDED NEW THROUGH LANES TO I-5 IN ADDITION TO THE AUXILIARY LANES THAT WOULD TRULY IMPROVE THE VEHICLE CONGESTION & MOVEMENT OF FREIGHT.

#2 WHOMEVER PICKED THIS LOCATION ON A NIGHT THE BLAZERS WERE PLAYING NEEDS 100 LASHES! IT WAS A NIGHTMARE FIGHTING GAME TRAFFIC.



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- Leave a recorded verbal comment at (503) 423-3760
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**First and Last Name:** DAVID LEWIS

**Organization (if applicable):**

**Email:** [REDACTED]  Please add me to the Project e-mail list.

**Address:** [REDACTED]

**City:** [REDACTED] **State:** [REDACTED] **Zip:** [REDACTED]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

THE TOUTED REDUCTIONS IN GHG AND OTHER EMISSIONS ARE QUITE DISINGENUOUS, THE TOP-LINE GRAPHS AND TEXT SHOW REDUCTIONS DUE TO FACTORS HAVING NOTHING TO DO WITH THE PROJECT.





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### WAYS TO PROVIDE COMMENTS



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**ODOT Region 1  
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123 NW Flanders Street  
Portland OR 97209**



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**First and Last Name:** Zac Garrard

**Organization (if applicable):**

**Email:** [Redacted]  Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted] **State:** [Redacted] **Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

- I'm stuck between a rock & a hard place. The active modes of transportation that would benefit from increase bike, scooter, pedestrian emphasis on the local roads are undeniable. I do believe the EA's statement of improved environmental quality may be true in this regard. However, I'm hesitant to believe that anything less than negatively impacted outcomes will result from additional lanes of interstate traffic. The comparison to vehicular congestion to that of a fluid body sums it up well. Just like a fluid, traffic will expand to the limits of the shape it is provided. Induced demand will likely exceed the benefits of adding lanes of traffic. Reduced idling & stopping comparisons to existing comparison may hold weight but what occurs when the same idle times & exhaust are continued to ~~be~~ occur with the addition of an entire lane of extra motor vehicles. I understand that the models can only predict, so much. I could handle a negative result determination from the assessment, but I feel somewhat misled by the EA's verdict that environmental impacts will



↳ be anything less than adverse



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- OTHER COMMENT OPTIONS**
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### WAYS TO PROVIDE COMMENTS



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First and Last Name: *Emily Guise*

Organization (if applicable):

Email: [Redacted]

Please add me to the Project e-mail list.

Address: [Redacted]

City: [Redacted]

State: [Redacted]

Zip: [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

*I am against this project. I am not convinced that this Environmental Assessment was enough to calculate the effects of this project on our Community. There are so many unknowns at this point, and the fact that carbon emissions would be lowered without the project due to increased vehicle efficiency, ~~is~~ is very concerning.*





The Project team will submit all comments collected during the comment period to FHWA for review. You can review public comments in the environmental decision document on the Project website when available (anticipated late spring 2019). Engagement opportunities will continue as the Project progresses into the design phase.

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## WAYS TO PROVIDE COMMENTS



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**First and Last Name:** Jacob Hoffman-Andrews

**Organization (if applicable):**

**Email:** Please add me to the Project e-mail list.

**Address:**

**City:** [Redacted]

**State:** [Redacted]

**Zip:**

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The most critical criterion for any new transportation project must be whether it does the most possible to reduce CO<sub>2</sub> emissions and stave off the devastation of climate change. Any project that increases CO<sub>2</sub> emissions fails that simple guideline. The EA in its finding of minimal increase in VMT completely disregards years of findings that freeway expansions always increase vehicle miles traveled. They also do not improve congestion, because the additional vehicles brought by



induced demand crowd out any new lanes. The EA is wrong. Reject this project.



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### WAYS TO PROVIDE COMMENTS



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**First and Last Name:**

**Organization (if applicable):**

**Email:** Please add me to the Project e-mail list.

**Address:**

**City:** **State:** **Zip:**

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The assumption that adding ~~4~~ lanes to the highway will not add capacity is faulty and misleading. It certainly adds capacity – there are more lanes for more cars! – which will make driving more attractive, inducing demand and compounding the negative effects of congestion, pollution, and greenhouse gas emissions.





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## WAYS TO PROVIDE COMMENTS



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**First and Last Name:** Joanna Agee

**Organization (if applicable):** Alora Development (Leftbank Project)

**Email:** [Redacted] Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted]

**State:**

**Zip:**

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Great event, and I had in-depth conversations with several helpful staff members. Thanks for making so much dense information fairly accessible.

- I understand that design on cycle/ped solution is only about 5% complete. Would have liked clearer info about how/when to contribute or follow that.

- Also - great conversation regarding historic + Section 106. Could I get a copy of technical reports related to Leftbank and Leftbank Annex that were done?





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**First and Last Name:** *Lorence Long*

**Organization (if applicable):**

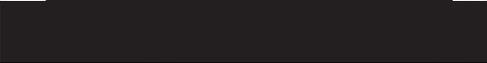
**Email:**



Please add me to the Project e-mail list

*already on*

**Address:**



**City:**



**State:**



**Zip:**



**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

*I live at the corner of Clackamas and 2nd Ave., where the proposed bicycle/pedestrian bridge would empty or crowdby raise traffic at rush hour.*

*The east end of the bridge will run through the Legacy Lab parking lot, which is very crowded with cars throughout the day. What agreements are in place to accommodate the bridge traffic?*

*What separation will be maintained between pedestrians, wheelchairs and walkers on the board and bicycles on the other?*

*How will the bicycle traffic be controlled as it floods out onto Clackamas at rush hour?*

*How will wheelchairs, etc. be able to access the bridge at its eastern end? At what rate will the equalization of height between the east and west banks of the highway be increased/decreased at what point on the bridge?*



*Will the pedestrian bridge be able to support emergency vehicles in the event of an earthquake, as is the bridge between 1st and 2nd Ave. = 27th I-84?*

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## Appendix N

#1

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, February 15, 2019 10:49:46 AM  
**Last Modified:** Friday, February 15, 2019 11:19:38 AM  
**Time Spent:** 00:29:52  
**IP Address:** 64.112.173.181

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Page 1

**Q1** First and Last Name

**Logged** Edward Sackinger

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**Yes**

---

**Q4** Address

**Respondent skipped this question**

---

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The environmental assessment makes no mention of congestion pricing which I thought was impetus for this project in the first place. It sounds like you don't want congestion pricing to happen. Most of these crashes are low speed crashes which in turn only cause damage to cars. There are other roads in the Portland region that are literally killing people, and yet this is a priority?

This project also increases VMT under your own admission. We need to decrease VMT in order to meet our environmental targets. There is simply no way long term we can meet our environmental targets without decreasing VMT.

We need to be looking at removing the eastbank freeway. It's antiquated and congested. The only way to fix this is to remove it. You're proposing to add more lanes which you in turn admit will just fill up with more cars. Remove the Eastbank Freeway, and decrease VMT.

---

#2

COMPLETE

**Collector:** Online Open House Collector ([Web Link](#))  
**Started:** Friday, February 15, 2019 9:18:02 AM  
**Last Modified:** Friday, February 15, 2019 3:07:05 PM  
**Time Spent:** 05:49:02  
**IP Address:** 50.206.140.226

Page 1

**Q1** First and Last Name

Logged Ted Stonecliffe

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

No

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I would like to comment on the redesign of N. Williams Avenue and the disparate impacts this would have for the TriMet lines 4 and 44. Currently, these buses have a direct path from the Rose Quarter Transit Center to N. Williams via NE Wheeler on the east side of the Moda Center. This plan looks like the path would need to be significantly modified because of the new design that converts the existing bike lanes to a cycle track and converts N. Williams to a one-way (southbound) street. The #4 and #44 bus lines carry significant numbers of people from the Rose Quarter to points north including Emanuel Hospital. Any re-routing of the buses will cause these bus riders additional delays and TriMet will have to eat the operational costs for deviating their buses just for the bike riders in the area. I believe this is a poor decision and the street should remain with the same traffic configuration as it does today to allow the buses and bicycles to get through together.

I also think that the landscaped cover for the N. Vancouver Ave. bridge over I-5 should either be a complete cover or no cover at all. If noise control is the object, I think the hole in the cover between Vancouver and Williams will still let quite a bit of noise through. It seems like a waste of money if just a part of it were built.

#3

COMPLETE

**Collector:** Online Open House Collector ([Web Link](#))  
**Started:** Friday, February 15, 2019 2:59:23 PM  
**Last Modified:** Friday, February 15, 2019 3:40:48 PM  
**Time Spent:** 00:41:24  
**IP Address:** 67.171.156.202

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Page 1

**Q1** First and Last Name **Respondent skipped this question**

---

**Q2** Organization (if applicable) **Respondent skipped this question**

---

**Q3** Please add me to the Project email list **Respondent skipped this question**

---

**Q4** Address **Respondent skipped this question**

---

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Test

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# Environmental Assessment Comment Form



**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Sunday, February 17, 2019 11:12:34 AM  
**Last Modified:** Sunday, February 17, 2019 11:24:02 AM  
**Time Spent:** 00:11:28  
**IP Address:** 24.21.158.232

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Page 1

**Q1 First and Last Name**

**Logged** Keith Liden

---

**Q2 Organization (if applicable)**

**Respondent skipped this question**

---

**Q3 Please add me to the Project email list**

**Respondent skipped this question**

---

**Q4 Address**

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

Looks like pedestrian/bike access has the potential to be significantly better. It all will all depend on final design details. The connections for the new ped/bike bridge aren't that clear. The traffic analysis regarding downstream impacts on I-5/I-84 seems a bit too limited. If cars are getting through here faster, they appear all but certain to bunch up (technical term) downstream on I-84 from I-5 to 33rd and I-5 from I-84 to I-405. \$500 million is a lot to spend when the death rate (not simply fender benders) is worse on other portions of the state system. Overall, I think the money should be spent on more serious safety problems.

---

#5

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Sunday, February 17, 2019 10:09:03 PM  
**Last Modified:** Sunday, February 17, 2019 10:16:38 PM  
**Time Spent:** 00:07:35  
**IP Address:** 75.164.48.33

---

Page 1

**Q1 First and Last Name**

**Logged** Patrick Sullivan

---

**Q2 Organization (if applicable)**

**Respondent skipped this question**

---

**Q3 Please add me to the Project email list**

**No**

---

**Q4 Address**

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

For only "slightly" improved air quality and travel times the investment in freeway widening does not seem worth the cost. Capping or covering the freeway does look like something worth trying to do, along with the pedestrian and mass transit upgrades.

I did not see any mention of how safety and travel time would change if the tolling or congestion pricing currently being explored were to be implemented. If tolls reduce traffic and congestion, that would likely improve safety and negate much of the reason for freeway expansion.

These need to be studied in the context of tolling in order for the public to truly know the potential value of any investment.

---

#6

COMPLETE

Collector: Online Open House Collector (Web Link)  
Started: Monday, February 18, 2019 3:25:27 PM  
Last Modified: Monday, February 18, 2019 3:30:00 PM  
**Time Spent:** 00:04:33  
IP Address: 131.252.226.28

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Page 1

**Q1** First and Last Name

Logged Mark Harris

---

**Q2** Organization (if applicable)

Respondent skipped this question

---

**Q3** Please add me to the Project email list

No

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Yes, stop this foolish project now! It is very shortsighted to plan a freeway expansion when we see how much harm fossil fuel does to the environment? Surely we live in a town that is aware of this and can come up with a better solution than widening a freeway? Ye gods, get your heads out of the sand and act responsibly!

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#7

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, February 18, 2019 5:01:27 PM  
**Last Modified:** Monday, February 18, 2019 5:08:19 PM  
**Time Spent:** 00:06:51  
**IP Address:** 67.171.157.60

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Page 1

**Q1 First and Last Name**

**Logged** Andrew Holtz

---

**Q2 Organization (if applicable)**

**Respondent skipped this question**

---

**Q3 Please add me to the Project email list**

**Yes**

---

**Q4 Address**

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

The project benefits do not justify the cost. If we are going to spend about \$500 million, we should get much more than just slightly better air quality and greenhouse gas emissions. In addition, even if there are some safety improvements, again the project is not cost-effective. Far greater reductions in injuries and fatalities could be achieved by putting the resources into dedicated safety projects at high priority locations. Even if we had money to spare (and we don't) this project does not produce benefits that justify the expense.

---



**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, February 19, 2019 12:29:26 PM  
**Last Modified:** Tuesday, February 19, 2019 12:36:51 PM  
**Time Spent:** 00:07:24  
**IP Address:** 54.240.198.35

Page 1

**Q1 First and Last Name**

Logged Ben Kulp

**Q2 Organization (if applicable)**

Respondent skipped this question

**Q3 Please add me to the Project email list**

No

**Q4 Address**

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

The environmental assessment is aggressively short-sighted and ignores all of the evidence that suggests that highway widening does nothing to affect long term traffic patterns. <https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/>

As such it reaches an inherently faulty conclusion regarding the environmental impact of the proposed highway widening. More lanes == more cars on the highway == the same amount of traffic congestion and more pollution. Moving forward with this project guarantees an increase in short and long term pollution from automobiles and does nothing to improve the livability of Portland.

Please reconsider this plan.

#9

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, February 19, 2019 1:06:37 PM  
**Last Modified:** Tuesday, February 19, 2019 1:23:11 PM  
**Time Spent:** 00:16:34  
**IP Address:** 216.64.170.89

Page 1

**Q1** First and Last Name

**Logged** Nicholas LaRue

**Q2** Organization (if applicable)

**Respondent skipped this question**

**Q3** Please add me to the Project email list

**Yes**

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

This is a waste of money and time. We cannot build our way out of congestion. We need fewer cars, not slightly wider freeways. Congestion pricing and tolling is the only way to modify people's behavior. A huge component of this congestion is caused by Clark County residents driving alone. Tolling and Light Rail/BRT over the Columbia must be part of any discussion for solving the Portland/Vancouver/Beaverton area's congestion. Any solution that induces demand to drive is not a solution at all. The no build alternative will do just as much to reduce congestion as the build alternative and options. Let's save our money and efforts for transportation solutions of this century, not last's.

# #10

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Wednesday, February 20, 2019 11:00:23 PM  
**Last Modified:** Wednesday, February 20, 2019 11:11:14 PM  
**Time Spent:** 00:10:51  
**IP Address:** 67.171.155.248

---

Page 1

**Q1** First and Last Name

**Logged** Aaron Choate

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**Yes**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I support the above-freeway-grade aspects of this project: bike & pedestrian paths across the freeway, a freeway cap, potential spaces for density in housing, green space, and other walking, biking, and transit connections. I do not support widening the freeway in any capacity. Climate change and emissions are both pressing, dangerous problems to which we need to be discouraging and disincentivizing driving and freight, not encouraging them. Again, I strongly support the active transit portions of the project and the construction impacts necessary to implement improvements to the Rose Quarter above the freeway grade as outlined in the project details and concept video. I DO NOT support any widening of the freeway whatsoever and instead support tolling or time-of-use fees to reduce vehicular traffic and increase safety. These would be much better ways to increase safety and reduce traffic jams, and the funds could be used toward air quality improvements, noise reduction, climate change mitigation (e.g. tree planting), and environmental justice measure--all stated primary concerns of the project's potential impact.

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**COMPLETE**

Collector: Online Open House Collector (Web Link)  
Started: Thursday, February 21, 2019 12:43:31 PM  
Last Modified: Thursday, February 21, 2019 12:47:06 PM  
Time Spent: 00:03:35  
IP Address: 24.20.140.165

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Page 1

**Q1** First and Last Name

Logged Kristin Gross

---

**Q2** Organization (if applicable)

Respondent skipped this question

---

**Q3** Please add me to the Project email list

Respondent skipped this question

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

This project is an atrocity. This will not ease congestion, it will just increase demand in the area and add more vehicles and carbon emissions. These emission will most impact the students of Harriet Tubman. Accidents in this area are minor ones(no fatalities in over a decade). When I-5 was widened north of this project, accidents actually increased. At a time when we know we need to drastically cut carbon emissions and reduce car trips, a freeway expansion just doesn't make sense. This money could fund so many transit and active transportation projects vs a tiny stretch of freeway.

---

# #12

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, February 22, 2019 4:35:31 PM  
**Last Modified:** Friday, February 22, 2019 4:37:16 PM  
**Time Spent:** 00:01:44  
**IP Address:** 131.252.83.94

---

Page 1

**Q1 First and Last Name**

**Logged** Megan Horst

---

**Q2 Organization (if applicable)**

**Respondent skipped this question**

---

**Q3 Please add me to the Project email list**

**No**

---

**Q4 Address**

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

The truly best environmental action to take is to REDUCE car use. We do not achieve this by making it easier to drive. ODOT should be investing its money in urban infill, transit, and walking and biking- not in expanding freeways.

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# #13

**COMPLETE**

Collector: Online Open House Collector (Web Link)  
Started: Monday, February 25, 2019 6:21:36 AM  
**Last Modified:** Monday, February 25, 2019 6:25:27 AM  
Time Spent: 00:03:50  
IP Address: 73.11.46.113

---

Page 1

**Q1 First and Last Name**

Logged Matthew Meskill

---

**Q2 Organization (if applicable)**

Respondent skipped this question

---

**Q3 Please add me to the Project email list**

Yes

---

**Q4 Address**

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

It's ridiculous. The thought that widening a highway will reduce emissions is just plain stupid. And the thought that this will do anything (rejuvenate the neighborhood, improve cycling and pedestrian facilities) other than widen a highway is just shameful. You're just putting lipstick on a pig. In the 21st Century highway widening should never be on the agenda.

---

#14

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, February 25, 2019 9:19:38 AM  
**Last Modified:** Monday, February 25, 2019 9:26:43 AM  
**Time Spent:** 00:07:05  
**IP Address:** 97.115.157.20

---

Page 1

**Q1 First and Last Name**

Logged Rosanna Henderson

---

**Q2 Organization (if applicable)**

Respondent skipped this question

---

**Q3 Please add me to the Project email list**

No

---

**Q4 Address**

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

We've known for decades that increased capacity generates more driving via induced demand. Stop trying to greenwash an unnecessary, irresponsible, and flagrantly wasteful highway expansion project for an outdated mode of transportation.

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#15

**COMPLETE**

Collector: Online Open House Collector (Web Link)  
Started: Tuesday, February 26, 2019 4:28:06 PM  
Last Modified: Tuesday, February 26, 2019 4:33:33 PM  
Time Spent: 00:05:26  
IP Address: 73.37.0.92

---

Page 1

**Q1 First and Last Name**

**Logged** Madison Arnold-Scerbo

---

**Q2 Organization (if applicable)**

**Respondent skipped this question**

---

**Q3 Please add me to the Project email list**

**No**

---

**Q4 Address**

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

I strongly oppose this project. I am deeply skeptical about the findings in this environmental assessment. I do not see adequate evidence for how this project will actually reduce carbon emissions, reduce traffic congestion, or improve air quality. No freeway expansion has ever achieved such aims, and I am not convinced that this project will either. I need to see more data that went into the creation of this assessment, and without that, I am opposed to this project.

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# #16

**COMPLETE**

Collector: Online Open House Collector (Web Link)  
 Started: Thursday, February 28, 2019 12:53:33 PM  
 Last Modified: Thursday, February 28, 2019 1:42:48 PM  
**Time Spent:** 00:49:14  
 IP Address: 173.111.19.13

Page 1

**Q1 First and Last Name** Respondent skipped this question

**Q2 Organization (if applicable)** Respondent skipped this question

**Q3 Please add me to the Project email list** Respondent skipped this question

**Q4 Address** Respondent skipped this question

**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

This project would increase safety for every Portlander, visitor, and those just passing through, by making safety improvements for bicycles, pedestrians, transit riders, and cars. With no negative impacts with regards to air quality, and only minor impacts to parks and historic properties, this project is a step in the right direction for Portland. With regards to environmental justice, this project increases safety (for all modes of transportation), connectivity, mobility, and better access to transit. The pros demonstrated in the environmental impact study, far outweigh the few minor impacts.

# #17

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, March 01, 2019 12:05:37 PM  
**Last Modified:** Friday, March 01, 2019 12:15:19 PM  
**Time Spent:** 00:09:42  
**IP Address:** 65.157.26.50

---

Page 1

**Q1 First and Last Name**

**Logged** Troy Unverdruss

---

**Q2 Organization (if applicable)**

**Respondent skipped this question**

---

**Q3 Please add me to the Project email list**

**No**

---

**Q4 Address**

Address

City/Town

State/Province

ZIP/Postal Code



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

As Oregonians, we have always been forward thinking regarding the environment, it's time to put that legacy to work for us.

This project is a costly one, and it will only cement the freeway in the heart of our city. This freeway induces car traffic and will, over time, only become more congested until we're back to where we started - gridlock in the urban center.

This benefits an elite few in the short term (those lucky enough to be able to afford a car and have the physical abilities to drive it). In the long term, however, a larger freeway will allow more cars to idle in the same place, burning fossil fuels, reducing longterm health outcomes for residents, and decreasing the quality of the minimal pedestrian-focused infrastructure in the plan. (Nobody wants to stand around smelling exhaust in the few little pedestrian areas in the plan, for example, our eastbank could be SO much more amazing if the serenity of our waterfront wasn't adjacent to I5 with all the attendant noise and pollution).

We should take our 500 million dollars and use it to rethink our non-car infrastructure. We could move a lot more people through our city if we increased public transportation options, spent it on biking infrastructure, spent it on pedestrian infrastructure. All of those things would reduce our long term environmental impact instead of eventually worsening it.

Study after study shows that increased freeway size results in induced traffic. Let's follow the accepted research on this and make some sane decisions about our future.

For everyone's benefit.

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#18

COMPLETE

**Collector:** Online Open House Collector ([Web Link](#))  
**Started:** Saturday, March 02, 2019 8:58:47 AM  
**Last Modified:** Saturday, March 02, 2019 9:50:13 AM  
**Time Spent:** 00:51:26  
**IP Address:** 24.22.36.53

Page 1

Q1 First and Last Name

Logged Heather Buletti

Q2 Organization (if applicable)

Respondent skipped this question

Q3 Please add me to the Project email list

Yes

Q4 Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Portland has long had the reputation one of the most bike-friendly cities in the country and a lot of residents have been drawn to the area by that promise. In recent years, Portland has fallen behind many cities like New York as they allocate more substantial resources into non-car infrastructure and demonstrate they are more interested in building their cities around people than cars.

The freeway expansion project is making the opposite statement. It is doubling down on regressive infrastructure championed by a previous generation and ignoring vast amounts of evidence that expanding freeways does not, in the end, lead to reduced traffic. Other cities like Chicago have also experienced increased violence in neighborhoods bisected by freeway infrastructure, which should be a lesson that doubling down on a freeway that cuts right through the heart of our city is a huge mistake.

It is our responsibility to invest in infrastructure that will reduce the environmental impact of transportation and show the rest of the country that we understand the threat of climate change and are doing everything in our power to combat it. Let's keep Portland a haven for people, bicycles, public transportation and progressive policies and use those funds to build something delightful, sustainable, and people-oriented.

# #19

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, March 04, 2019 4:20:40 PM  
**Last Modified:** Monday, March 04, 2019 4:34:36 PM  
**Time Spent:** 00:13:56  
**IP Address:** 205.173.217.10

---

Page 1

## Q1 First and Last Name

**Logged** Taran Nadler

---

## Q2 Organization (if applicable)

**Respondent skipped this question**

---

## Q3 Please add me to the Project email list

**Yes**

---

## Q4 Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The minimal information provided in the Environmental Assessment is refuted by decades of transportation practice and research. The Fundamental Law of Road Congestion clearly demonstrates that more road capacity creates greater road congestion. There is nothing in the Environmental Assessment that provides any explanation as to why this clearly established principal would not apply to the Rose Quarter expansion.

The Environmental Assessment Environmental Justice Findings provides no mention of potential impact on Harriet Tubman Middle School, a historically black middle school already facing environmental concerns.

More broadly, Oregon should be focusing its transportation resources on increasing accessibility and functionality of non motor vehicle modes of transportation given the carbon cost and high mortality rates associated with cars.

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#20

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, March 04, 2019 5:04:16 PM  
**Last Modified:** Monday, March 04, 2019 5:05:08 PM  
**Time Spent:** 00:00:51  
**IP Address:** 67.189.48.194

---

Page 1

**Q1 First and Last Name**

**Logged** Benjamin Kerensa

---

**Q2 Organization (if applicable)**

**Respondent skipped this question**

---

**Q3 Please add me to the Project email list**

**No**

---

**Q4 Address**

Email Address



**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

It would be nice to see more data supporting ODOT claims of lowered greenhouse gas emissions

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# #21

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, March 05, 2019 2:01:29 AM  
**Last Modified:** Tuesday, March 05, 2019 2:09:48 AM  
**Time Spent:** 00:08:18  
**IP Address:** 71.34.102.49

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Page 1

**Q1 First and Last Name**

**Logged** Unpopular Opinion

---

**Q2 Organization (if applicable)**

Common Sense

---

**Q3 Please add me to the Project email list** **No**

---

**Q4 Address** **Respondent skipped this question**

---

**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

Maybe if people could actually zipper merge, we wouldn't need to consider expansion. The right lane is ending like sign 3/4 a mile back said. Zooming to the end and forcing your way to merge fucks up everybody else behind you for miles across every lane.

---

# #22

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, March 05, 2019 8:09:37 AM  
**Last Modified:** Tuesday, March 05, 2019 8:14:48 AM  
**Time Spent:** 00:05:11  
**IP Address:** 71.36.118.226

---

Page 1

**Q1** First and Last Name

Logged Jon Worley

---

**Q2** Organization (if applicable)

Respondent skipped this question

---

**Q3** Please add me to the Project email list

Respondent skipped this question

---

**Q4** Address

Respondent skipped this question

---

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The environmental assessment is severely flawed and does not take into account the induced demand that will greatly increase the number of cars polluting in the Rose Quarter.

Please do not add more road through the center of our beautiful city. Instead only focus on capping existing road to improve on livability in that neighborhood. New accessibility, parks, and development plans are great.

---

#23

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, March 05, 2019 11:06:03 AM  
**Last Modified:** Tuesday, March 05, 2019 11:23:49 AM  
**Time Spent:** 00:17:46  
**IP Address:** 23.24.246.150

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Page 1

**Q1** First and Last Name

**Logged** Joanne Delmonico

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**Yes**

---

**Q4** Address

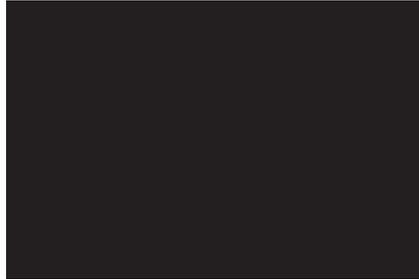
Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I have great concern about a highway expansion in the light of increasing concerns about climate change and the devastating impacts that effect all of us. Please consider that we need to reduce the amount of fossil fuels released into the atmosphere. Please put some effort in exploring alternative modes of transportation to alleviate the need for expanded highway projects. Thank you!

---

# #24

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Wednesday, March 06, 2019 9:33:32 AM  
**Last Modified:** Wednesday, March 06, 2019 9:35:17 AM  
**Time Spent:** 00:01:45  
**IP Address:** 185.216.32.46

---

Page 1

## Q1 First and Last Name

 Nick Christensen

---

## Q2 Organization (if applicable)

Respondent skipped this question

---

## Q3 Please add me to the Project email list

No

---

## Q4 Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Every traffic jam is a daily protest in favor of a solution.

Include sound walls and extensive pollution mitigation. Without clean air, Lower Albina cannot thrive again.

---

# #25

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Wednesday, March 06, 2019 4:12:10 PM  
**Last Modified:** Wednesday, March 06, 2019 4:38:33 PM  
**Time Spent:** 00:26:23  
**IP Address:** 24.20.86.74

---

Page 1

## Q1 First and Last Name

 Carrie Leonard

---

## Q2 Organization (if applicable)

Respondent skipped this question

---

## Q3 Please add me to the Project email list

No

---

## Q4 Address

City/Town

State/Province

ZIP/Postal Code



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

One of the stated justifications for this project is to reduce the number of crashes on I-5. One of the other stated justifications is to reduce congestion. However, the data presented in Figure 13 of the Transportation Safety Technical Report, coupled with the travel time modeling in Tables 2-3 & 2-4 of the EA shows that the highest number of crashes currently occurs during time periods with the least amount of congestion on the freeway (during the middle of the day). These findings are actually consistent with the body of knowledge that has shown that the frequency and severity of car crashes increases exponentially with an increase in speed of the vehicle. On page 20 of the EA, one goal of the surface street changes is to "reduce driver speed" for safety of all users. The conclusion supported by the data is that decreasing the travel times through the Rose Quarter will increase the likelihood of crashes occurring, not decrease that likelihood. This is in direct contrast to the stated goals of the project.

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# #26

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Wednesday, March 06, 2019 4:39:26 PM  
**Last Modified:** Wednesday, March 06, 2019 4:44:14 PM  
**Time Spent:** 00:04:48  
**IP Address:** 24.20.86.74

---

Page 1

## Q1 First and Last Name

Logged Carrie Leonard

---

## Q2 Organization (if applicable)

Respondent skipped this question

---

## Q3 Please add me to the Project email list

No

---

## Q4 Address

City/Town

State/Province

ZIP/Postal Code



## Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The travel time analysis shows that there will be up to a 5 minute travel time decrease for car drivers through the project zone after build. This assumes that there is NO increase in the number of vehicles using the road, which based on data collected on all freeway widening projects in the US, is a wrong data input parameter. Regardless, the analysis also shows an INCREASE of the bicycle transit time of one minute for multiple routes through the region. This analysis only takes into account the signal timing and neglects other significant impacts to bicycle travel time such as the 10% grade on the new bridge, which will reduce travel speed dramatically for most riders. In addition, the analysis does not factor in the longer travel distance between points if one is to take the new Clackamas bridge -- while the route is car free it is significantly longer than using existing surface streets. This analysis neglects the significant impact to non-car users of the region for inaccurate projects of benefits to car drivers.

---

# #27

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Thursday, March 07, 2019 9:53:29 AM  
**Last Modified:** Thursday, March 07, 2019 10:06:35 AM  
**Time Spent:** 00:13:05  
**IP Address:** 165.225.34.104

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Page 1

## Q1 First and Last Name

**Logged** Nancy Bales

---

## Q2 Organization (if applicable)

**Respondent skipped this question**

---

## Q3 Please add me to the Project email list

**Yes**

---

## Q4 Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I am strongly opposed to freeway expansion as a solution to reducing congestion problems on I 5 and urge you to implement decongestion pricing as a first intervention. If that were to fail to bring about the needed changes, other plans can always be pursued later. Freeway expansion, in other areas on I 5 and elsewhere, has shown to worsen congestion over the long-term. It increases pollution and puts our population at risk of greater health issues. In addition, it is reckless and irresponsible to pursue a plan in the face of dire climate challenges which are affecting our air, our health, and our well-being. Instead, we should be focused on making alternatives to single car transport more attractive and viable. I strongly urge you to please reconsider the plan to widen our freeways and, instead, implement decongestion pricing as a first measure to relieve congestion.

---

#28

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Thursday, March 07, 2019 2:43:56 PM  
**Last Modified:** Thursday, March 07, 2019 4:42:21 PM  
**Time Spent:** 01:58:24  
**IP Address:** 67.171.250.120

Page 1

Q1 First and Last Name

Logged John Ley

Q2 Organization (if applicable)

self

Q3 Please add me to the Project email list **No**

Q4 Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

According to an OPB reporter, fully HALF the money spent on the Rose Quarter project will have nothing to do with improving vehicle safety or reducing traffic congestion. Instead it will be used to create real estate -- building the two concrete lids over I-5, and building the bike/pedestrian bridge. That's an abuse of the public trust, and the use of transportation dollars paid by vehicle owners and freight haulers.

The Rose Quarter has the HIGHEST accident rate of any section of road -- THREE TIMES the accident rate of the Terwilliger Curves, according to a 2012 City of Portland document.

After spending \$450 million to \$500 million, I-5 at the Rose Quarter will STILL have the HIGHEST accident rate of any section of road in Oregon. So why spend the money if you're not fixing the "highest accident rate" in Oregon?

ODOT reports this is the #1 bottleneck in Oregon. Why aren't you adding new THROUGH LANES to Interstate 5? That is the ONLY thing that will truly reduce traffic congestion and improve freight mobility at the site of Oregon's #1 bottleneck.

## Environmental Assessment Comment Form

Out of the 10 items listed on ODOT's website describing the Rose Quarter project, only 3 of them relate to improvements on I-5 for traffic and traffic safety. That demonstrates this is NOT about improving traffic safety and reducing vehicle congestion. As Portland City Commissioner Dan Saltzman told citizens two years ago, they're doing "community redevelopment" with the money at the Rose Quarter.

"But Saltzman also said the project is far more than simply a freeway expansion, as the critics claim. As refined and approved by the council in the N/NE Quadrant Plan, Saltzman argues it is a safety improvement and redevelopment project that will help unite the area by adding pedestrian and bike connections, too."

<https://portlandtribune.com/pt/9-news/371589-255336-despite-opposition-saltzman-still-backs-rose-quarter-freeway-improvements>

Spending scarce transportation dollars on community redevelopment is outrageous.

While the auxiliary lane extensions will reduce accidents and slightly improve traffic speeds, it won't be as effective as adding new through lanes to I-5. The Rose Quarter remains the ONLY section of I-5 in an urban area with only 2 through lanes in each direction.

Question. After spending the \$500 million on the proposed improvements, will the Rose Quarter section of I-5 no longer be the "#1 bottleneck in Oregon"?

Unless you can answer "yes", then this project is a HUGE WASTE of taxpayer transportation dollars.

According to an Oregonian report, this section of road is the #2 bottleneck in the region, behind US 26 from the Vista Ridge Tunnel to Hwy 217. Has that fact changed since ODOT made their report via the Oregonian? Or is the ODOT website misleading citizens on their website, saying the Rose Quarter is the #1 bottleneck?

[https://www.oregonlive.com/commuting/2017/08/portlands\\_9\\_worst\\_highway\\_bott.html](https://www.oregonlive.com/commuting/2017/08/portlands_9_worst_highway_bott.html)

With regards to the environment, cars sitting idle in traffic jam 12 hours a day makes air quality worse in north/northeast Portland. This project should be rejected because vehicle speeds will only improve marginally, and therefore do little to improve air quality.

Finally, transportation architect Kevin Peterson scrutinized all the traffic data and projections in the CRC data. Kevin Peterson's graphic, shows the need for SIX lanes in each direction on I-5 at the Interstate Bridge location by 2030, and NINE lanes by 2060. Furthermore, there are 3-4 additional lanes needed at the Rose Quarter in the footnote.

<http://johnley.us/wp-content/uploads/2018/10/West-County-corridor-transportation-needs-v2.jpg>

We need to stop this wasteful spending of scarce transportation dollars until a proper expansion of through lanes on I-5 at the Rose Quarter can be agreed upon.

---

#29

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, March 08, 2019 2:19:28 AM  
**Last Modified:** Friday, March 08, 2019 2:30:04 AM  
**Time Spent:** 00:10:36  
**IP Address:** 73.190.103.176

---

Page 1

**Q1** First and Last Name

**Logged** Mark Nacua

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**Yes**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Spending an estimated \$500,000,000 on a project that hardly addresses Interstate 5 traffic, if at all is a major squandering of a transportation package. It is even more immoral to consider tolling the Interstates, which are already more than paid for by our numerous taxes & fees, and then use the toll money collected from the majority, to benefit the minority (Non private transit users and people in the immediate vicinity of the project).

Not addressing traffic also means continued poor air quality in the area, economic harm, and less safe driving conditions. The addition of shoulders and reworking lanes is a positive of the project, but that should not be the only result of \$500,000,000 taken from a transportation package.

The first priorities of the transportation package should be for things like improving and redesigning critical infrastructure, such as Interstate 5 through the Rose Quarter. Not only should interchanges be redone and shoulders added, but additional capacity is a must. These should be utmost priorities before any other means of transportation is addressed in such a large chunk of the spending bill. If already paid for roads are going to charge a fee on the majority (Private transport commuters & Company transportation), then the money should go toward benefiting the majority.

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#30

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, March 08, 2019 5:38:13 PM  
**Last Modified:** Friday, March 08, 2019 5:44:39 PM  
**Time Spent:** 00:06:26  
**IP Address:** 63.157.12.2

---

Page 1

**Q1** First and Last Name

Logged Ziggy Lopuszynski

---

**Q2** Organization (if applicable)

Crowne Plaza Portland Downtown

---

**Q3** Please add me to the Project email list

Yes

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

As a nearby property manager I am excited about the improvements. The project will enhance the Lloyd district and connect the neighborhood by bridging the gap between the Rose Quarter and the Lloyd.

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# #31

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Saturday, March 09, 2019 8:45:55 PM  
**Last Modified:** Saturday, March 09, 2019 8:53:21 PM  
**Time Spent:** 00:07:26  
**IP Address:** 174.45.106.17

---

Page 1

**Q1** First and Last Name

**Logged** Amanda Kimball

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**No**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The proposed crossing bridge to replace the Flint St bridge has unreasonably steep grade; a 5% grade is already a sweaty haul up possibly including biking from a raised position, but a 9% grade seems unreasonably challenging. How can you guarantee or conclude that widening the freeway and increasing the flow of traffic will reduce crashes when ODOT's own data suggests that a majority of crashes are due to high speeds? The reduction of greenhouse gasses from the whole project is only 0.2%, is there really no cleaner way to build this project?

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#32

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Sunday, March 10, 2019 2:12:58 AM  
**Last Modified:** Sunday, March 10, 2019 2:19:22 AM  
**Time Spent:** 00:06:24  
**IP Address:** 172.58.41.222

Page 1

**Q1** First and Last Name

Logged April Robbins

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

No

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The switch to putting bikes on the sidewalk at weidler and up Williams will be disastrous. That's a commuting route-not a jaunt along and see the sights route. The cyclists ride fast and pedestrians are more dangerous than cars here. The bikers need to be allowed to use the street. They're just too fast (and should be fast..they're commuting and reducing vehicle traffic) to be in this close of proximity to pedestrians. Or the path must be bikes only and given a barrier from peds and their dogs and kids.

#33

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Sunday, March 10, 2019 11:14:11 AM  
**Last Modified:** Sunday, March 10, 2019 11:15:46 AM  
**Time Spent:** 00:01:35  
**IP Address:** 76.121.53.14

Page 1

**Q1** First and Last Name

Logged Mr Sparr

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

No

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Please consider implementing congestion pricing WITHOUT widening the freeway.

Widening the freeway will not relieve congestion, it will only incentivize more people to drive into downtown, making congestion worse.

#34

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Sunday, March 10, 2019 5:41:59 PM  
**Last Modified:** Sunday, March 10, 2019 5:50:51 PM  
**Time Spent:** 00:08:52  
**IP Address:** 174.127.168.17

Page 1

**Q1** First and Last Name

Logged Patrick Best

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

Respondent skipped this question

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Studies have shown time and time again that, "if you build it, the will come". Widening the freeway won't reduce congestion-- instead it will induce SOV trips. Please study and do a trial of congestion pricing on I-5 in Portland in order to access how much of the current congestion is needed and how much can be moved to alternate modes. This cheap-to-implement option will help inform ODOT about whether a costly freeway expansion is really warranted. In any case, freeway covers will help mitigate the effects of the freeway on the Rose Quarter and make it a more attractive place to live! Please explore more opportunities for highway covers elsewhere in in the city.

#35

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, March 12, 2019 6:40:59 AM  
**Last Modified:** Tuesday, March 12, 2019 6:52:48 AM  
**Time Spent:** 00:11:48  
**IP Address:** 73.25.213.94

---

Page 1

**Q1** First and Last Name

**Logged** Nathan Oleson

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**No**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

This project should have been done years ago. The city of Portland (pop 650k) needs to realize it's part of the broader Portland metro region (pop 2.5 million), and does contain veto power over a piece of major regional infrastructure that impacts not only the region but the entire state of Oregon.

US Census Data, ACS data, Portland MSA commuting modes:

- 70.4% drove alone
- 9.7% carpool
- 6.5% public transport
- 3.3% walked
- 2.3% bicycle
- 1.1% taxi, motorcycle, other
- 6.8% worked at home

That's over 80% of the region who use automobiles to move around. Across race, across class, across socioeconomic backgrounds.

Build it.

---

#36

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, March 12, 2019 11:06:36 AM  
**Last Modified:** Tuesday, March 12, 2019 11:38:59 AM  
**Time Spent:** 00:32:22  
**IP Address:** 63.235.156.98

---

Page 1

**Q1** First and Last Name

**Logged** Nathan Leber

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

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**Q3** Please add me to the Project email list

**No**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

While I think that the goal of improving the I-5 is an important goal, the current iteration does not do enough to remedy the currently fragmented neighborhood surrounding either side of the I-5.

The current iteration does show a few scattered freeway caps attempting to reconnect the neighborhood. However, as currently proposed, these "parks" are small, fragmented islands perched on the sides of busy streets. I live on Broadway, next to the I-5. Currently, there are already small pockets of "greenspace" leftover from road realignments and freeway construction. While an open grass area is nice to look at, they are not valuable assets to the community. They do not function as parks, they are too small to provide recreation opportunities and end up places for squatters to occupy. The current I-5 plan will create more orphaned spaces, fragmented and too small to truly be useful to the community.

A better option is to actually reconnect the neighborhood through buildable caps. The area between the Willamette River and the I-5 is a great location close to the river, near downtown Portland, close to the Moda Center, Veterans Coliseum, and Lloyd center. However, the I-5 creates an open wound across the fabric of the neighborhood. Creating buildable caps that would allow for mid-rise development would do much more to restore the fabric of the neighborhood than the currently proposed disjointed "parks" Portland is growing, and the I-5 project can create new development opportunities in the heart of Portland.

I urge you to consider the importance and opportunities that larger, buildable highway caps can bring.

---

#37

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, March 12, 2019 12:12:56 PM  
**Last Modified:** Tuesday, March 12, 2019 12:29:38 PM  
**Time Spent:** 00:16:41  
**IP Address:** 173.164.87.52

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Page 1

**Q1** First and Last Name

**Logged** Kate Walker

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**Yes**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I am a resident of North Portland and frequently bike and occasionally drive through Rose Quarter. I'm concerned about climate change, induced demand of more driving, and don't want to see the removal of Flint Avenue Bridge, which is an essential route for many cyclists coming from north and northeast.

I am interested and concerned about ODOT's plan to expand I-5 in this area. Following is a list of my concerns regarding the information presented in the Environmental Assessment:

- Studies show that freeway expansion does not solve traffic congestion. There are no studies proving that freeway expansion has solved this issue in any North American city to date.
- As a bike and pedestrian advocate, I want to see that \$500M allocated to bike/ped infrastructure improvements and prioritizing public transportation, which will get people out of single occupancy vehicles, reduces demand, and addresses climate change issues. \$500M could build a lot of sidewalks in East Portland, bus rapid transit across town, or fund light rail - all of which would be better for air quality, reducing carbon emissions, public health and congestion relief.
- I understand the Flint Avenue Bridge will be replaced with "better bike/ped connections" but the steep, 9% grade will make biking more challenging to all.
- I urge ODOT to implement decongestion pricing before expansion. Road pricing is the only policy proven to reduce traffic congestion; also proven to improve air quality and reduce carbon emissions.

Thank you for consideration of my viewpoint on this matter. I believe I-5 freeway expansion through Rose Quarter to be an important issue.

Best,  
Kate Walker  
katewalks@gmail.com

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#38

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, March 12, 2019 12:22:47 PM  
**Last Modified:** Tuesday, March 12, 2019 1:01:36 PM  
**Time Spent:** 00:38:49  
**IP Address:** 216.25.210.163

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Page 1

**Q1** First and Last Name

**Logged** Chris Muhs

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**No**

---

**Q4** Address

City/Town

State/Province

ZIP/Postal Code



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

This project appears to be a disaster. It will not do its stated job of relieving congestion in the long term. ODOT's own document from the Value Pricing Project says so: Section 3.2 paragraph 1 in [http://www.oregon.gov/ODOT/Value%20Pricing%20PAC/VP\\_TM3-Final-InitialConceptEvaluation.pdf](http://www.oregon.gov/ODOT/Value%20Pricing%20PAC/VP_TM3-Final-InitialConceptEvaluation.pdf)

On that premise alone the project should be ended. If it is not, then I have these additional comments:

- The project needs to directly improve public transit. Dedicated transit lanes on I-5 would facilitate north to south express bus service. The EA finds slight delays to bus service due to new bike/ped traffic signals & signal phases
- Parks atop a freeway are not useful. This seems like a waste of money that looks pretty in the project renderings. No one wants to go to a park that is near a bunch of cars, pollutants, and loud noise. If you are capping the freeway then the cap needs to be buildable, i.e., possible to build commercial and residential buildings. This would help reconnect the neighborhood and would make marginal contributions to businesses and the housing shortage.
- The estimated marginal reduction in GHG with the project compared to without in the EA (801M vs. 799M VMT) appears insignificant. If the difference is significant this needs to be reported in the EA. It doesn't seem appropriate to provide statements in the open house like "this project reduces emissions" when the reduction is driven by changes to fuel standards. This project is a small sliver of a reduction, and that is entirely an estimate! In our climate change situation on this earth, this is unacceptable.
- I am upset that ODOT is disguising this widening project with language like "aux lanes" that the layperson does not understand

We need to change the way we think about congestion. You cannot expect a freeway in the central area of largest city in the state to have uninterrupted traffic flow at one of its highest-volume interchanges. There is a demand to get to these places by vehicle that historically has always exceeded the freeway's capacity. The money for this project would be better spent by not touching the freeway or its ramps and instead enhancing safety and operations for other modes of travel through the Rose Quarter area.

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# #39

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, March 12, 2019 1:35:03 PM  
**Last Modified:** Tuesday, March 12, 2019 1:36:29 PM  
**Time Spent:** 00:01:25  
**IP Address:** 75.133.2.207

---

Page 1

## Q1 First and Last Name

**Logged** Camille Bales

---

## Q2 Organization (if applicable)

**Respondent skipped this question**

---

## Q3 Please add me to the Project email list

**No**

---

## Q4 Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I do not agree with this plan. As a member of the neighborhood which will be directly affected I urge you to not move on with this plan .

# #40

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, March 12, 2019 6:44:50 PM  
**Last Modified:** Tuesday, March 12, 2019 6:49:38 PM  
**Time Spent:** 00:04:47  
**IP Address:** 66.87.112.240

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Page 1

**Q1** First and Last Name

**Logged** Helena Bales

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

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**Q3** Please add me to the Project email list

**No**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I do not agree with this project. It will have a negative impact on the city and do nothing to alleviate the traffic issues. Expanding I5 within the city will decrease air quality, primarily impacting people in the city with lower income, while primarily benefiting high income people who do not live in the city. We should not be encouraging more car commuters. We should be investing in public transit, which would benefit everyone, reduce congestion, and have a positive environmental impact. I oppose this project and I hope that you will consider my perspective before continuing with this project.

# #41

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, March 12, 2019 7:25:05 PM  
**Last Modified:** Tuesday, March 12, 2019 8:39:23 PM  
**Time Spent:** 01:14:17  
**IP Address:** 97.120.170.51

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Page 1

**Q1** First and Last Name

**Logged** Huck Bales

---

**Q2** Organization (if applicable)

concerned citizens united

---

**Q3** Please add me to the Project email list

**Yes**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

As a voting citizen of inner NE Portland, this project directly impacts me in a negative way. I live less than a mile from the freeway. I cross it on my bicycle, I enter it in my car, I occasionally walk across it.

I am convinced that this massively expensive project will not benefit myself, those in my neighborhood, or the city of Portland.

Numerous experts, from transportation advocates, environmental experts and economists, agree that this project is flawed. ODOT has done nothing to address any of these criticisms.

The real impacts appear to be the same or more congestion, no improvement in safety, more pollution, lower livability for everyone living and commuting in the area.

Please do not approve this huge waste of my tax dollars. If you are not convinced by my argument, and the arguments of many other honest and concerned citizens, at least delay this project until we have discovered the impact of congestion pricing.

Lastly, the backup information for the assessment is not included in the public documents. This leads one to believe that the backup is not convincing. The citizens of Portland, and Oregon, deserve better.

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#42

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Wednesday, March 13, 2019 7:36:22 AM  
**Last Modified:** Wednesday, March 13, 2019 8:04:07 AM  
**Time Spent:** 00:27:44  
**IP Address:** 172.58.45.244

Page 1

**Q1** First and Last Name

**Logged** Cassie Cohen

**Q2** Organization (if applicable)

**Respondent skipped this question**

**Q3** Please add me to the Project email list

**Yes**

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I am concerned that the Environmental Assessment made the assumption that air emissions policies will change in 2045. Especially after the Oregonian investigation revealed the disproportionately impact the trucking industry lobbying and campaign finance contributions have on Oregon policies. ODOT should use this project as a pilot to step up and say all equipment and trucks for the duration of the project will not increase diesel or other emissions. Include those standards in rfp terms for contractors. Offer incentives for MSEWBs to purchase diesel filter upgrades. This small percentage of extra money upfront will offset medical expenses from health problems for families affected by the air pollution. This is the responsible, equitable thing for ODOT to do. Anything short of this is complacency with low health and environmental standards of trucking industry and business as usual.

#43

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Wednesday, March 13, 2019 10:23:06 AM  
**Last Modified:** Wednesday, March 13, 2019 10:31:41 AM  
**Time Spent:** 00:08:35  
**IP Address:** 67.168.227.242

Page 1

**Q1** First and Last Name

Sarah Felix

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

Yes

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

This ill-conceived project should be stopped. There is evidence of possible adverse environmental impacts on vulnerable communities in the neighborhood and surrounding areas through increased auto traffic. This project adversely impacts an area that is historically minority population, and which has already been devastated by "urban renewal" projects and gentrification. There is no evidence that this project will reduce traffic congestion or accidents. The evidence is to the contrary. The project will expend an enormous amount of money that could be better spent elsewhere on greener solutions to Portland's traffic congestion issues. The impacts on Harriet Tubman Middle School alone are enough to stop this project. Other projects in Portland and elsewhere that have used this freeway expansion model have failed to achieve the goals of the project. I urge you to stop this project. Please withhold my address, email, etc. from the public record. You may use my name, and that I am a resident of the nearby Irvington neighborhood. Thank you very much.

# #44

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Wednesday, March 13, 2019 1:43:14 PM  
**Last Modified:** Wednesday, March 13, 2019 1:49:39 PM  
**Time Spent:** 00:06:25  
**IP Address:** 97.115.197.29

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Page 1

## Q1 First and Last Name

Clive Munz

---

## Q2 Organization (if applicable)

Respondent skipped this question

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## Q3 Please add me to the Project email list

Yes

---

## Q4 Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Please go through with this project, currently the interchange is an unsafe mess to drive through and causes significant waste of time and fuel. People and goods need to get to their destination and that isn't going to change in the future. This project will be a significant benefit to those that have to use it on a regular basis, and will be a benefit to the rose quarter area, including those that are able to bike to work downtown. Induced demand isn't a relevant argument in this situation.

#45

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Wednesday, March 13, 2019 4:47:46 PM  
**Last Modified:** Wednesday, March 13, 2019 5:25:37 PM  
**Time Spent:** 00:37:50  
**IP Address:** 174.224.0.247

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Page 1

**Q1** First and Last Name

Michael P

---

**Q2** Organization (if applicable)

Respondent skipped this question

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**Q3** Please add me to the Project email list

Yes

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I would surely hope that the groups who think against this project realize that there are many other aspects to be considered that environmental critic groups have clearly failed to consider and think logically when it comes to a freeway expansions impact. One big aspect is the fact that cars are being made more efficient than ever before. There's even full electric vehicles that have been made with even better ones coming in the future that will greatly help reduce emissions. Whether emissions are increased or not from the highway expansion, A highway left bottle-necked should NOT be a way of controlling emissions, That should be done on the level of vehicles manufactured themselves with them being made more efficient. This highway expansion is needed considering many people do use it whether its a business or a person whose only method of travel is driving. Not everyone is able or wants to take transit or ride a bike. Driving is and will still be a mass used way of transportation for most people.

Another aspect is safety. Highways that are backed up will cause many to avoid highways and use side and neighborhood streets to save time. Considering those who do not follow speed limits or rules, it increases the risk to normal Portland residents to the increased traffic of drivers who will try anything to shave off minutes to get around a highway that is unusable due to how badly clogged it is. Expanding the highway will decrease the frequency of this occurring and keep drivers on the highway. People will try anything to get to their destination and I would think keeping high traffic off local city streets would be the more logical course to think of. It also means high emissions in those areas considering the increased constant traffic from those who travel in those areas instead of staying on the highway.

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#46

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Wednesday, March 13, 2019 5:48:38 PM  
**Last Modified:** Wednesday, March 13, 2019 5:57:02 PM  
**Time Spent:** 00:08:24  
**IP Address:** 71.193.160.241

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Page 1

**Q1** First and Last Name

Brian Dinda

---

**Q2** Organization (if applicable)

Respondent skipped this question

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**Q3** Please add me to the Project email list

Yes

---

**Q4** Address

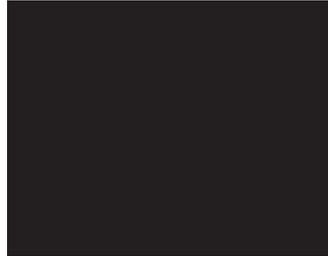
Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

It appears to be a well thought out plan and I support moving forward with the project. This improvement is much needed.

#47

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Thursday, March 14, 2019 8:20:37 AM  
**Last Modified:** Thursday, March 14, 2019 8:27:41 AM  
**Time Spent:** 00:07:03  
**IP Address:** 73.180.37.40

---

Page 1

**Q1** First and Last Name

Derek Hines

---

**Q2** Organization (if applicable)

Respondent skipped this question

---

**Q3** Please add me to the Project email list

Yes

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

This section of I-5 (and I-84 & I-405) always seems to back up and as a driver I feel unsafe. I'm thankful that the result of this project is safer commutes and less traffic, lessening the amount of carbon released into the atmosphere.

#48

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Thursday, March 14, 2019 9:00:50 AM  
**Last Modified:** Thursday, March 14, 2019 9:08:00 AM  
**Time Spent:** 00:07:09  
**IP Address:** 71.238.68.224

Page 1

**Q1** First and Last Name

Larry Griffith

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

Yes

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Please do not consider the public comment in the recent public hearing as representative of the whole community. I am a life long resident of Portland and know the importance of this project. While some changes may need to be made to fully utilize the space above the freeway, this project is vitally necessary. We need changes in our transportation system to recognize climate change realities, but change needs to be managed to current realities. We need this project to keep existing traffic moving.

#49

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Thursday, March 14, 2019 12:57:43 PM  
**Last Modified:** Thursday, March 14, 2019 1:04:54 PM  
**Time Spent:** 00:07:10  
**IP Address:** 130.218.14.34

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Page 1

**Q1** First and Last Name

Jackson Hurst

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**No**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I like how the project is going to help the underprivileged community by reconting the historic african american neighborhood to the other side of I-5.

# #50

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Thursday, March 14, 2019 11:07:45 AM  
**Last Modified:** Thursday, March 14, 2019 1:22:21 PM  
**Time Spent:** 02:14:35  
**IP Address:** 71.236.219.224

---

Page 1

## Q1 First and Last Name

Jim McClure

---

## Q2 Organization (if applicable)

Retired

---

## Q3 Please add me to the Project email list

**Yes**

---

## Q4 Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Support the Build Option to reduce traffic Gridlock/congestion, improve air quality and support for the Albina Neighborhood revitalization vision. The NO Build option results in more congestion and air pollution along no support for the neighbor plan

# #51

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Thursday, March 14, 2019 4:04:35 PM  
**Last Modified:** Thursday, March 14, 2019 4:12:23 PM  
**Time Spent:** 00:07:47  
**IP Address:** 216.25.214.78

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Page 1

**Q1** First and Last Name

Beth Winter

---

**Q2** Organization (if applicable)

Respondent skipped this question

---

**Q3** Please add me to the Project email list

Yes

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The project should be focusing on the biking and walking connections and enhancements, rather than widening I-5 for single occupancy vehicles. There needs to be a way to fund needed improvements without add additional travel lanes to the highway. I live in North and use this section of I-5 to travel for work, when I am forced to drive. There are transit options, bike routes and pedestrian bridges that would benefit so much more with this project than by widening the highway. I also would like to express concern for the middle school students at Harriet Tubman and the impact this project would have on them. Please consider making this a biking and pedestrian improvement project and ditch the highway portion.

#52

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, March 18, 2019 3:10:28 PM  
**Last Modified:** Monday, March 18, 2019 3:20:15 PM  
**Time Spent:** 00:09:47  
**IP Address:** 50.200.48.42

Page 1

**Q1** First and Last Name

Katie Mello

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

No

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I feel that this is a necessary project, but please work with Portland Public Schools to make this right for Harriet Tubman School. That school is very close to the freeway, air quality and noise are a big concern. The hill that it is on seems unstable as it is, much less cutting some of it away. Portland is growing, and the school population is growing. This school is important. Please do right by this school in your plans, do not cause problems that will need to be fixed by PPS taking more money away from students.

# #53

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Wednesday, March 20, 2019 9:07:37 AM  
**Last Modified:** Wednesday, March 20, 2019 9:16:32 AM  
**Time Spent:** 00:08:55  
**IP Address:** 98.246.81.251

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Page 1

## Q1 First and Last Name

Denise Query

---

## Q2 Organization (if applicable)

Respondent skipped this question

---

## Q3 Please add me to the Project email list

Yes

---

## Q4 Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Finally relief from the constant stalled traffic. Air quality should improve dramatically just by the ability of traffic to move more efficiently. This area has been a bottle neck for years causing many accidents. I support this project to help relieve congestion as well as accidents.

#54

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Wednesday, March 20, 2019 1:28:09 PM  
**Last Modified:** Wednesday, March 20, 2019 1:33:33 PM  
**Time Spent:** 00:05:23  
**IP Address:** 50.78.176.130

Page 1

**Q1** First and Last Name

Spencer Kroll

**Q2** Organization (if applicable)

**Respondent skipped this question**

**Q3** Please add me to the Project email list

**Yes**

**Q4** Address

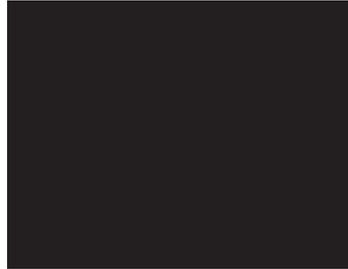
Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The expansion of the I-5 in the Rose Quarter will not solve the traffic problems that Portland is experiencing. The expansion of freeways only creates a situation where more cars fill up the roads and gridlock will still exist. This will not solve the situation.

Where more investment needs to be spent is at the Columbia River crossing. This is the only spot where I-5 shuts down between Canada and Mexico. This bridge needs to be re-built as soon as possible. Additionally, major investments in the improvement of city infrastructure, such as expanding the max throughout southeast Washington and separate bus only lanes, need to happen. This will more effectively help to mitigate traffic than expanding a freeway and enabling continued gridlock.

#55

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Sunday, March 24, 2019 8:52:37 AM  
**Last Modified:** Sunday, March 24, 2019 10:19:41 AM  
**Time Spent:** 01:27:03  
**IP Address:** 97.115.133.237

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Page 1

**Q1** First and Last Name

Seth Pellegrino

---

**Q2** Organization (if applicable)

Respondent skipped this question

---

**Q3** Please add me to the Project email list

Yes

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

What's the best way to dig yourself out of a hole? Well, step one is to stop making the hole deeper.

We know that adding freeway lanes can not reduce congestion. Ultimately, more capacity just allows for more people to be congested at the same time. We must stop thinking of traffic volume as an unstoppable external force: it is a dynamic response to the choices we make. We will solve all traffic, forever, by doing nothing more or less than making different choices. Congestion pricing, vehicle-miles traveled (VMT) fees, eliminating parking and road subsidies, changing our housing options, and providing alternative infrastructure all have a role to play in unwinding this spring. "Adding capacity" has been tried, and we understand its effects.

We know that the money would be better spent elsewhere. By your staffers' own admission, this project is unlikely to improve safety, but widening a freeway to pump more cars into our already-overstressed arterials will harm vulnerable road users. If safety is ODOT's priority, 82nd, Barbur, and Powell are a few of ODOT's high-crash properties in the Portland area that are also deadly to pedestrians. For \$500m we could overhaul significant portions of these dangerous corridors.

We know that freeways sicken us: 2.5-micron and 10-micron particulate matter (PM2.5 and PM10) consist of not just combustion products, but tire fragments and brake dust. Electric vehicles (EVs) will produce comparable levels of particulate matter to internal combustion engines, and the emerging link between PM2.5 and even non-respiratory diseases like diabetes suggests to me that we are not paying enough attention to this problem. This project's proximity to the Harriet Tubman school alone should be enough "environmental impact" to stop it!

We know that the clock is running out on climate change, and we can no longer afford to deny the reality that highways are fossil-fuel infrastructure. EV sales are nowhere near high enough to replace the 4.1 million registered vehicles in Oregon any time soon, and what's worse is that EVs are mainly powered by fossil fuels. As energy usage outpaces renewable growth, new marginal demand (like when an EV owner plugs in their car for the first time) must be satisfied by burning more coal or natural gas. Your environmental impact statement claims a decrease in emissions from this stretch of highway, but it fails to account for emissions generated elsewhere, included the effect of the projected increase in nearby transit times. With atmospheric carbon dioxide approaching catastrophic levels and transportation accounting for 40% of Oregon's emissions, I have to wonder why we would build a stretch of road that must go unused in order to meet our climate objectives?

This ain't it, ODOT. This ain't it.

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# #56

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, March 25, 2019 10:40:48 AM  
**Last Modified:** Monday, March 25, 2019 10:42:04 AM  
**Time Spent:** 00:01:16  
**IP Address:** 104.129.196.80

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Page 1

## Q1 First and Last Name

Doug Pratt

---

## Q2 Organization (if applicable)

Respondent skipped this question

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## Q3 Please add me to the Project email list

Yes

---

## Q4 Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Please get this project built. We need it badly. Thanks

#57

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, March 25, 2019 2:36:51 PM  
**Last Modified:** Monday, March 25, 2019 3:16:59 PM  
**Time Spent:** 00:40:07  
**IP Address:** 98.142.36.35

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Page 1

**Q1** First and Last Name

Nicolas Lennartz

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**Q2** Organization (if applicable)

**Respondent skipped this question**

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**Q3** Please add me to the Project email list

**Yes**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

To Whom It May Concern,

I am generally concerned about and oppose the approval of this transportation project's funding for the following reasons:

1. Transportation findings say that 'crashes are reduced' but based on research those crashes are usually not fatal, and there are areas where fatal crashes happen far more often. 82nd Ave and Powell Blvd just to name a couple of ROW's that are far more dangerous. Vision Zero is the goal and I don't see it being addressed with the allocation of this project's funding.
2. Nothing in the findings mention ADT, and there appears to be a lack of evidence that the project will increase the efficiency of the freeway. Findings say speed, travel times and queues 'improve' but how much? And that local street efficiency essentially remain the same. So, it's really only about the highway and, nothing I see is concrete improvement in performance. So, what's the project for?
3. The Clackamas Crossing looks like someone's architecture thesis, in that it completely forgets the human component that walking on an elevated walkway with no storefronts or anything of interest is enjoyable. It doesn't connect popular destinations as much as it allows cars to 'not have to worry about the humans living in this City' as they try to get through as fast as possible. I think any pedestrian thorough-fare should be an interesting and safe walk at grade, with convenient destinations throughout. Not some 'let's put the humans in this lane' pedestrian freeway concept. A more integrated pedestrian network would be ideal.
4. 22% emissions reductions over 25 years is very misleading. Based on the graphics provided, there is realistically no impact on emissions with or without the project. The project appears to sell the green initiative but there's not any benefit as far as I can see.
5. It appears to be minimal per the EA, but any reduction in transit efficiency, either bus or rail, is a bad idea. More signalization would decrease the efficiency of the bus system, and create more stops for cyclists. Any project in this area should be a net improvement in all multi-modal forms of transportation, and hey, that includes the car, which again, doesn't appear to get much benefit from this project in terms of tangibles.
6. In general, I see this project as very well-intentioned but ultimately missing purpose. I've driven this section of freeway probably 500+ times and yes, it's wonky, but it's not the end of the world, and there are bigger fish to fry. At a time we could really use money for public infrastructure improvements, this is not the area that deserves it most. I would love to see Portland remain a nationwide leader in multi-modal prioritization, and ODOT should be at the forefront of that effort; not the opponent.

I hope you consider these concerns in the decision making process for this project.

Thanks for reading!

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#58

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, March 26, 2019 2:48:47 PM  
**Last Modified:** Tuesday, March 26, 2019 3:13:47 PM  
**Time Spent:** 00:25:00  
**IP Address:** 134.134.139.76

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Page 1

**Q1** First and Last Name

Sameer Moudgil

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**Yes**

---

**Q4** Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

This project is a highway boondoggle.

There is tremendous amount of greenwashing of the data presented by ODOT here in this online open house. The agency seems to focus only on the multi-modal "improvements" that will result from this project while trying to hide their true intentions and goals. Let's be clear on one thing - this project is only designed to improve access for automobile drivers driving through the heart of the city of Portland. This project is nothing more and nothing less. Please do not paint the newly designed areas over the highway in green color to imply that we're creating a park. Please refrain from putting fake trees in your drawings when you yourself admit that your highway "lids" cannot support any landscape or building structures.

This project is a colossal waste of money to improve access to a dying technology that doesn't work in dense urban centers. Imagine how many smaller projects can be financed with the half a billion dollars that we're planning to burn on this mistake of an urban interstate highway. Please consider the input from the residents that used to live in these neighborhoods that were razed down to create this eyesore through a bustling city. We need to close this highway down and re-connect the city fabric, not widen it and invite more people to drive through.

In the short term, please complete a thorough Environmental Impact Statement for this project and provide the data for public review. The current process of a rushed Environmental Assessment with missing details, short comment window and hidden ODOT agenda amounts to lying to the taxpayer and trying to cheat the general public. The only people this is going to benefit is ODOT staffers, private building contractors and people driving automobiles looking to race through downtown at 60mph as if it is a wasteland.

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#59

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, March 26, 2019 3:56:40 PM  
**Last Modified:** Tuesday, March 26, 2019 4:27:50 PM  
**Time Spent:** 00:31:10  
**IP Address:** 173.164.87.253

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Page 1

**Q1** First and Last Name

David LaPorte

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**No**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Portland and Oregon should be ashamed of what is proposed in this project. With this city's history of anti-freeway culture, and goals to increase trips by non-car transit modes, it is unbelievable that public money is planned to be spent to make driving easier in the heart of Portland. Building and expanding freeways in urban areas is now seen as a mistake of past planning in the United States, where urban neighborhoods were destroyed in favor of car-oriented freeways and suburban development. When this highway in particular was built, it was used as an excuse to destroy the black community that was there. I cannot believe that the freeway will be expanded, once again at the expense of the black community, their school, and their air quality, in favor of the convenience of suburban auto-users. Claiming that this project addresses environmental justice is a cover, as the project does not align with the future vision of Albina. The backers of this project have been politically savvy not to call it a freeway widening project, but instead only adding "auxiliary lanes" and increasing "safety." There are even "improvements" to bicycle and pedestrian infrastructure in the project area to distract the public from its primary goal of making it more quick and convenient to drive in our city's urban core. If public money was to be spent on safety, then it would focus efforts on the well-documented high crash network and other Vision Zero efforts. If money is to be spent to improve transit and active transportation, all of that can be done without adding lanes or widening the footprint of the freeway. In fact, to best address the needs of transit and active transportation, projects should make it less convenient, reliable and easy to drive in Portland. More public space can be dedicated to exclusive lanes for buses and bikes, as well as more sidewalks and multi-use recreation paths. But this project plans to induce demand of single-occupancy private automobile users at the expense of everyone. The planned grassy cover looks nice on the cover of the EA, but it is conveniently hiding a freeway expansion that defies Portland's culture, history, and future goals.

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#60

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, March 26, 2019 4:22:51 PM  
**Last Modified:** Tuesday, March 26, 2019 4:29:13 PM  
**Time Spent:** 00:06:21  
**IP Address:** 97.115.252.72

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Page 1

**Q1** First and Last Name

Michael Morrison

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**Q2** Organization (if applicable)

Respondent skipped this question

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**Q3** Please add me to the Project email list

Respondent skipped this question

---

**Q4** Address

City/Town

State/Province



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

This is a project that prioritizes auto throughput over bicycle and pedestrian safety, while providing no environmental benefit. Recommend the no-build option.

#61

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Tuesday, March 26, 2019 7:40:28 PM  
**Last Modified:** Tuesday, March 26, 2019 8:33:41 PM  
**Time Spent:** 00:53:12  
**IP Address:** 75.164.218.50

Page 1

**Q1 First and Last Name**

Mona Derby

**Q2 Organization (if applicable)**

N/A

**Q3 Please add me to the Project email list**

**No**

**Q4 Address**

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

As a federal fisheries biologist with specific knowledge of water quality and non-point source water pollution, I was happy to see the improvements for treatment of water runoff from 30 acres of the API and surrounding impervious areas (Aquatic Biology, Environmental Consequences, Build Mitigation, Sub-section 3.3.2.2, pg 28). The three treatment facilities will bring the busiest section of any Oregon highway into compliance with the Clean Water Act (Water Resources, Existing Conditions, 3.16.1, pgs 80-81). I would suggest connecting this water quality improvement, through the treatment of runoff, as an ameliorated state for the Portland Waterfront section of the Willamette River. Since all Willamette basin anadromous fish (most being ESA species/populations) must swim through the multiple Superfund sites that are the Portland section of the Willamette River, improving water runoff is a major plus for this project. The six acre increase in impervious surface area is more than offset by treating the roads' sediments, oils, surfactants, diesel particles, etc. while also decreasing total input of pollutants from idling vehicles sitting on the currently congested roads. I would emphasize the increase of the ODOT project on the Willamette River's water quality and make pleas that this could set the example for other future road improvements.

#62

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Wednesday, March 27, 2019 8:50:46 AM  
**Last Modified:** Wednesday, March 27, 2019 8:52:14 AM  
**Time Spent:** 00:01:28  
**IP Address:** 73.37.108.77

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Page 1

**Q1** First and Last Name

Michael Barrett

---

**Q2** Organization (if applicable)

Respondent skipped this question

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**Q3** Please add me to the Project email list

Yes

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**Q4** Address

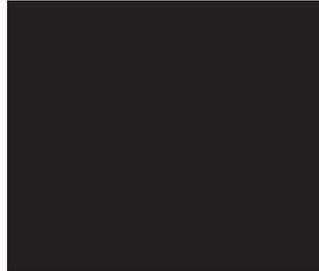
Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Please complete a full EIS and not the abridged version. The potential impact to Harriet Tubman Elementary, current bicycle infrastructure and pedestrian paths is not fully developed.

#63

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Wednesday, March 27, 2019 10:34:17 AM  
**Last Modified:** Wednesday, March 27, 2019 10:39:32 AM  
**Time Spent:** 00:05:14  
**IP Address:** 198.236.86.3

Page 1

**Q1** First and Last Name

Sabrina Gogol

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

No

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I have two comments on the EA.

1. I request that ODOT conduct another EA, this time without the expanded version of the CRC in it, to determine what the actual improvements are to safety. I read this article from OPB and I feel like it points out why the current EIS for this project needs to be redone with better condition assumptions. <https://www.opb.org/news/article/odot-used-long-dead-i-5-bridge-replacement-to-plan-rose-quarter-upgrade/>

2. I request that ODOT implement decongestion pricing on I-5 before any further study or work to expand the Rose Quarter Freeway is conducted.

Thank you for your attention to these requests.

#64

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Wednesday, March 27, 2019 11:19:42 AM  
**Last Modified:** Wednesday, March 27, 2019 11:42:13 AM  
**Time Spent:** 00:22:31  
**IP Address:** 216.25.214.254

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Page 1

**Q1** First and Last Name

Connor Toth

---

**Q2** Organization (if applicable)

Portland Bus Lane Project

---

**Q3** Please add me to the Project email list **Yes**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I believe that any project to increase automotive capacity in urban areas is misguided. All these funds should be redirected to furthering modes of transportation which are sustainable and equitable (biking, public transit, walking)

#65

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Wednesday, March 27, 2019 11:18:26 PM  
**Last Modified:** Wednesday, March 27, 2019 11:26:28 PM  
**Time Spent:** 00:08:02  
**IP Address:** 67.51.47.26

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Page 1

**Q1** First and Last Name

Saumya Kini

---

**Q2** Organization (if applicable)

Respondent skipped this question

---

**Q3** Please add me to the Project email list

Respondent skipped this question

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Freeway expansion has NEVER solved traffic congestion--not in any city in North America over the last sixty years. In fact, it has often made congestion WORSE at exorbitant and unnecessary cost.

Construction of the proposed auxiliary lanes will subject the region to years of congestion-inducing construction in the Rose Quarter that will ripple outward--causing delays and detours across the region for bus riders, pedestrians, and bicyclists. The very groups who are already making the choices needed to reduce congestion will be severely and extensively impacted by the construction of this auto-centric project.

In response to the I-5 Rose Quarter Improvement Project Environmental Assessment published by ODOT for public comment on February 15th, 2019 and in recognition that the proposed project significantly affects the quality of the human environment, I implore ODOT to perform a full Environmental Impact Statement (EIS) that includes analysis of meaningful alternatives to auto-centric approaches. Prioritization of single-occupancy vehicles has significant adverse impacts on Oregon's ability to meet carbon reduction goals enshrined in state law, as well as significant adverse impacts on public health in the the local community. A full EIS should honestly assess and mitigate the potential negative, disparate impacts this project may bring to the surrounding Albina neighborhood and the region as a whole. The methodology and outcomes of these revisions should be made available for public review and comment.

The time has passed for creating more of the same infrastructure that got our cities into this mess in the first place. Do the right thing for future generations--do NOT widen I-5. Instead, put the same money toward fixing and improving unsafe or uncomfortable pedestrian and cyclist routes, or toward better transit service. If you're tempted to write this suggestion off as idealistic, remember--the future is human, not vehicular. Now is the time to be courageous and continue to set an example for the rest of the country. Thank you for reading.

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#66

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Thursday, March 28, 2019 12:49:50 PM  
**Last Modified:** Thursday, March 28, 2019 1:04:28 PM  
**Time Spent:** 00:14:38  
**IP Address:** 98.246.174.236

Page 1

**Q1** First and Last Name

Bradley Bondy

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

No

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

ODOT has been citing improved safety as a major reason to move forward with this project, however if we are concerned about safety then this section of freeway must not be our top priority. Rather it is ODOT's orphan highways (82nd, Powell, Lombard and McLaughlin) that need to be ODOT's top priority. These streets see more fatal colisions that this section of freeway does. These streets have massive sidewalk gaps, have no, or insufficient bicycle infrastructure, and lack streetlights for much of their lengths.

ODOT will say that the legislature set this money aside for this project, which is true. What ODOT doesn't say is that they could ask the state legislature to allow them to use the funds elsewhere.

#67

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Thursday, March 28, 2019 8:53:26 AM  
**Last Modified:** Thursday, March 28, 2019 1:54:22 PM  
**Time Spent:** 05:00:56  
**IP Address:** 74.120.152.120

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Page 1

**Q1** First and Last Name

Jordan Washington

---

**Q2** Organization (if applicable)

Respondent skipped this question

---

**Q3** Please add me to the Project email list

Yes

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The cited project purpose is “to improve safety and operations on I-5 and the local network, and to enhance multimodal facilities in the Project Area”. As currently proposed, the project fails to meet the objective of improving operations and enhancing multimodal facilities in the local network. The removal of the N Flint Avenue bridge, the 10% grade on the Hancock-Dixon Crossing, and the insufficient highway covers are issues that need further refinement to fulfill the project purpose.

The project proposes the removal of the N Flint Avenue bridge, a crucial bike boulevard, because of “the high volume of cut-through auto and freight traffic that currently use N Flint to access the Broadway Bridge or to avoid the Broadway/Weidler interchange.” The removal of the bridge would disproportionately effect pedestrians and cyclists that depend on the route. If the goal is to prevent cut-through auto and freight traffic, the Flint Avenue bridge should be converted to a pedestrian/bicycle bridge. The conversion would divert auto traffic while still providing crucial access for cyclists and pedestrians.

The Hancock-Dixon Crossing also fails to meet the project purpose of enhancing multimodal facilities. The crossing would be a downgrade from the current N Flint Avenue connection. The crossing is largely irrelevant as an east-west route due to NE MLK preventing thoroughfare on NE Hancock Street and the existing east-west bike lanes on Broadway and Weidler. The crossing would have a 9-10% grade making the route largely inaccessible for a large portion of cyclists and pedestrians. The suggested accessible route of a multi-use path on N Flint Avenue is further cause to keep N Flint Avenue as a pedestrian/cyclist only connection instead of removing the bridge.

The proposal for two separate highway covers is pitched as “reducing the physical barrier of I-5 between neighborhoods to the east and west of the highway while providing additional surface area above I-5. The added surface space would provide an opportunity for new and modern bicycle and pedestrian facilities and public spaces when construction is complete, making the area more connected, walkable, and bike friendly”. While the statement is technically true, the two separate covers provide less opportunity than one large contiguous cover. It is disingenuous to laud the highway covers as a restoration of connectivity between neighborhoods when the covers are segmented and leave a significant gap over I-5. The highway cover should extend over the I-5 section between NE Hancock street and NE Broadway Street to create a more unified and functional space.

Further refinement and analysis are required for the N Flint Avenue bridge, the Hancock-Dixon crossing, and the highway covers. As currently proposed the project would increase mobility for vehicular traffic on I-5 at the cost of all other forms of transportation on the local network.

#68

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Thursday, March 28, 2019 2:27:08 PM  
**Last Modified:** Thursday, March 28, 2019 3:02:48 PM  
**Time Spent:** 00:35:40  
**IP Address:** 147.79.224.113

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Page 1

**Q1** First and Last Name

Deane Funk

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**Q2** Organization (if applicable)

**Respondent skipped this question**

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**Q3** Please add me to the Project email list

**No**

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**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

As an overarching matter, population growth and the recognition that automobiles are, and will remain the primary mode of moving people and freight through the region, and argue for the project. It will be important to continue pursuit of a Columbia River Crossing project to ensure optimization of the I5/RQ project. It is also important to honor 10 years of consensus building on the priority projects for this region. This project has run that gauntlet based on comprehensive input from a broad and diverse array of interest. It is a project of regional consequence. As such, the frame of reference for support should not be weighted toward any single interest group or geographic area. Environmentally, I suggest that the CO2/GHG reductions aren't underestimated in the near term, and certainly in the long term. Ultimately, and on much steeper curve than forecasted, internal combustion engines will be dramatically reduced, and replaced by electric vehicles, whose energy is likely to come from renewable energy. It suggests that local air pollution will decline quickly, as well, and it is not an unreasonable assumption that pollutants will decrease considerably more than projected. As regular bicycle commuter and bicyclist, I think it is unfortunate that the N. Flint overpass would be removed. It is a fast, safe and efficient route to the west side of the river. However, the proposed project would appear to improve the safety and comfort for less experienced bicyclers, which presumably will encourage more trips on bikes and less impact on the freeway, arterials, and better outcomes on air quality.

The short auxilliary lane (which is incorrectly labeled an expansion) is much welcomed safety improvement.

This project meets the economic, environmental and safety objectives of a growing metropolitan region. It has some 10 years of community engagement, and a well-established record as a regional priority. It meets the requirements of environmental assessment. The design represents the comments of a diverse set of stakeholder interests.

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#69

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Thursday, March 28, 2019 3:54:17 PM  
**Last Modified:** Thursday, March 28, 2019 4:01:42 PM  
**Time Spent:** 00:07:24  
**IP Address:** 63.228.172.191

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Page 1

**Q1** First and Last Name

Russell Senior

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**Q2** Organization (if applicable)

**Respondent skipped this question**

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**Q3** Please add me to the Project email list

**No**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I oppose this project. It is likely to induce vehicle traffic, increasing pollution and global warming. Congestion is important feedback to remind drivers to reconsider their choices.

# #70

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Thursday, March 28, 2019 4:44:09 PM  
**Last Modified:** Thursday, March 28, 2019 4:48:34 PM  
**Time Spent:** 00:04:25  
**IP Address:** 173.164.90.102

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Page 1

## Q1 First and Last Name

Chris Hagerbaumer

---

## Q2 Organization (if applicable)

Oregon Environmental Council

---

## Q3 Please add me to the Project email list

**Yes**

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## Q4 Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Oregon Environmental Council (OEC) appreciates that traffic congestion has a serious impact on quality of life, productivity, public health, and the environment in the Portland metropolitan region. We question, however, whether the Rose Quarter project, as designed, will lead to the congestion reduction and environmental co-benefits described in the Environmental Assessment.

Real-world evidence demonstrates again and again that adding lane capacity will help improve traffic flow, but only in the short-term. Likewise, although active traffic management techniques (e.g., coordinated signal timing and ramp metering) are certainly worthwhile and can help reduce greenhouse gas (GHG) emissions by improving traffic flow, they also result in induced demand, albeit on a smaller scale. The only truly effective solution to traffic congestion (and the GHGs that result from stop-and-go traffic) is to use prices to balance the supply of and demand for travel (i.e., congestion pricing).

ODOT states that analyzing congestion pricing will be done separately, but there is no law prohibiting the agency from including a congestion pricing analysis in an environmental assessment of a road project. In fact, NEPA requires the analysis of reasonable alternatives and also requires the assessment of “reasonably foreseeable circumstances.” Given that the Oregon Legislature has required ODOT to pursue pricing for I-5 (and other freeways), leaving congestion pricing out of the analysis will lead to an incorrect interpretation of impacts.

OEC therefore urges ODOT to conduct a full Environmental Impact Statement for the Rose Quarter and to include congestion pricing both as part of the base case and as an alternative to widening the freeway.

OEC is also concerned about the limited vision for the neighborhood improvements. It’s high time to redress the harm inflicted when I-5 was built through the heart of Portland’s African American community back in the 1960s. We agree with the champions of the Albina Vision who are concerned that:

- The freeway caps are not big enough or strong enough to hold the needs of the Albina Vision project. The project must be designed to allow for parks, affordable housing and small businesses, essentially the ability to recreate true neighborhoods.
- The current bicycle lanes, pedestrian walkways and bridges for biking and walking are not congruent with promoting vibrant and vital areas for community to thrive. The current design is too complicated, hilly and with too many zigzags to invite people into the community spaces.
- The project does not address the long-term wealth creation needs of the communities most affected (communities of color and the most marginalized communities).

ODOT must work closely with Albina Vision to determine how the project can result in longer-term benefits.

To summarize, given the complexity of the issue and the many concerns that have been raised regarding the draft Environmental Assessment, OEC requests that ODOT (1) conduct a full Environmental Impact Statement, including analysis of congestion pricing, and (2) engage authentically with the champions of the Albina Vision.

Thank you for considering these requests.

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# #71

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Thursday, March 28, 2019 5:39:14 PM  
**Last Modified:** Thursday, March 28, 2019 6:08:21 PM  
**Time Spent:** 00:29:07  
**IP Address:** 50.39.188.206

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Page 1

## Q1 First and Last Name

Chris Carvalho

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## Q2 Organization (if applicable)

Respondent skipped this question

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## Q3 Please add me to the Project email list

No

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## Q4 Address

ZIP/Postal Code



## Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I am in favor of the project. I know a vocal minority of people are in opposition and cite the concept of "induced demand" as a justification. However, our traffic problems are not the result of building freeways. We haven't built new ones in many years, yet traffic is worsening due to new housing construction approved by a pro-growth local government who is irresponsibly causing a traffic nightmare. I recommend that ODOT work closely with Metro, city, and county governments to set goals for traffic levels and adjust new housing construction to stay within those goals. That's a common-sense approach that will keep traffic manageable. Those who are anti-car often live a lifestyle where they don't have a car, and/or can live close to work. That's not possible for everyone. In my job, I must drive to locations in many different areas, ones not served by transit. There is no way for me to do what the opponents to this project are asking. As the EA noted, reduced congestion will improve emissions because cars won't be idling in stuck traffic. If our goal is to reduce emissions, as it should be, then the right solution isn't to toll solely based on congestion levels, it should be to toll based on how much a vehicle pollutes. I made the decision to buy a hybrid car because it rarely idles in traffic. Tolling based on emissions could also have the effect of taking large trucks off the road during commute hours, if congestion pricing includes a vehicle emissions component. If traffic continues to worsen, our economy and quality of life will suffer along with a cost everyone will pay in terms of wasted time on the highways. Please look at the needs of our entire community, not just the people who think no one should own a car in Portland. Thank you for the opportunity to comment.

# #72

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, March 29, 2019 8:13:29 AM  
**Last Modified:** Friday, March 29, 2019 8:16:13 AM  
**Time Spent:** 00:02:43  
**IP Address:** 97.115.75.100

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Page 1

## Q1 First and Last Name

Ted Timmons

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## Q2 Organization (if applicable)

**Respondent skipped this question**

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## Q3 Please add me to the Project email list

**No**

---

## Q4 Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The EA does not put weight on (a) performance on every other highway widening ever, which show the reality of induced demand; nor on (b) alternatives that would actually help with congestion and predictability, especially tolling and congestion pricing.

#73

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, March 29, 2019 10:57:28 AM  
**Last Modified:** Friday, March 29, 2019 11:00:23 AM  
**Time Spent:** 00:02:55  
**IP Address:** 74.120.152.118

Page 1

**Q1** First and Last Name

Nathan Leamy

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

Respondent skipped this question

**Q4** Address

City/Town

State/Province

ZIP/Postal Code



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I am disappointed in this proposal.

This proposal will not solve the problem it aims to solve and it will cost hundreds of millions of dollars. Decongestion Pricing should be implemented before any talk of infrastructure expansion. Decongestion pricing can decrease congestion the problem and garner additional revenue that can be put toward projects that would improve safety, decrease environmental impact, and aid movement across our city and state.

I am disappointed in ODOT's handling of this proposal. The comment period was too short (though extended after outcry). Important data has been withheld from public scrutiny. Even data that has been provided is problematic: it doesn't factor for induced demand; it ignores climate change; it plays down the impact on public health; it makes assumptions about bridges that don't exist.

I know that these funds are earmarked for this project and that they cannot be simply wished to work on other projects that would be a better return on investment. Nonetheless, I would rather we give up these funds than see them wasted on a project that would make our problems worse. (If it were possible to redirect these funds, they would be much better spent saving lives on the deadly roads that ODOT manages throughout the city of Portland).

I expect a full Environmental Impact Statement of this project. I hope ODOT will not continue to disappoint.

#74

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, March 29, 2019 12:14:45 PM  
**Last Modified:** Friday, March 29, 2019 12:18:51 PM  
**Time Spent:** 00:04:05  
**IP Address:** 74.120.152.144

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Page 1

**Q1** First and Last Name

Sara Cochran

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**Q2** Organization (if applicable)

**Respondent skipped this question**

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**Q3** Please add me to the Project email list

**No**

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**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I am extremely concerned by the impact on the Eastbank Esplanade. The additional details and drawings I have reviewed indicate MAJOR impacts for this important greenspace. In addition to the simple fact that the 'closure' information is very vague, the additional noise and air quality impacts will be huge regardless of if it remains open the full way for all of construction. Lastly, the long-term impact of the I-5 expansion was based on a new CRC which is NOT HAPPENING anytime soon. I do not approve of undergoing a project of this magnitude when the overall positive impact will be minimal and the negative impact appears high.

#75

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, March 29, 2019 10:45:38 AM  
**Last Modified:** Friday, March 29, 2019 12:20:12 PM  
**Time Spent:** 01:34:34  
**IP Address:** 24.20.85.78

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Page 1

**Q1** First and Last Name

Grady Preston

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**Q2** Organization (if applicable)

Respondent skipped this question

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**Q3** Please add me to the Project email list

No

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Hello,

I am against this expansion of the i5. Expanding freeways do not reduce congestion they only entice more drivers to use them, resulting to the same level of congestion. We need to continue to improve out mass transit offerings and clean energy transportation initiatives. The "Environmental Assessment" used to support this project is significantly flawed as it leverages a bridge that doesn't exist. At the very least we need a more thorough and factually correct "Environmental Assessment" before considering any changes to our infrastructure. Please do no go forward with this project as it will be a waste of money and impact the environment in a negative way.

#76

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, March 29, 2019 12:34:58 PM  
**Last Modified:** Friday, March 29, 2019 12:43:44 PM  
**Time Spent:** 00:08:45  
**IP Address:** 140.211.84.124

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Page 1

**Q1** First and Last Name

Andrew Martin

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**Q2** Organization (if applicable)

Respondent skipped this question

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**Q3** Please add me to the Project email list

Yes

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**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

One project justification is safety. The EA fails to describe how highway widening (auxiliary lanes) will improve safety. Project materials note that these lanes will "improve" travel speeds, which one assumes means increase travel speeds. The EA also notes that speed greatly increases severity of collisions.

At the same time, the safety analysis notes that a majority of crashes are the result of 'following too closely'. In this regard, the proposed widening on I-5 fails to meet the project needs, specifically I-5 Safety, and does not accomplish the goals, specifically "... improve safety for all modes on the transportation network...". The highway cap and bike/ped improvements do meet these goals, but auxiliary lanes do not.

Further, the EA fails to consider all alternatives. ODOT recently conducted a value pricing study that would address many of the same issues. A combination of value pricing (which ODOT found would reduce congestion and improve reliability) and bicycle pedestrian improvements reasonably could meet the project Needs, Goals, and Objectives. Arguably a combination of value pricing and bike/ped improvements would meet the PNGOs better than highway widening and bike/ped improvements would. Oregonians are unable to compare these alternatives because value pricing was not considered. I believe this is a serious flaw in the EA and fails to allow for informed decision making.

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#77

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, March 29, 2019 12:55:41 PM  
**Last Modified:** Friday, March 29, 2019 1:15:11 PM  
**Time Spent:** 00:19:29  
**IP Address:** 24.20.48.142

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Page 1

**Q1** First and Last Name

John Carter

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**Q2** Organization (if applicable)

**Respondent skipped this question**

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**Q3** Please add me to the Project email list

**Yes**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Why does ODOT feel the need to greenwash this project (the whole presentation feels like "brand" marketing propaganda) and offer assumptions that don't exist? (I'm citing recent findings that ODOT snuck in the aborted Columbia River Crossing into the traffic modeling)

Why can't ODOT wrap its head around induced demand? Or is it that accepting this proven outcome would propel the organization into existential crisis?

With the I5 expansion (which as pointed out in the EA requires the Columbia River Crossing 12 lane bridge!) + SW corridor light rail project we are looking at the region investing \$6B (I5 \$500m, CRC \$3B, SW \$2.5B) into preserving an automobile dependent suburban paradigm.

How about instead we use the money to invest in public transportation, walkable communities, reinvesting in the Albina and the black community that ODOT destroyed in the 60s, remote co-working spaces (so corporate workers don't have to shuttle day-in-and-day-out like a bunch of drones) - we could do a whole lot with \$6B. Pushing for highway expansion in 2019 is like increasing the amount of cigarettes smoked after the cancer diagnosis.

At the public hearing I often heard "well, we can't use the money for anything other than highways, the money comes from the highway trust" - this is the very root of the problem. It is proof a system that is rigged for cars. Until ODOT gets the political will to embrace active transportation we are going to be expanding highways until the region is flat broke and choked in smog. It'll never end. Never, ever. Is this what you want your legacy to be?

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#78

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, March 29, 2019 2:07:27 PM  
**Last Modified:** Friday, March 29, 2019 2:21:35 PM  
**Time Spent:** 00:14:08  
**IP Address:** 137.53.241.13

Page 1

**Q1** First and Last Name

Sara Walker

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

No

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I want to voice my strong opposition to any project that expands existing freeways in the Portland community. Climate change is having and will continue to have life-limiting and life-altering effects on the health and mental health of our neighbors. We desperately need to limit, not expand, the single occupancy cars driven in our community. The exorbitant funds that would be allocated to this project could be much more productively spent on existing under-maintained roads and public transportation options. Portland and Oregon have an abysmal history of racist policy and practice, including those related to transportation justice and prior I-5 expansions. Marginalized communities are additionally burdened by disproportionate health and other effects of climate change. It is telling that communities of color (e.g., NAACP), as well as other health experts (e.g., Oregon Physicians for Social Responsibility) are opposed to this project. We \*need\* to listen to the communities that will be disproportionately negatively affected by proposals such as this and listen to expert advocates.

#79

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, March 29, 2019 1:46:18 PM  
**Last Modified:** Friday, March 29, 2019 2:29:31 PM  
**Time Spent:** 00:43:12  
**IP Address:** 24.21.227.166

Page 1

**Q1** First and Last Name

Josh Roll

**Q2** Organization (if applicable)

citizen

**Q3** Please add me to the Project email list

No

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The Safety Chapter of the I5RQ's Environmental Assessment should be updated to include more up to date methods for described in the Highway Safety Manual. Currently, this project is being described as primarily a safety project due the corridors inclusion in the Safety Performance Index System (SPIS) though this method is now considered outdated and does not account for geometric and traffic conditions, or regression to the mean bias. With the adoption of Oregon Department of Transportation's 2016 Safety Action Plan, which defines fatal and severe injuries as primary crash type to mitigate, the SPIS only gives partial weight to these incidents. The application of safety performance functions and crash modification factors should be done to assess the potential in crash and injury reduction for the build alternative. This would give the public a better understanding of what an investment of this magnitude will result in for fatal and severe injury reduction. Since the I5RQ corridor has experienced one fatal injury and six severe injuries, all tragedies of course, but a small fraction of the over 5,800 fatal and severe injuries observed in Oregon during the same time period, the public will be better positioned to understand the reasonableness of expending nearly half a billion dollars to mitigate existing conditions.

#80

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, March 29, 2019 3:52:17 PM  
**Last Modified:** Friday, March 29, 2019 4:02:10 PM  
**Time Spent:** 00:09:52  
**IP Address:** 71.56.155.154

Page 1

**Q1** First and Last Name

Charlie Bow

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

No

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Please conduct an EIS. There is no chance that widening the freeway will improve travel times or reduce traffic. I recognize that scientific research has never prevented politicians from grossly overspending on ineffective solutions, but please at least conduct an EIS before ruining the Rose Quarter. I have no issue with most of the other plans to improve the area. The freeway caps and improved access are quality reforms. But Los Angeles, San Francisco and many other cities have been widening freeways for years and I do not believe it has ever lead to the desired outcome. I would have thought Portland capable of the required foresight to avoid such mistakes, but I see that this project will likely be forced through despite that mounting opposition. I travel through that section of the city daily and strongly encourage you to sit for a few minutes and think.

#81

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, March 29, 2019 7:34:52 PM  
**Last Modified:** Friday, March 29, 2019 7:48:51 PM  
**Time Spent:** 00:13:58  
**IP Address:** 24.21.227.166

Page 1

**Q1** First and Last Name

Stephanie Jarem

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

Yes

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The I5RQ project's main goal is "safety" which seems reasonable as it relates to the fact that it is the highest crash corridor; however, the focus should really be on improving areas where there are the highest fatal and severe injuries, as THAT would be the greatest improvement in safety and health. There are other ODOT roads that are incredibly dangerous and could save lives with improvement. This project does not do enough for safety, congestion, air quality, or even reliability to warrant the cost to the state, especially when other projects in areas that are less well-served or are historically underserved (e.g., east Portland's 82nd Ave) could benefit.

# #82

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, March 29, 2019 8:35:38 PM  
**Last Modified:** Friday, March 29, 2019 9:43:51 PM  
**Time Spent:** 01:08:12  
**IP Address:** 67.189.57.247

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Page 1

## Q1 First and Last Name

Anonymous

---

## Q2 Organization (if applicable)

Respondent skipped this question

---

## Q3 Please add me to the Project email list

Respondent skipped this question

---

## Q4 Address

City/Town

State/Province

ZIP/Postal Code



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

- \* Purpose statement. EA incorrectly indicates improved connectivity. The loss of an existing bridge and out of direction travel for bikes/peds does not improve connectivity.
  - \* Need statement. Safety claim is not justified. This location has not had a comparatively high rate of serious and fatal accidents. \$500M could be much better spent on sections of highway where serious/fatal crashes occur.
  - \* Need statement. Operations is not justified. Adding lanes at any location anywhere could be an 'operations' project with such general language.
  - \* Project goals. Project does not integrate land use. The 'lids' create useless spaces. The Albina Vision would be an example of actually integrating land uses.
  - \* Project alternatives. EA fails to include congest pricing/tolling as an alternative. Adding lanes induces demand, tolling reduces demand. Explanation for not including tolling inadequate.
  - \* Project alternatives. EA includes the Columbia River Crossing assumption but no assumption for tolling. The CRC is a dead project, tolling is a planned project that should be incorporated.
  - \* Auxiliary lanes vs additional lanes. This is a freeway widening. Creating pseudo-terms like auxiliary lanes is misleading. Cross-sections clearly show additional lanes and a much wider footprint.
  - \* Impacts on the Eastbank Esplanade from a wider superstructure have not been fully analyzed. The encroachment on the EE degrades this sliver of park.
  - \* Impacts of closing Flint are an example of degraded connectivity.
  - \* Clackamas Bridge does not create a direct connectivity to the Broadway Bridge.
  - \* Lids do not contribute meaningfully as mitigation. Lids must include more usable space to be considered mitigation.
  - \* 3.14.2.2. No Build. Sections says that the no build alternative results in additional protected bike lanes, etc. Clarify how no build results in new facilities.
  - \* Protected bike lanes. Not clear that the protected' nature of the bike lanes has been demonstrated. Some figures look like buffered bike lanes. Demonstrate that physical protection will be used. Otherwise, these bike lanes should not be considered physically protected. Also inadequate amount of protected bike lanes/multi-use paths in the project area. Insufficiently mitigating impact of freeway widening.
  - \* Climate change/air quality impacts. Inducing additional demand for driving does not benefit GHG or air quality.
  - \* Hancock-Dixon St. 10% grade (and no protected bike lanes) is not an improvement for people walking and biking. This project is very car-oriented and mitigation has not improved connectivity for people walking and biking.
  - \* Hancock-Dixon St. Creating street this steep may have adverse impacts for disabled pedestrians (ADA).
  - \* Provide more substantial mitigation for the adverse effect of slower transit times.
  - \* Inadequate time public review given that I've heard additional documents have also been recently posted. Need more time.
  - \* EA conclusion of no significant impact is flawed. An EIS should be completed to address how the significant impacts to people walking, biking, and living/working/schooling near this location will be more fully mitigated. EIS should also address congestion pricing and incorporate the Albina Vision as mitigation.
-

#83

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Friday, March 29, 2019 10:23:10 PM  
**Last Modified:** Friday, March 29, 2019 10:26:58 PM  
**Time Spent:** 00:03:48  
**IP Address:** 24.20.46.255

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Page 1

**Q1** First and Last Name

Dave Boggs

---

**Q2** Organization (if applicable)

Respondent skipped this question

---

**Q3** Please add me to the Project email list

No

---

**Q4** Address

City/Town

State/Province

ZIP/Postal Code



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Please perform an EIS. It's the right thing to do with Middle schoolers at Tubman being literally right next to this project. Also, consider capping the freeway next to the Middle School to reduce emissions exposure.

#84

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Saturday, March 30, 2019 7:08:51 AM  
**Last Modified:** Saturday, March 30, 2019 7:13:13 AM  
**Time Spent:** 00:04:21  
**IP Address:** 24.22.36.112

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Page 1

**Q1** First and Last Name

Kavan Bahrami

---

**Q2** Organization (if applicable)

Respondent skipped this question

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**Q3** Please add me to the Project email list

Respondent skipped this question

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I would prefer to see expanded public transit, ex. bring back the TriMet 'free zone' to encourage and support the use of public transit. Also, a a \$ fare for those coming into town from from out of state! The congestion on 5 though the NE is caused by Vancouver traffic.

#85

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Saturday, March 30, 2019 4:17:23 PM  
**Last Modified:** Saturday, March 30, 2019 4:23:16 PM  
**Time Spent:** 00:05:53  
**IP Address:** 24.22.123.176

Page 1

**Q1** First and Last Name

Lynn Dorman

**Q2** Organization (if applicable)

**Respondent skipped this question**

**Q3** Please add me to the Project email list

**No**

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

A big step backwards for Portland. I thought we had concern here for the environment but like other states I have lived in, it's all about the \$\$\$. I have lived through so many "build it and it will help the environment and traffic" scenarios in my lifetime and each one of them created more dirty air, more auto/truck traffic, and way more congestion!

Can we please stop appeasing the monied persons and lobbyists and think of the many ways to increase and improve the non-automobile scenarios.

We all deserve cleaner air :(

#86

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Saturday, March 30, 2019 4:17:33 PM  
**Last Modified:** Saturday, March 30, 2019 5:02:03 PM  
**Time Spent:** 00:44:29  
**IP Address:** 76.105.190.194

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Page 1

**Q1** First and Last Name

Ivy Buddenhagen

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**No**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I am disappointed to see how nearsighted the ambitions of this project have become. There will always be congestion on I-5 as it passes through the city, adding lanes will not solve this problem. I fear the repercussions of making this stretch, and its on and off ramps, move faster. The favoring of commercial interests and those passing through our city over the residents and constituents comes as no surprise. I am disappointed.

#87

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Saturday, March 30, 2019 9:40:22 PM  
**Last Modified:** Saturday, March 30, 2019 10:00:13 PM  
**Time Spent:** 00:19:50  
**IP Address:** 24.20.141.134

Page 1

**Q1** First and Last Name

Asher Atkinson

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

Yes

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

One of the primary environmental benefits is reducing concentrated emissions from stop and go traffic through the current pinch point. Yet presumably stop and go traffic will increase during project construction and thus reduce some of the overall benefits. Can the proposed plan for tolling this section of I-5 be enacted prior to committing to this project? Doing so would have two benefits. One, traffic flows may be reduced enough to obviate the project all together. And two, should the project go forward, tolling could reduce traffic during construction if priced accordingly, and thus reduce emissions from stop and go traffic, which is directly aligned with a key project goal.

#88

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Saturday, March 30, 2019 11:44:37 PM  
**Last Modified:** Sunday, March 31, 2019 12:09:12 AM  
**Time Spent:** 00:24:34  
**IP Address:** 73.157.130.145

Page 1

**Q1** First and Last Name

Jim Hoff

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

Yes

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Expanding Interstate 5 for car and commercial trucks is a bad history repeating itself. Expanding I5 to include an express train from Vancouver to the Rose Quarter and vice versa is progressive thinking in this so-called progressive city. Forget the Interstate bridge. Leave it for later and build tracks to Vancouver, ASAP. People don't love their cars that much for commuting, especially if a train eliminates their Portland I5 nightmare. The same needs to be done to the Sunset corridor in and out. People will actually walk more with trains. Once they're used to it, they'll embrace it. Brag about it.

#89

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Sunday, March 31, 2019 10:15:42 AM  
**Last Modified:** Sunday, March 31, 2019 10:34:58 AM  
**Time Spent:** 00:19:16  
**IP Address:** 71.193.187.88

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Page 1

**Q1** First and Last Name

Jennifer Bradford

---

**Q2** Organization (if applicable)

n/a

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**Q3** Please add me to the Project email list

**No**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The EA is not sufficient to fully evaluate impacts to the civic environment, pedestrian activity, transit and air quality. Any project affecting the central city to this extent should be designed to improve all of these elements. An EIS-level of review is necessary, and FTA and PBOT should serve as joint-lead agencies.

#90

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Sunday, March 31, 2019 12:03:35 PM  
**Last Modified:** Sunday, March 31, 2019 12:16:47 PM  
**Time Spent:** 00:13:11  
**IP Address:** 67.160.187.246

Page 1

**Q1** First and Last Name

Sarah Pearlman

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

Yes

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I am especially excited about the proposed waterfront park as well as the care taken to acknowledge the historical displacement of past Albina residents. I am curious about the building that would be included on the cap. I would like to see some priority given to low-income or houseless residents as opposed to more multimillion dollar condos. I know Albina Vision's, Rukaiyah Adams talked about including mix-income housing and it would be great to see that become a reality for this new space. I am also hopeful that this lid could mean greater access to public transit and hope to see an expansion of the MAX, either on this freeway lid or separately. I am curious what this project could mean for future advancements in public transportation. Would it be able to support a highspeed rail? Or does it need to? Finally, if there is priority for low-income housing, will there also be new supermarkets (like a Winco?) built? I'm sure you have all taken these things into account and I'm beyond excited for this project!!

#91

COMPLETE

Collector: Online Open House Collector (Web Link)
Started: Sunday, March 31, 2019 3:39:33 PM
Last Modified: Sunday, March 31, 2019 3:48:32 PM
Time Spent: 00:08:58
IP Address: 24.21.206.228

Page 1

Q1 First and Last Name

Hau Hagedorn

Q2 Organization (if applicable)

Respondent skipped this question

Q3 Please add me to the Project email list

Yes

Q4 Address

City/Town

State/Province

ZIP/Postal Code

Email Address



Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

As a resident of North Portland, and someone that drives, rides the Max, and bikes frequently through the project location on nearly a daily basis. I do not support this project. I have grave concerns regarding the Environmental Assessment, and the resulting conclusion that the project will only have adverse environmental and human health impacts only during construction. With recognition that transportation emissions contributes to 40% of the greenhouse gas emissions in this state, I don't think ODOT has done it's due diligence to estimate the potential induced demand due to widening the highway which only continues to encourage more driving, especially of single occupancy vehicles.

#92

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Sunday, March 31, 2019 8:06:43 PM  
**Last Modified:** Sunday, March 31, 2019 8:14:13 PM  
**Time Spent:** 00:07:30  
**IP Address:** 75.164.148.150

Page 1

**Q1 First and Last Name**

Angela Dicianno

**Q2 Organization (if applicable)**

**Respondent skipped this question**

**Q3 Please add me to the Project email list**

**No**

**Q4 Address**

City/Town

State/Province

ZIP/Postal Code



**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

This highway expansion project is in direct contradiction to the city resolution to Decrease our carbon output by 2035. The science proves that building new lanes of traffic does Not lessen traffic flow - it only instantly fills up with more cars. Encouraging more cars to drive through the city is the opposite of the direction that we need to be moving. We need people to be taking transit and riding bikes as much as possible. Large highways and overpasses are also not conducive to a good quality of life for the urban residents and pedestrians that frequent this area of town. The Environmental Assessment should take into account climate change and the damage this project will do into the future - building for the past is a waste of money and a huge risk. This project should be minimized to existing roadway maintenance and safety, not for highway expansion.

#93

COMPLETE

Collector: Online Open House Collector (Web Link)
Started: Sunday, March 31, 2019 8:22:15 PM
Last Modified: Sunday, March 31, 2019 8:33:39 PM
Time Spent: 00:11:24
IP Address: 75.164.148.150

Page 1

Q1 First and Last Name

Erik Harper

Q2 Organization (if applicable)

Respondent skipped this question

Q3 Please add me to the Project email list

No

Q4 Address

City/Town

State/Province

ZIP/Postal Code



Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I agree that safety is an issue on our highways and we should make improvements where need be to keep people safe on the road. I also believe that reducing cars on the road is an even safer strategy than making highway expansions.

Increasing Transit is the primary tool for reducing cars on the road so why aren't we making plans to increase Trimet's footprint instead of extra lanes that studies (https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/) have shown over and over have absolutely ZERO impact on reducing traffic because of the "induced demand" effect?

Portland needs to step up if we're going to meet our climate and livability goals. My point is simple: transit reduces our environmental impact and makes us happier. Period. We have an opportunity to lead again when it comes to bucking the "highway" trend just like we did back in the 60's and when we built Tom McCall Waterfront Park instead of a flippin highway through the middle of the city.

#94

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Sunday, March 31, 2019 8:42:54 PM  
**Last Modified:** Sunday, March 31, 2019 8:45:38 PM  
**Time Spent:** 00:02:43  
**IP Address:** 75.164.148.150

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Page 1

**Q1 First and Last Name**

Erik Harper

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**Q2 Organization (if applicable)**

**Respondent skipped this question**

---

**Q3 Please add me to the Project email list**

**No**

---

**Q4 Address**

City/Town

State/Province

ZIP/Postal Code



**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

This is a follow-up to my first submission. I request that this study include an "induced travel analysis" that will study the increase in the demand for traffic as a result of these changes.

Considering statistics are not on the side of adding lanes resulting in a reduction in traffic I think it should be a requirement that an analysis into how much induced demand will result from these changes, factoring in demographics and population projections as well.

#95

COMPLETE

Collector: Online Open House Collector (Web Link)
Started: Thursday, March 28, 2019 8:29:33 PM
Last Modified: Sunday, March 31, 2019 9:18:41 PM
Time Spent: Over a day
IP Address: 97.120.107.221

Page 1

Q1 First and Last Name

Kelly Reid

Q2 Organization (if applicable)

Respondent skipped this question

Q3 Please add me to the Project email list

Respondent skipped this question

Q4 Address

City/Town

State/Province



Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The EA demonstrates very little improvement on any measure for a tremendous amount of money. I believe congestion pricing could provide more benefits to all parties and would create the type of bicycle, pedestrian, and transit facilities we need to face our future. The EA's alternative to build was "no build" instead of an actual alternative or alternatives. If our goal is to reduce weaving and improve safety, let's look at alternatives such as eliminating some on and off ramps altogether. Let's look at congestion pricing. Let's look at projects that would actually meet our climate goals. I understand that the funding was allocated for this particular project. But it's not too late for the legislature to reconsider. The impact on Harriet Tubman school, the 10% grade pedestrian connection, the construction impacts, and the questionable need for this very costly project are all reasons to conduct an EIS instead of an EA. The EIS should look at real alternatives and should consider the impact of congestion pricing. Thank you for your public service.

#96

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Sunday, March 31, 2019 9:33:41 PM  
**Last Modified:** Sunday, March 31, 2019 9:36:57 PM  
**Time Spent:** 00:03:16  
**IP Address:** 97.120.174.213

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Page 1

**Q1** First and Last Name

Ryan Schenk

---

**Q2** Organization (if applicable)

Respondent skipped this question

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**Q3** Please add me to the Project email list

Yes

---

**Q4** Address

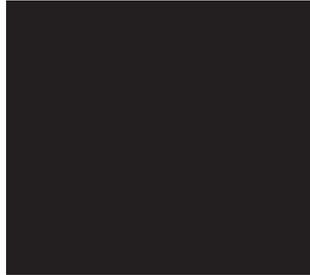
Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Moving traffic more efficiently and safely through the Rose Quarter while improving bicycle and pedestrian traffic seems like smart city planning. As someone who drives that stretch of highway 1-2 times per week on average, I am really excited to know that there's a plan moving forward to reduce congestion and improve flow.

# #97

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 9:22:06 AM  
**Last Modified:** Monday, April 01, 2019 9:47:50 AM  
**Time Spent:** 00:25:43  
**IP Address:** 97.120.141.210

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Page 1

## Q1 First and Last Name

Terra Weikel

---

## Q2 Organization (if applicable)

Respondent skipped this question

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## Q3 Please add me to the Project email list

Yes

---

## Q4 Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

[also submitted by email]

Dear I-5 RQIP team,

I am a parent of an Irvington student - who will be a Harriet Tubman student when this project is slated to kick off. I sometimes drive through the Broadway-Weidler area; I also take public transportation and (try to) bike and walk through the area. There are clearly improvements that could make all of these methods of travel better - but your current plan does not seem to offer any of them - even the highway "improvements" are under serious question by external groups who are reviewing the plans. I am personally dismayed at a number of things about this project:

- I am shocked at how little the project team engaged with the Tubman school community AND the other feeder schools who will have children at Tubman by the time this project is supposed to happen. Where were the school-focused community discussions and educational materials specifically to engage parents, teachers and students? Given both the historic damage done to the surrounding community (greater Albina) and the current issues with air quality at Tubman, this seems like a major oversight. Yes parents and teachers are busy. There are also ways to get to them and engage them - a lengthy technical report dropped on a website - and one public open house at dinner time - are not those ways.

- I've been a public transportation rider all my adult life, and I decided to raise my son here because I saw it as a city that focused its transportation investments on sustainability and equity - committed to building systems for convenient and affordable transportation - to help all people get where they need to be, across the Metro area. Given what I believed about Portland, it's disconcerting to see such a large investment that is based on automobile transportation. I didn't imagine this city would be investing so much in a freeway project: I think our priorities should lead us to invest in street-level improvements to make this area safer and more vibrant for the folks who live, work and travel through here - to invest in projects focused on economic justice for the families who used to live here. To fully fund child-focused safety programs like Safe Routes to School - and build out a better, more equitable bus system. This is the more just and less auto-focused future I want for all children.

- I support the Albina Vision Trust's vision of what this area could look like, and I believe you need to engage with that vision in designing what happens next with I-5. Again, this doesn't seem to have happened, as I see they are also pushing for a full Environmental Impact Statement.

I hope that the current wave of young people around the world taking climate change action in their own hands has you re-thinking the steps in this process that you skipped - such as fully investigating the impact that congestion pricing could have (and if done equitably)... as well as running the full EIS. Surely you owe the community of young Portlanders who will suffer the consequences of our bad past and current decisions, and the largely African-American community that was so harmed by the original construction of I-5, the very best of what we currently know and can do to mitigate the harmful impact of car use.

I urge you to be part of building a modern Portland that can continue to serve as an example for other cities and not be stuck in a polluting unequal past.

Thank you  
Terra Weikel  
Portland, OR

#98

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 9:50:18 AM  
**Last Modified:** Monday, April 01, 2019 10:08:07 AM  
**Time Spent:** 00:17:48  
**IP Address:** 71.34.78.1

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Page 1

**Q1** First and Last Name

Sean McClintock

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**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**Yes**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The Environmental Assessment is not sufficient. I call upon ODOT and the City of Portland to undertake a full Environmental Impact Study. We need to fully explore alternatives to freeway expansion -- which this project certainly is despite any protestations to the contrary -- including how the implementation of congestion pricing would impact traffic patterns. Not to mention the fact that the model used in the current assessment is woefully incorrect, using traffic data from a non-existent Columbia Crossing bridge!

We need a massive overhaul of the Oregon Transportation Commission and the Oregon Department of Transportation. Highways should be the project of last-choice given our need to shift away from carbon-based transportation solutions. That half a BILLION dollars (and likely more as few projects come in at budget) should be spent on other forms of transit. I-5 through Portland should be shut down, reclaimed, and all traffic routed down the I-205 bypass. And I say that, living right next to I-205. Yes, it will greatly impact my ability to drive my car, but it is a sacrifice we all need to make. Along with shifting land use regulations to add Missing Middle housing and add more affordable housing stock, greatly adding capacity, speed, and efficiency to our mass transit, we need to make it more onerous to live far from your work and driving. We need to be forward-thinking and progressive so we build the city and the region that supports a sustainable world.

Please stop this boondoggle of a project that ODOT is trying to force down our throats by withholding data and designs until the majority of the public comment period is over. I don't know if it is incompetence or corruption or a little of both, but there needs to be consequences either way for how this project has been mishandled.

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#99

COMPLETE

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 11:24:45 AM  
**Last Modified:** Monday, April 01, 2019 11:49:50 AM  
**Time Spent:** 00:25:04  
**IP Address:** 97.115.140.240

Page 1

**Q1** First and Last Name

Vinci Daro

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

No

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Dear trusted leaders,

I am writing to suggest a perspective of 20 years from now, looking back on this process and resulting decisions: Was this process informed and guided by a shared goal of reducing carbon emissions from transportation? Was this process informed and guided by a commitment to equitable access to clean air for the impacted children who are now in their 20s and 30s? Did the resulting decisions yield more affordable, more efficient, and more extensive transit and bike/ped infrastructure?

Please consider building on commitments to - and investments in - cleaner air for those most directly impacted by carbon emissions, and better and more affordable transit for all. With a broadly shared, and growing, recognition of the limited viability of car-based transportation, the proposed I-5 "improvements" make little sense outside of an extremely narrow and short-sighted perspective.

Thank you for your leadership on this important set of decisions,

Vinci Daro

# #100

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 8:04:27 AM  
**Last Modified:** Monday, April 01, 2019 1:14:51 PM  
**Time Spent:** 05:10:23  
**IP Address:** 24.21.107.203

---

Page 1

**Q1** First and Last Name

Peter Dydo

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**No**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

After going over the online open house, this project seems to have many valuable positive impacts to the Portland Metro area. However, after taking a deeper review into materials not posted to the online open house, the positive impacts to the community appear to be far less clear. I believe that an environmental impact statement should be conducted before this project moves forward. Any analysis conducted to support this project should also include the data sets from which it was derived. The data should also be presented to the public in a more transparent manner.

There appear to be several fundamental questions that have major impacts on traffic analysis which this environmental assessment does not account for. An example of this is how the Columbia River Crossing and/or Value Pricing of I-5 impact this project. It is unclear from the environmental assessment, or any other supporting document which I was able to find, if these projects are included in the analysis conducted for the environmental assessment.

This project seems to sell itself as one which would provide auxiliary lanes between the interchanges of I-84 and I-405 on I-5 in the open house, but after reviewing supplemental information this is not the case. The project is proposing adding an auxiliary lane NB from I-84 to the NE Greely exit and SB from I-405 to Central Eastside Industrial exit, this is an extension of widening by one exit further north and south than described in the open house. This has major implications on cost and infrastructure considering both of these sections are built entirely on viaducts. Furthermore this project would introduce 4 breakdown lanes in an extremely constrained urban corridor. Considering the circumstances this design element should be taken as a consideration to be evaluated for its impacts not set as the default. More alternatives should be researched for this project.

The environmental impacts reported in the environmental assessment do not conform to historic norms of highway widening projects which tend to increase greenhouse gas emissions not decrease them. It is not clear how this conclusion is reached and further analysis should be conducted.

The impacts to the local street network seem to be reported as positive in the environmental assessment, but there appears to be significant concern from City officials and community groups.

It is also unclear how this project will incorporate a local plan for the area to revitalize and redevelop the area known as the 'Albina Vision'. The leader of the plan has recently expressed concerns about this project and how the two overlap.

---

# #101

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Thursday, March 28, 2019 5:58:26 PM  
**Last Modified:** Monday, April 01, 2019 1:27:54 PM  
**Time Spent:** Over a day  
**IP Address:** 71.193.204.90

---

Page 1

**Q1** First and Last Name

Holly Kvalheim

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**No**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I believe we need an environmental impact statement.

# #102

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 1:44:16 PM  
**Last Modified:** Monday, April 01, 2019 1:59:18 PM  
**Time Spent:** 00:15:02  
**IP Address:** 98.142.37.252

---

Page 1

**Q1** First and Last Name

Mercedes Elizalde

---

**Q2** Organization (if applicable)

Central City Concern

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**Q3** Please add me to the Project email list

**Yes**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Central City Concern is a nonprofit organization that provides housing, health care and supportive services to people impacted by homelessness. The Madrona Studio apartments (10 N Weidler Street) and the Hooper Detoxification Center (1535 N Williams) are co-located on the same lot and will be highly impacted by this project. While finalizing designs we encourage the process to consider how persons with mobility difficulties and commuters using bike paths interact when crosswalks and sidewalks merge and cross one another. Hooper is a medical facility and will also need to maintain street connection in the event emergency medical response vehicles are needed to respond to the center. Current designs appear to show Hooper potentially cut off from direct street access and this could cause problems for patients and first responders. Emergency response vehicles should have direct access to the facility without having to invade the sidewalk or park in a bike lane. Please keep this in mind during final design concepts.

We also want to appreciate the staff of this project for coming to do direct presentations to the apartment building.

Thank you

# #103

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 2:19:32 PM  
**Last Modified:** Monday, April 01, 2019 2:24:19 PM  
**Time Spent:** 00:04:46  
**IP Address:** 96.79.107.213

---

Page 1

**Q1 First and Last Name** Respondent skipped this question

---

**Q2 Organization (if applicable)** Respondent skipped this question

---

**Q3 Please add me to the Project email list** Yes

---

**Q4 Address**

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

This EA does not adequately address the issue of air quality around Harriet Tubman. Additionally, I only this last week learned that the rosy-eyed traffic projections for this project assume that the Columbia River Crossing will be built, and that is by no means assured. This whole process has been a deceitful boondoggle, one that will not help us achieve the goal of reducing traffic, but for a few months after its completion. Once induced demand sets in, \$500 million dollars that could have been spent doing LITERALLY ANYTHING ELSE will essentially have been flushed down the drain. This is a waste of time, energy and money.

# #104

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 2:47:00 PM  
**Last Modified:** Monday, April 01, 2019 2:48:45 PM  
**Time Spent:** 00:01:44  
**IP Address:** 74.93.185.57

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Page 1

**Q1** First and Last Name

Michael Parkhurst

---

**Q2** Organization (if applicable)

Respondent skipped this question

---

**Q3** Please add me to the Project email list

Respondent skipped this question

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I am writing to urge you to reconsider the "I-5 Rose Quarter Improvement Project." ODOT needs to abort this ill-considered project, and fundamentally re-think how it can contribute to Portland's (and the larger metro-area's) real transportation needs and priorities.

Briefly, this project would be a colossal waste of money with no tangible benefit, and will likely make Portland a worse place. ODOT's own numbers confirm critics who argue that the project won't reduce congestion, and won't have a meaningful impact on safety. I know traffic engineers and transportation planners understand the concept of "induced demand" because I learned it from them. If you think wider freeways will ease congestion, you may want to visit cities that have tested that path like Dallas or Los Angeles.

Even if the project did achieve its alleged benefits, there are far more effective and less costly ways to accomplish those two goals, with broader benefit. If there were political will, there are many other ways to address real transportation and safety needs in Portland and the state. A short, obvious starter list: improve transit, create safer and more pleasant connections for people on foot or on bicycles, and (not least) maintain what we have already built! (The Fremont Bridge is an appalling sight and a real embarrassment to the city – why in the world would a person spend years and half-a-billion dollars tinkering with the I-5 interchange when the bridge just to the north is starting to look like the set of a post-apocalyptic zombie attack?).

ODOT should know better and do better!

The mentality behind the proposed changes is stunningly blind to everything we've learned about urban mobility and the impact of freeways on cities in the last fifty years, and it's completely at odds with the state's and the city's values around climate change and livable communities. The proposed widening of the freeway doubles-down on the deep injury done to North/Northeast Portland, and brings the freeway up to the threshold of a middle school serving that community. It also seems really misguided to tear down the North Flint overpass, which is an important connection from the neighborhood north of Broadway, especially for bicyclists.

One good way to highlight how indefensible the project is: flip the question around and ask metro-area residents, "Hey would it be ok if we imposed a couple minutes' delay on people driving through the center of Portland, and in return gave taxpayers back \$500m, or spent that \$500m on improvements that will save lives and make it easier for people to choose ways of getting around that don't involve driving their own car?" Does anyone say no to that deal? You have a chance to make just that decision.

Sincerely,

Michael Parkhurst  
5715 N Delaware Ave  
Portland OR 97217

# #105

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 2:33:12 PM  
**Last Modified:** Monday, April 01, 2019 2:52:00 PM  
**Time Spent:** 00:18:48  
**IP Address:** 50.246.229.1

---

Page 1

**Q1** First and Last Name

Matt Lucas

---

**Q2** Organization (if applicable)

Respondent skipped this question

---

**Q3** Please add me to the Project email list

Yes

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The environment impact statement indicates that vehicle emissions will go down by widening the interstate to ease congestion. Did this analysis consider the concept of "induced demand" which posits that an expansion of the roadway will spur an increase in vehicle traffic?

# #106

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 2:39:18 PM  
**Last Modified:** Monday, April 01, 2019 2:56:36 PM  
**Time Spent:** 00:17:18  
**IP Address:** 165.225.48.70

---

Page 1

## Q1 First and Last Name

Catie Gould

---

## Q2 Organization (if applicable)

Respondent skipped this question

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## Q3 Please add me to the Project email list

Respondent skipped this question

---

## Q4 Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I strongly oppose this project, and disagree with the analysis ODOT has provided. It is impossible to make conclusions on this impact of this project when the modeling includes the Columbia River Crossing (current not funded or planned) and not Congestion Pricing (moving forward).

Future generations will have to ask if ODOT was intentionally misleading the public, or just ignorant of induced demand concepts when they modeled that transportation emissions will decrease with highway expansions. The result will be the same, increased transportation emissions from automobile centered investments.

As a member of the Bicycle Advisory Committee, and a co-chair of BikeloudPDX I refute that the infrastructure for people biking and walking is an improvement. New bridges are at considerable grades that make them difficult for ADA accessibility, and bicycle travel is inconvenienced by winding routes and limited space. Bus transit, which should be a focus of this design, showed as a whole no improvement over current conditions.

I have personally asked ODOT multiple times over the past two years if the lids would be buildable, and what additional investment/changes might need to happen to make them be and gotten vague answers in response about a "negative impact to the community". As designed, this fragmented green space will only collect litter and crime with no activation from residences or business, and with freeway level noise.

Stop the project and start over. This isn't the \$500M investment Portland needs.

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# #107

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 2:57:00 PM  
**Last Modified:** Monday, April 01, 2019 2:58:53 PM  
**Time Spent:** 00:01:52  
**IP Address:** 131.252.82.154

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Page 1

**Q1** First and Last Name

Aaron Golub

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**Q2** Organization (if applicable)

Portland State University

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**Q3** Please add me to the Project email list

**Yes**

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

My comment and questions pertaining to the issue of future demand and VMT in the project area.

The detailed operation modeling presented in "Traffic Operations Analysis Summary DRAFT" show an overall increase in traffic speeds in the build scenario (e.g. Page 13). A similar analysis, but perhaps based on a different methodology, was performed to evaluate the ability of value pricing on the same facility. Those results can be found in the "Portland Metro Area Value Pricing Feasibility Analysis - Round 1 Concept Evaluation and Recommendations Technical Memorandum #3

[https://www.oregon.gov/ODOT/Value%20Pricing%20PAC/VP\\_TM3-Final-InitialConceptEvaluation.pdf](https://www.oregon.gov/ODOT/Value%20Pricing%20PAC/VP_TM3-Final-InitialConceptEvaluation.pdf) "

Analysis included the proposed I-5 Rose Quarter improvement project, among many others (excerpt from page 11 of that report below). That analysis found that future year performance was significantly degraded by 2027 (excerpt from page 15 of that report below). I did not have a chance to examine the exact assumption behind future demand for the facility but it is strange that the results of the analyses focusing on the same facility point to such different results. The effects of your projections of increased travel speeds is a reduction in congestion and therefore greenhouse gas emissions and energy use. The modeling for the value pricing analysis would have shown the opposite – the facility had become overloaded with future travelers and emission will likely go up. Please address this explicit discrepancy in your responses to public comment.

Even beside the discrepancy between these two analyses, it strikes me as very unlikely that future speed in the Rose Quarter project area will remain as high as you predict. Future residents will see the improved performance and switch to using the facility, perhaps from other modes or other roadways – thereby filling the facility back to congested operation. This phenomenon of induced demand is well proven in numerous academic studies. Please address the issue of induced demand in your response to public comment.

Thank you,

Aaron Golub

Page 11: "Concept 1 – Baseline, were evaluated for the year 2027. The baseline conditions reflect projects in the adopted Regional Transportation Plan, including roadway, transit, and bicycle and pedestrian projects, that are identified for construction by 2027. The year 2027 was selected due to the availability of modeling data, including anticipated population and employment growth with corresponding land use and travel demand, for that time horizon from Metro planners and modelers. This list also includes three high-priority projects that the Oregon Legislature identified in House Bill 2017 for project development and construction: OR 217 northbound and southbound widening, Interstate 205 Stafford Road to OR 213 widening and the Interstate 5 Rose Quarter Improvement Project. In total, the project list includes over 700 regional multimodal transportation investments that were submitted by transportation agencies in the region and have been approved by Metro Council."

Page 15: "Analysis: Under Concept 1 – Baseline, significant congestion will exist in 2027 on the I-5 and I-205 study corridors, even with all the improvements listed in the Regional Transportation Plan. This congestion impacts not only speed, but also the number of vehicles that the facility can accommodate (throughput), with consequential impacts upon quality of life, economic vitality, and vehicle emissions in the region. Traffic Operations § Hyper-congestion in the Concept 1 – Baseline is currently occurring on widespread areas of I-5, and on a significant number of areas on I-205 in the morning peak, the afternoon peak, or both depending on the location. This means that, especially on I-5, many highway segments on the study corridors do not operate near their optimum throughput today or in forecast year 2027. It is likely that this will continue and worsen into the future. § At optimum throughput, just prior to congested conditions setting in, a freeway carries about 1,900 to 2,200 vehicles per hour per lane. For example, existing traffic data reveals that on I-5 between Portland and the Columbia River, the average vehicle throughput per lane during peak periods is about 960 vehicles per lane per hour – approximately 50 percent of what would be expected if the freeway were functioning efficiently. § Hyper-congestion also impacts speeds, which are averaging approximately 60 mph during off peak periods and drops to approximately 10 mph during peak periods. § In the PM peak about 21% of trips on I-5 and 25% of trips on I-205 are 3 miles or less in length. Short trips on I-5 and I-205 in the study corridors that have viable alternative travel routes contribute to congestion experienced within the study corridors."

# #108

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 3:00:40 PM  
**Last Modified:** Monday, April 01, 2019 3:18:37 PM  
**Time Spent:** 00:17:57  
**IP Address:** 65.152.8.114

---

Page 1

**Q1** First and Last Name

Evan Reeves

---

**Q2** Organization (if applicable)

Respondent skipped this question

---

**Q3** Please add me to the Project email list

Yes

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

In general I am strongly opposed to the project that ODOT is working on. I do not believe that a \$450M investment in freeway expansion is an appropriate way to spend taxpayer funds.

Specifically related to this environmental impact assessment, I do not believe that ODOT has been forthcoming with the data they they used to arrive in their conclusion. Numerous public advocacy groups have asked for ODOT to make that information available, which has not been done.

I also do not believe that this environmental assessment is scoped properly - I do not think that it placed enough emphasis on the impact to the immediate neighborhoods that would be affected, nor does it speak properly to the long-term effects that a freeway expansion will have in regards to the overall impact on transportation in the greater Portland metro area.

The two primary concerns of this project, as I understand it as a citizen are to a) decrease the traffic bottlenecks in the I5 Rose Quarter area and b) address safety concerns about merging traffic in that area. If ODOT is looking to spend money to improve safety - there are plenty of other areas in the city where this money will be better spent. Portland's Vision Zero initiative has a long way to go towards improving safety in areas OTHER than the I5 corridor. How many people have been hit and killed on Division this year alone? How many have been hit and killed on this part of the freeway?

Second - this investment makes no sense as a long term investment in our city's future. If we are to continue leading the way in the PNW in regards to sustainability and transportation plurality - this is not the way to be spending the money. How much sidewalk could that money buy? How many safe crossings could it build? How many bus-only lane projects would this fund? How many safely protected bicycle routes could this fund?

I do not want to reside in a city that prioritizes large investments into freeway infrastructure when this is clearly a pattern that has no positive outcome. What attracted me to Portland ten years ago was the ability to live a car free lifestyle. If you want to continue to attract talented, smart, creative individuals that build thriving communities and culture do not invest \$450M in a freeway - help make our city vibrant and green!

---

# #109

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 3:07:57 PM  
**Last Modified:** Monday, April 01, 2019 3:19:44 PM  
**Time Spent:** 00:11:46  
**IP Address:** 170.104.73.166

---

Page 1

**Q1 First and Last Name**

Carolyn Hogg

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**Q2 Organization (if applicable)**

**Respondent skipped this question**

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**Q3 Please add me to the Project email list**

**No**

---

**Q4 Address**

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

The environmental assessment does not convince me that pedestrians and bikers traveling in the Broadway/Weidler area will be safer with this expansion. I also feel concerns about health impacts to students at Harriet Tubman and residents of the Lower Albina neighborhood are not adequately addressed by the assessment. Additionally, the time allotted for public comment did not feel sufficient when official drawings of the project were not released for scrutiny until less than a week before it ended. I support the comments submitted by Rukaiyah Adams and Elissa Gertler, and I hope that the project team will conduct a full environmental impact statement before moving forward. Thank you very much.

# #110

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 3:11:49 PM  
**Last Modified:** Monday, April 01, 2019 3:21:01 PM  
**Time Spent:** 00:09:12  
**IP Address:** 75.164.210.244

Page 1

**Q1 First and Last Name**

Kimberly Nurmi

**Q2 Organization (if applicable)**

**Respondent skipped this question**

**Q3 Please add me to the Project email list**

**No**

**Q4 Address**

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5 Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.**

I am approving of the general project. I am very, very concerned about emergency access to Emanuel hospital via emergency vehicles and private cars .So many traffic diversions ,speed bumps are making emergency air cars to many of Portland's hospitals difficult and his project help acces to Emmanuel hospital .Also without the freeway expansion it would seem there would be more idling of cars resulting in more enviromentle impacts. To sum up my option I agree with the proposed project to improve emergency access to Emmanuel Hospital and to reduce emmissions due to idling cars. Thankyou

#111

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 3:07:20 PM  
**Last Modified:** Monday, April 01, 2019 3:34:06 PM  
**Time Spent:** 00:26:45  
**IP Address:** 173.8.204.137

Page 1

**Q1** First and Last Name

Yashar Vasef

**Q2** Organization (if applicable)

Respondent skipped this question

**Q3** Please add me to the Project email list

Yes

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I work just four blocks from Interstate 5 in the Rose Quarter. Every day, I bike the narrow, dangerous bike lanes on Broadway and Weidler to arrive at my job near Broadway and NE 2nd. I do not own a car. This project has left me wondering how much worse air quality will become in the area with increased capacity, because the academic consensus shows, adding a vehicle lane in this stretch WILL induce demand despite repeated claims otherwise. ODOT's reluctance to have a full environmental assessment review is insulting to people like me who will have to deal with the negative impacts of more auto volumes in the area, and a potential increase in air pollution. The full review will sort out this and other matters, such as impacts on Harriet Tubman School. I implore you to take on a full assessment as a sign of your goodwill through this project, and to consider diverting these funds to safety improvements on ODOT highways running through Portland as a testimony of your genuine support for VISION ZERO.

# #112

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 4:09:48 PM  
**Last Modified:** Monday, April 01, 2019 4:25:34 PM  
**Time Spent:** 00:15:45  
**IP Address:** 170.104.111.142

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Page 1

**Q1** First and Last Name

Thomas Jeanne

---

**Q2** Organization (if applicable)

**Respondent skipped this question**

---

**Q3** Please add me to the Project email list

**Yes**

---

**Q4** Address

City/Town

State/Province

ZIP/Postal Code

Email Address



## Environmental Assessment Comment Form

**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The Environmental Assessment is inadequate and fails to incorporate ODOT's own findings that congestion pricing would likely be more effective than freeway expansion at reducing traffic congestion and emissions. This proposal to spend half a billion dollars to widen a short section of I-5 is short-sighted, irresponsible, and fails in several ways: (1) not meeting the objective of reducing traffic congestion: the EA ignores evidence from around the world that adding lanes to freeways is a long-term solution that will reduce congestion and transit time; instead it will encourage more driving; (2) cost effectiveness: extremely expensive to construct and will take away funds that could be used to promote less carbon-intensive transportation solutions; (3) people-centric transportation approach: this is a cars-first approach, which is the last thing we need in 2019, with climate change accelerating and population growing in the Portland metro area; we need to spend transportation dollars on ways to make the city easier to traverse by people, not cars; (4) equity: the case that widening a freeway will decrease emissions due to higher average speeds through the area is highly suspect in light of the increase in vehicle-miles that is very likely to result; the Rose Quarter and nearby residential neighborhoods have suffered from inequitable city planning and transportation approaches in the past and this will ultimately worsen those by increasing traffic emissions and noise (if speeds and traffic do increase); these will adversely impact health of local residents, including African Americans and disadvantaged populations, and children attending Tubman School.

I urge ODOT to perform a full EIS and to rethink how to use public funds to improve transportation and quality life for all who live and travel through Portland.

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# #113

**COMPLETE**

**Collector:** Online Open House Collector (Web Link)  
**Started:** Monday, April 01, 2019 4:42:32 PM  
**Last Modified:** Monday, April 01, 2019 4:44:40 PM  
**Time Spent:** 00:02:08  
**IP Address:** 97.120.207.126

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Page 1

**Q1** First and Last Name

Erin Zimman

---

**Q2** Organization (if applicable)

Respondent skipped this question

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**Q3** Please add me to the Project email list

Yes

---

**Q4** Address

Address

City/Town

State/Province

ZIP/Postal Code

Email Address



**Q5** Do you have any comments on the information presented in the Environmental Assessment? Please include your comments on the Environmental Assessment, Section 106 and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

Yes, I think you will have an easier time of it, by pursuing the bike/ped improvements FIRST. I have many high energy discussions with the anti-car contingent who would not take the I-5 improvements at all, even given the much-needed bike/ped improvements. Lead with a carrot.



## IV.9 PUBLIC HEARING SUMMARY



# Environmental Assessment Public Hearing Summary

Project: I-5 Rose Quarter Improvement Project

Subject: Public Hearing: Environmental Assessment Public Comment Period

Location: Oregon Convention Center, 777 NE Martin Luther King Jr. Blvd Room A108-109, Portland

Date: Tuesday, March 12, 2019, 5:00 p.m. – 8 p.m.

## Overview

A public hearing took place on March 12, 2019 from 5:00 p.m. to 8:00 p.m. at the Oregon Convention Center to hear public testimony on the Environmental Assessment (EA) for the I-5 Rose Quarter Improvement Project. Speakers signed up to testify at the hearing between 4:30 and 6:00 p.m.

Approximately 168 individuals attended the hearing. Exactly 83 signed in as attendees/non-speakers, however at least a dozen more individuals attended without signing in. An additional 73 individuals signed up to testify, but due to some speaker absences when numbers were called, a total of 67 individuals provided testimony. (See **Appendix A** for the sign-in sheets for attendees and speakers). A court reporter recorded all verbal testimony (See **Appendix B** for the public hearing transcript). Some attendees chose to provide written testimony instead (See **Appendix C**). Two sign language interpreters were available throughout the event.



*Figure 1 Attendees in line to sign up to testify at the Public Hearing March 12.*

## Materials

Materials provided at this event include (See **Appendix D**):

- Project brochure and environmental process fact sheet.
- Comment forms
- Display boards
- A viewing copy of the Environmental Assessment



## I-5 ROSE QUARTER IMPROVEMENT PROJECT

### Notification

The project team notified the public about the EA public comment period, ways to review the EA, and ways to comment using a variety of tools. Notifications for the public hearing was released together with other events, including the online open house and in-person open house. Notifications were released through the project website, mailed and electronic newsletters to interested parties, mailed and e-mailed letters to stakeholders, social media posts, press releases and print advertisements (See *Notification* in the *Public Open House and Online Open House Summary*).

### Public Hearing

The hearing, moderated by Jeana Woolley, began with remarks from the panel, City of Portland Commissioner Chloe Eudaly and ODOT Region 1 Manager Rian Windsheimer. Commissioner Eudaly and Mr. Windsheimer thanked the attendees and advised of additional opportunities to comment.



Figure 2 The moderator speaks to a packed hearing room.

A presentation by Megan Channell, Region 1 Major Projects Manager and I-5 Rose Quarter Project Manager, reviewed the key elements of the project. The presentation was followed by remarks from one elected official and five invited speakers. Invited speakers provided testimony representing various stakeholders in the area, including freight, economic development, businesses, residents and trade unions. Comments from these groups covered the following topics:

- Improving the opportunity to create a more livable community and economic development.
- Support for bicycle and pedestrian improvements to support growth.
- Regional significance of the corridor and a need to improve congestion for improved quality of life and travel reliability.
- The need for safety improvements in the project area

The panel then heard comments from the general public. Testimony from the general public covered a wide variety of topics, including:

- The request for analysis and implementation of congestion pricing
- Concerns around induced motor vehicle demand and the cost of the project
- The need for funds and improvements in mass transit and other ODOT-managed roads



## I-5 ROSE QUARTER IMPROVEMENT PROJECT

- Concerns around air quality and carbon emissions from fossil fuels in relation to Harriet Tubman Middle School and the region
- The regional importance of this corridor and the request to continue with the project to alleviate traffic congestion and improve safety
- Concerns around the adequacy of analysis in the Environmental Assessment and additional requests for data
- Concerns that the project doesn't provide an additional through-lane
- Both support and opposition of the project's street-level improvements



*Figure 3 Speakers provide testimony at the hearing.*

After having heard from all remaining attendees who requested to speak on the record, the panel provided closing remarks. Commissioner Eudaly thanked attendees and reminded the audience of the need to continue engaging. Mr. Windsheimer reminded attendees that they could continue their thoughts in writing and via phone and other ways to engage. The hearing adjourned at 8:07 p.m.



**I-5 ROSE QUARTER**  
IMPROVEMENT PROJECT

Appendix A

DRAFT





**Sign-in for Attendees Not Providing Testimony**

Sign-in for attendees only. Signing in on this form does not guarantee a speaking slot. See a staff person for testimony sign-in.

| Name           | Organization                                                | Email | Phone |
|----------------|-------------------------------------------------------------|-------|-------|
| Eric Cuth      | N/A                                                         |       |       |
| Bob Sallinger  | Audubon                                                     |       |       |
| Isabel Lyndon  | N/A - supporting <sup>no</sup> More Freeways <sub>PPX</sub> |       |       |
| Sam Epstein    | N/A                                                         |       |       |
| TOM BALDWIN    | N/A NO MORE FREEWAYS                                        |       |       |
| LEA PEALÉ      | LU 1503                                                     |       |       |
| Sam Balfo      | No More Freeways                                            |       |       |
| Laurie King    | Individual                                                  |       |       |
| Katie Kim      | None                                                        |       |       |
| Jim Ringelberg | N/A                                                         |       |       |
| SAM STUCKEY    | N/A                                                         |       |       |
|                |                                                             |       |       |
|                |                                                             |       |       |
|                |                                                             |       |       |
|                |                                                             |       |       |
|                |                                                             |       |       |
|                |                                                             |       |       |
|                |                                                             |       |       |



**I-5 ROSE QUARTER**  
IMPROVEMENT PROJECT

Environmental Assessment Public Hearing – March 12, 2019

# Sign-in for Attendees Not Providing Testimony

Sign-in for attendees only. Signing in on this form does not guarantee a speaking slot. See a staff person for testimony sign-in.

| Name               | Organization        | Email | Phone |
|--------------------|---------------------|-------|-------|
| Jamie Williams     | LU: 1503 carpenters |       |       |
| Crystal Rice       | LU: 1503 carpenters |       |       |
| Josh Linden        |                     |       |       |
| Soren Impay        |                     |       |       |
| SANDRA BROWN       | NO MORE FREEWAYS    |       |       |
| Cathy Wasijewski   |                     |       |       |
| C. Lehn            | See/                |       |       |
| Barbara Hayes      | Eliot Neighbors     |       |       |
| Curtin Cian        |                     |       |       |
| Danny Dunn         |                     |       |       |
| Alicia Austin-King | Eliot Neighborhood  |       |       |
| STEPHEN JUCKUS     |                     |       |       |
| Janet Bells        | Albina Vision       |       |       |
| DAVID EPSTEIN      | ELIOT NEIGHBORH     |       |       |
| Ramtin Rahmani     |                     |       |       |
| CHRIS PALMER       |                     |       |       |
| Jim Junken         |                     |       |       |
| Trevor Farrel      | No more freeways    |       |       |

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¿Hablas español? Podemos proporcionar la información de esta publicación en español, por favor llame al 503-731-4128.



**I-5 ROSE QUARTER**  
IMPROVEMENT PROJECT

Environmental Assessment Public Hearing – March 12, 2019

# Sign-in for Attendees Not Providing Testimony

Sign-in for attendees only. Signing in on this form does not guarantee a speaking slot. See a staff person for testimony sign-in.

| Name             | Organization                | Email | Phone |
|------------------|-----------------------------|-------|-------|
| Chris Bakouras   | —                           |       |       |
| Michelle DuBarry |                             |       |       |
| ARMANDO LUNA     |                             |       |       |
| Inna Levi        | Oregon Walks                |       |       |
| L. Curry         |                             |       |       |
| RUKAIYAH ADAMS   | Albina Usim Trust           |       |       |
| JERRY LAWRENCE   |                             |       |       |
| TIM EDDY         | Hennebery Eddy Architects   |       |       |
| Emily Cruise     |                             |       |       |
| Mertin Opri      |                             |       |       |
| Jordana Surolo   | AFSCME 88                   |       |       |
| JASON NOLIN      |                             |       |       |
| BRIAN CARLETON   | CARLETON IDAHO              |       |       |
| TIM DAVIS        |                             |       |       |
| Josh Berezin     |                             |       |       |
| Jimmy Gross      |                             |       |       |
| Jami Knutson     | Pacific Outdoor Advertising |       |       |
| Sarah Gregorio   |                             |       |       |

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**I-5 ROSE QUARTER**  
IMPROVEMENT PROJECT

Environmental Assessment Public Hearing – March 12, 2019

# Sign-in for Attendees Not Providing Testimony

Sign-in for attendees only. Signing in on this form does not guarantee a speaking slot. See a staff person for testimony sign-in.

| Name                           | Organization                   | Email | Phone |
|--------------------------------|--------------------------------|-------|-------|
| <i>[Handwritten signature]</i> | <i>[Handwritten signature]</i> |       |       |
| GREGOR MEDINA                  | Freelance Journalist           |       |       |
| Rick Christman                 |                                |       |       |
| Kyle Curtis                    |                                |       |       |
| <i>[Handwritten signature]</i> |                                |       |       |
| Bond Perkins                   | Soul Dist. Bus Assoc           |       |       |
| Alejandra Prado                | PNCI                           |       |       |
| Daniel Thompson                | Local 1503                     |       |       |
| Rose Swartz                    | Local 146                      |       |       |
| Melinda Wilson                 | Local 701                      |       |       |
| Hazel Light                    | None                           |       |       |
| Valentina Campa                | Local 271                      |       |       |
| Kellie Ramirez                 | Local 1503                     |       |       |
| Iana Brown                     |                                |       |       |
| Fawn Abernethy                 | Soul District Business Assoc   |       |       |
| Buff Brown                     |                                |       |       |
| Mark Harris                    |                                |       |       |
| KAREN SIMENEZ                  | UBC LU 146                     |       |       |

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**I-5 ROSE QUARTER**  
IMPROVEMENT PROJECT

Environmental Assessment Public Hearing – March 12, 2019

# Sign-in for Attendees Not Providing Testimony

Sign-in for attendees only. Signing in on this form does not guarantee a speaking slot. See a staff person for testimony sign-in.

| Name               | Organization                           | Email | Phone |
|--------------------|----------------------------------------|-------|-------|
| Kaisha Bernard     | Craig Law Center                       |       |       |
| Johanna Washington | Soul District by <del>area</del>       |       |       |
| Brian Cook         |                                        |       |       |
| Aineen             |                                        |       |       |
| Tom                |                                        |       |       |
| Hazel Gross        | No More Freeways                       |       |       |
| John Meyers        | No More Freeways                       |       |       |
| Blue Christensen   | CITIZEN                                |       |       |
| Scott Sissow       | " "                                    |       |       |
| G. MONTAZ          | " "                                    |       |       |
| Ernest Hayes       | Metro                                  |       |       |
| Beverly Loverness  |                                        |       |       |
| KRISTA FALNER      | CARPENTERS LOCAL UNION <sup>1503</sup> |       |       |
| KEVIN BERTI        |                                        |       |       |
| Justin Skolnick    | citizen                                |       |       |
| Jody Guth          | afraid neighbor                        |       |       |
| BILL HART          | CHA                                    |       |       |
| John D. ...        | 350 Port                               |       |       |

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Rose Quarter Public Hearing Testimony Sign-In  
 March 12, 2019  
 Oregon Convention Center

**General Public Comment Sign-In**  
 NUMBER corresponding with  
 participant's card

|    | FIRST NAME | LAST NAME   | ORGANIZATION                                   | PHONE NUMBER | EMAIL ADDRESS |
|----|------------|-------------|------------------------------------------------|--------------|---------------|
| 1  | John       | Ley         | self                                           | [REDACTED]   | [REDACTED]    |
| 2  | Paul       | Rippey      |                                                | [REDACTED]   | [REDACTED]    |
| 3  | Terry      | Parker      |                                                | [REDACTED]   | [REDACTED]    |
| 4  | Chris      | Anderson    | self                                           | [REDACTED]   | [REDACTED]    |
| 5  | Richard    | Sheperd     | No More Freeways                               | [REDACTED]   | [REDACTED]    |
| 6  | Grant      | Sawyer      | Retired                                        | [REDACTED]   | [REDACTED]    |
| 7  | Katy       | Wolf        | No More Freeways                               | [REDACTED]   | [REDACTED]    |
| 8  | Brian      | O'Grady     | Citizen                                        | [REDACTED]   | [REDACTED]    |
| 9  | Phil       | Richman     |                                                | [REDACTED]   | [REDACTED]    |
| 10 | Elliot     | Akwai-Scott | Portland Bicycle Advisory<br>Committee         | [REDACTED]   | [REDACTED]    |
| 11 | Clint      | Culpepper   | Bicycle Advisory Committee                     | [REDACTED]   | [REDACTED]    |
| 12 | Jeff       | Markey      |                                                | [REDACTED]   | [REDACTED]    |
| 13 | Caroline   |             |                                                | [REDACTED]   | [REDACTED]    |
| 14 | David      | Binnig      |                                                | [REDACTED]   | [REDACTED]    |
| 15 | Ron        | Swaren      |                                                | [REDACTED]   | [REDACTED]    |
| 16 | Jim        | Howell      | Aorta<br>Soul District Business<br>Association | [REDACTED]   | [REDACTED]    |
| 17 | Brad       | Perkins     |                                                | [REDACTED]   | [REDACTED]    |
| 18 | Tedra      | Demitrion   |                                                | [REDACTED]   | [REDACTED]    |
| 19 | Daniel     | Amoni       |                                                | [REDACTED]   | [REDACTED]    |
| 20 | Jesse      | Lopez       |                                                | [REDACTED]   | [REDACTED]    |
| 21 | Kasandra   | Griffin     | Comunity Cycling Center                        | [REDACTED]   | [REDACTED]    |
| 22 | Brendon    | Haggerty    |                                                | [REDACTED]   | [REDACTED]    |
| 23 | Jillian    | Detweiler   | The Street Trust                               | [REDACTED]   | [REDACTED]    |
| 24 | John       | Dwyer       |                                                | [REDACTED]   | [REDACTED]    |
| 25 | Lori       | Baumann     | Liuna, Lauborers Union                         | [REDACTED]   | [REDACTED]    |
| 26 | Laurie     | Gonor       | Carpenter Local 1503                           | [REDACTED]   | [REDACTED]    |
| 27 | Paul       | Philpott    | NW Carpenters Union                            | [REDACTED]   | [REDACTED]    |
| 28 | Rebecca    | Small       |                                                | [REDACTED]   | [REDACTED]    |
| 29 | Carrie     | Leonard     |                                                | [REDACTED]   | [REDACTED]    |
| 30 | Moose      |             | United Brotherhood of<br>Carpenters            | [REDACTED]   | [REDACTED]    |
| 31 | Marlon     | Warren      | Citizen of Portland                            | [REDACTED]   | [REDACTED]    |
| 32 | Brooke     | Herout      | Harriet Tubman Middle School                   | [REDACTED]   | [REDACTED]    |
| 33 | Bryan      | Chu         | Harriet Tubman Middle School                   | [REDACTED]   | [REDACTED]    |
| 34 | Aaron      | Brown       | No More Freeways                               | [REDACTED]   | [REDACTED]    |
| 35 | Joe        | Cortright   | City Observatory                               | [REDACTED]   | [REDACTED]    |
| 36 | Soren      | Impey       |                                                | [REDACTED]   | [REDACTED]    |
| 37 | Alicia     | Cohen       |                                                | [REDACTED]   | [REDACTED]    |
| 38 | John       | Carter      |                                                | [REDACTED]   | [REDACTED]    |
| 39 | Marsha     | Hanchrow    | Employee in District                           | [REDACTED]   | [REDACTED]    |
| 40 | Michael    | Fyffe       |                                                | [REDACTED]   | [REDACTED]    |
| 41 | Allan      | Rudwick     | Eliot neighborhood assoc.                      | [REDACTED]   | [REDACTED]    |
| 42 | Art        | Lewellan    | The Loti Project                               | [REDACTED]   | [REDACTED]    |
| 43 | Seth       | Alford      |                                                | [REDACTED]   | [REDACTED]    |
| 44 | David      | Shafer      |                                                | [REDACTED]   | [REDACTED]    |
| 45 | Steven     | Brown       |                                                | [REDACTED]   | [REDACTED]    |
| 46 | Bob        | Sallinger   | Portland Audubon                               | [REDACTED]   | [REDACTED]    |
| 47 | Ted        | Buehler     | BikeLoudPDX                                    | [REDACTED]   | [REDACTED]    |
| 48 | Jim        | Owens       | Portland Parks Board                           | [REDACTED]   | [REDACTED]    |

Rose Quarter Public Hearing Testimony Sign-In  
March 12, 2019  
Oregon Convention Center

|               |                            |                               |  |  |
|---------------|----------------------------|-------------------------------|--|--|
| 49 Stephen    | Judkins                    |                               |  |  |
| 50 Dan        | McForling                  | self                          |  |  |
| 51 Keil       | Johnson                    | Friends of the Green Loop     |  |  |
| 52 Scott      | Kocher                     |                               |  |  |
| 53 Chris      | Smith                      |                               |  |  |
| 54 Doug       | Klotz                      |                               |  |  |
| 55 Jacob      | Huffman-Andrews            |                               |  |  |
| 56 Geoffrey T | Womach                     |                               |  |  |
| 57 Sarah      | Iannarone                  |                               |  |  |
| 58 Michael    | Andersen                   |                               |  |  |
| 59 Karla      | Gostnch Gostnell           |                               |  |  |
| 60 Steve      | Bozzone                    |                               |  |  |
| 61 Naomi      |                            | Resident of Washington County |  |  |
| 62 Terra      | Weikel                     | Irvington Elementary Parent   |  |  |
| 63 Paddy      | Tillett                    | Parks Board                   |  |  |
| 64 Rithy      | Khut                       | Community Member              |  |  |
| 65 Tori       | Cole                       | Neighbors for Clean Air       |  |  |
| 66 Christine  | Manning                    | self                          |  |  |
| 67 Paul       | Leitman                    |                               |  |  |
| 68 Sam        | Balto                      | Resident                      |  |  |
| 69            |                            |                               |  |  |
| 70 Rachel     | Thieme                     |                               |  |  |
| 71 Jean-Paul  | Tyler Druden Lunde DeBauge |                               |  |  |
| 72 John       | Hetrick                    |                               |  |  |
| 73 lo         | Dennerlein                 | Harriet Tubman MS             |  |  |



**I-5 ROSE QUARTER**  
IMPROVEMENT PROJECT

Appendix B

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COURT REPORTING

LEGAL VIDEOGRAPHY

VIDEOCONFERENCING

TRIAL PRESENTATION

MOCK JURY SERVICES

LEGAL TRANSCRIPTION

COPYING AND SCANNING

LANGUAGE INTERPRETERS



**OREGON DEPARTMENT OF TRANSPORTATION  
PUBLIC HEARING FOR THE I-5 ROSE QUARTER  
IMPROVEMENT PROJECT**

**HELD ON  
TUESDAY, MARCH 12, 2019  
5:00 P.M.**

**PANEL:  
CITY OF PORTLAND COMMISSION: CHLOE EUDALY  
ODOT REGION ONE MANAGER: REIN WINDSHEIMER**

**MODERATOR: JEANA WOOLLEY**

**OREGON CONVENTION CENTER  
777 NORTHEAST MARTIN LUTHER KING BLVD. ROOM A108  
PORTLAND, OREGON**



**DEPOSITION AND TRIAL**



**(800) 528-3335**

**NAEGELIUSA.COM**

1 OREGON DEPARTMENT OF TRANSPORTATION  
2 PUBLIC HEARING FOR THE I-5 ROSE QUARTER  
3 IMPROVEMENT PROJECT

4 HELD ON

5 TUESDAY, MARCH 12, 2019

6 5:00 P.M.  
7

8 MS. WOOLLEY: Good afternoon everyone.

9 Can you all hear me in the back?

10 AUDIENCE MEMBER: Yes, ma'am.

11 MS. WOOLLEY: All right. Thank you. So I  
12 want to welcome you all. And as you know we're here  
13 tonight to hear public testimony on the I-5 Rose  
14 Quarter Improvement Project. My name is Jeana  
15 Woolley, and I'm with JM Woolley and Associates, and  
16 I will be your moderator tonight.

17 So we are excited. We've heard there are  
18 going to be families and young people here to  
19 testify. We're excited to have all of you here. And  
20 what I want to do is make sure that parents know if  
21 you have young children, when it's your turn to come  
22 up and testify we have some seats up front where you  
23 can bring your children with you and they can sit  
24 with you. This is a family-friendly event. But I  
25 also want to make sure that everybody understands

1 that if your children want to speak, want to  
2 testify, which we welcome, or if there are students  
3 that want to testify that come in a group, each of  
4 the -- each individual will need a number.

5 So this is one ticket, one speaker. So we  
6 will need everybody to have their individual  
7 tickets. So if you don't have that or if you have a  
8 child that wants to speak who doesn't have a ticket,  
9 make sure that you get them signed up before 6:00.

10 The purpose, as you know, of this hearing  
11 is that -- is to -- we had ODOT and the Federal  
12 Highway Administration in partnership with the City  
13 of Portland have been studying the -- have done --  
14 studying environmental impacts of the proposed  
15 project and have released these findings in an  
16 environmental assessment that was released on  
17 February 15th of this year. The hearing falls  
18 within the 45 day public comment period, which ends  
19 on April 1st at 5:00. We look forward to your  
20 testimony, and we appreciate all of you taking time  
21 out of your day in the middle of a busy week to come  
22 and testify and to speak on the project. Your  
23 comments will be recorded and will be provided to  
24 the Federal Highway Administration for consideration  
25 for their final decision regarding this project.

1 At this point, I want to welcome and  
2 introduce our panel who will be hearing your  
3 testimony this evening. Rien Windsheimer is the ODOT  
4 Region 1 Manager, and City of Portland Commissioner  
5 Chloe Eudaly.

6 I want to know if either of you have any  
7 comments that you would like to make to kick us off?

8 **COMMISSIONER EUDALY:** Yes.

9 **MS. WOOLLEY:** Please, feel free.

10 **COMMISSIONER EUDALY:** Good evening.

11 Thanks everyone for being here tonight. As you have  
12 heard, and I hope you know, the purpose of this  
13 hearing is to hear your comments and concerns about  
14 ODOT's environmental analysis of the proposed  
15 project. First I want to point out that the fact  
16 that I'm here tonight with ODOT's Region 1 leader,  
17 Rien Windsheimer, shows our joint commitment to the  
18 public process. We asked ODOT to hold this hearing  
19 on behalf of the community and they obliged us and I  
20 want to thank them for that.

21 I want to make sure that everyone has a  
22 chance to get heard tonight so I just want to say up  
23 front that while I'm looking forward to the  
24 presentation and the invited guests, I would really  
25 want to hold that to 30 minutes so that the

1 community members who came here to give testimony  
2 are able to be heard. I think it's important to  
3 hear the presentation so we're all operating with  
4 the same set of facts, which is the daily  
5 frustration of my job and in this country. And  
6 hopefully we can really get down to the fundamental  
7 disagreements and maybe even agreements, some  
8 agreement about the intended purpose of this  
9 project, and how to best deliver it. I want to give  
10 a special shout out to the students from Harriet  
11 Tubman and their families who are here tonight. Do  
12 we have any students in the room?

13 **(Applause.)**

14 **COMMISSIONER EUDALY:** I hope this is the  
15 first of many experiences of engagement for you and  
16 that you're not discouraged by this experience  
17 tonight. So with that, thanks again everyone for  
18 being here and I'm going to hand this over to Rien.

19 **MR. WINDSHEIMER:** Thank you very much,  
20 Commissioner, and thank you for being here. Having  
21 this partnership with the City and working on this  
22 project, we have made a lot of progress, I think, in  
23 the right direction in how we're working with this.

24 So I want to thank everyone for being here  
25 tonight. I look forward to hearing all your

1 comments about the environmental assessment. Many  
2 of you here also remember this project from the  
3 early '80s. It looks much different now than it did  
4 back then. And the reason that that is the case is  
5 because of work that we've put in and the  
6 partnership with the City and all of your input in  
7 the process so far.

8           This project looks very different than the  
9 original one proposed quite a while ago. And again,  
10 the partnership with the City in terms of thinking  
11 about land use and what this project is, how it will  
12 serve the City in the future is a big part of that  
13 in trying to achieve the outcomes that are  
14 envisioned in the north/northeast quadrant plan.

15           So I look forward to hearing from you  
16 tonight and continuing to work with all of you as  
17 the project moves into the next phase. The  
18 engagement is not going to end tonight. This is  
19 just one opportunity. There's going to be several  
20 more opportunities to share your comments via email,  
21 via some of the other stakeholder groups are going  
22 to be having, and also the -- I think there's a  
23 recorded line and also mail. So if you have more,  
24 think of other things you want to say, don't think  
25 this is your last opportunity. And then, of course,

1 we're going to have much more continued engagement.  
2 We look forward to project open houses and other  
3 things.

4 But with that, I'd like to get the project  
5 presentation started so we can move forward and hear  
6 from the community. Thank you.

7 **MS. WOOLLEY:** Thank you both for your  
8 comments. Before we actually get started with the  
9 program, I just want to go over some ground rules so  
10 we can have a very productive hearing tonight, and  
11 some housekeeping details.

12 First, everybody's testimony is important  
13 to this project. And in order for everyone who has  
14 come here today to be heard, we need people to be  
15 respectful when others are talking. Which means  
16 that undue noise or, you know, disruption in the  
17 room, talking in the room is going to be problematic  
18 for those who have come here to be heard and are  
19 trying to testify. I also want people to be  
20 respectful of the process. So we're going to ask  
21 you to express your agreement or disagreement with  
22 either thumbs up, thumbs down, you know, jazz hands  
23 if you agree with people, however you want to  
24 animate your agreement or disagreement as long as  
25 we're not having a lot of noise and disruption while

1 people are testifying.

2 We're going to try to move through the  
3 sequence very quickly. So we want to make sure that  
4 everybody who is here who wants to speak gets a  
5 chance to speak. We do have a hard stop at 8:00 and  
6 all of those who have signed up before -- up to  
7 6:00, or however many we get through by 8:00 will  
8 determine where we stop. So hopefully we will be  
9 able to get through everybody who has come here and  
10 signed up. So without -- I have to do my -- look at  
11 my notes because I have a lot of details to make  
12 sure we all sort of understand how the process is  
13 going to run.

14 So there's water outside. It's over here  
15 in the corner. The bathrooms are around where you  
16 came in to your right, as you go out to your left  
17 and then to your right in the back of that corridor.  
18 We also -- for people who might have small children,  
19 we actually have crayons -- the staff outside has  
20 crayons and coloring pages to help provide some  
21 activities for your young children while you're  
22 waiting to make your testimony.

23 So without further ado, I would like Megan  
24 Channell, ODOT's project manager on the project, up  
25 to share a quick presentation on the project and the

1 environmental assessment process.

2 Megan, take it away.

3 **MS. CHANNELL:** Can everybody hear me if I  
4 don't use the microphone?

5 **AUDIENCE MEMBER:** Yes, ma'am.

6 **MS. CHANNELL:** Everyone in the back is  
7 good?

8 **AUDIENCE MEMBERS:** Yes.

9 **MS. CHANNELL:** Awesome. All right. Well,  
10 I'm Megan Channell. I am the ODOT region-wide major  
11 project manager and project manager for the I-5 Rose  
12 Quarter Improvement Project. Thank you so much for  
13 being here tonight.

14 So we're going to do -- go through quickly  
15 -- this is just a timeline, really to note that  
16 tonight is an exciting milestone within the  
17 environmental review phase that we're in right now  
18 as Rien and the Commissioner said earlier. This is  
19 an opportunity to hear from you and one of the many  
20 opportunities to provide comment on the  
21 environmental assessment. The environmental phase  
22 is kicking off from a number of years planning work  
23 and public comment on the environmental assessment  
24 are welcome through April 1st.

25 Looking forward and based on the technical

1 information in the environmental assessment and all  
2 the public comment that we hear through this  
3 process, we will be engaging in the design process  
4 kicking off this spring. And then construction for  
5 the project could begin as early as 2023.

6 So as I said, this project has been a  
7 number of years in the making. The recommended  
8 design concept that was evaluated in the  
9 environmental assessment was developed really by  
10 linking ODOT and the City of Portland's  
11 transportation and land use planning together to  
12 help create a design concept that best fit the  
13 community. And we looked at 70 different design  
14 options through that multi-year process. Engaged a  
15 30-member state corporate advisory committee and the  
16 public to help us get to the design concept that we  
17 have today.

18 So the project addresses some key needs on  
19 our system including safety issues on I-5 with this  
20 segment of I-5 having the highest crash rate for an  
21 interstate in the State of Oregon. We also see a  
22 number of poor local street connections, and  
23 specifically gaps in east/west crossing of I-5.  
24 There is significant congestion on I-5. We see over  
25 12 hours of congestion each day with the over

1 120,000 vehicles that use this one-mile stretch of  
2 I-5. And difficult highway transitions, there are  
3 five to six on and off ramps that come in between  
4 these three interstates of I-5, I-84 and I-405. It  
5 creates a lot of merging and weaving friction but  
6 compounds the safety and operational issues that we  
7 see on I-5. And that then leads into the local  
8 system as well, affecting the movement of all users.

9           And so with this project, we are seeking  
10 to improve the safety and operations of I-5, and the  
11 local street system at the Broadway/Weidler  
12 interchange and multi-mobile activity in our  
13 community.

14           So this is a high-level overview of the  
15 recommended design concept. And what you'll see is  
16 that there are elements that relate to the highway  
17 and there's elements that relate to the local street  
18 system. I'm going to show a quick project overview  
19 video that will go through each of these elements in  
20 detail.

21           **(Whereupon, video played.)**

22           **MS. CHANNELL:** So the environmental  
23 assessment evaluates the recommended design concept  
24 that you saw there in this video and looks at a  
25 number of different resource topics. And you can

1 see those listed on the screen here. The  
2 environmental assessment compares the impacts and  
3 benefits of a build alternative, so with the  
4 project, and a no-build alternative of not build a  
5 project. And looks out to year 2045 to measure the  
6 long-term effects of this transportation investment.

7 So there is a number of ways that you can  
8 engage in this environmental assessment process,  
9 tonight being one of those key opportunities. But  
10 as Rien mentioned, there are other ways. You can  
11 write written comments via letter or online or leave  
12 a message on our phone system. There is also an  
13 online open house through the duration of the public  
14 comment period where you can engage and learn more  
15 about the project.

16 So I'm going to quickly run through a  
17 couple of the key findings of the environmental  
18 assessment before we turn it over to testimony. So  
19 in terms of operations for vehicles, the new  
20 auxiliary lanes and shoulders on I-5 do show  
21 significant operational improvements to the highway  
22 system with more time and space for the vehicles to  
23 merge and weave, reduce a delay on the order of  
24 about 2.5 million hours of delay each year. We also  
25 see improvements on the local street systems with

1 improved operations and intersections continuing to  
2 operate at acceptable levels.

3           The next relates to safety. Again, the  
4 improvements on I-5 will reduce significant safety  
5 issues and the frequent crashes that we see on I-5.  
6 And with the provision of shoulders, disabled  
7 vehicles now have the ability to move out of the way  
8 of through traffic, and so there is a safe space for  
9 them to be. The shoulders also provide opportunity  
10 for emergency responders to get to an incident  
11 within the I-5 Rose Quarter area or beyond in a way  
12 that they are not able to today.

13           And on the local street system, the  
14 project also provides greater separation between  
15 modes, between people walking and biking, and wider  
16 sidewalks, wider bike lanes to improve the safety of  
17 all users of the system.

18           You can see a couple of those improvements  
19 as part of the project here. The first is the 36  
20 foot wide multiuse path on Williams that will  
21 provide significant new space and separation for  
22 active modes. The new Hancock/Dixon crossing which  
23 is a new roadway north of the Broadway/Weidler  
24 interchange, and a new Clackamas bicycle and  
25 pedestrian bridge, which is south of the

1 interchange.

2 In terms of air quality and greenhouse gas  
3 emissions, as you look to the year 2045, with or  
4 without the project emissions are expected to  
5 decrease. When you look into the year 2045 and  
6 compare the project, the build alternative to the  
7 no-build alternative, you do see a slight decrease  
8 in emissions with the project as a result of better  
9 traffic flow, reduced idling and less stop-and-go  
10 traffic on the system.

11 In terms of noise, the project will result  
12 in a slight increase in noise. However, that  
13 increase is not perceptible to the human ear. It's  
14 less than three dBa increase. But regardless, we  
15 still are proposing two sound walls to benefit the  
16 Lillis Park and Harriet Tubman Middle School to  
17 bring noise levels below what existing noise levels  
18 are today. And a second sound wall is proposed on  
19 the southern portion of the I-5 segment to benefit  
20 nearby residencies.

21 In terms of construction impacts, this is  
22 actually where we'll see most of the impacts as part  
23 of the project. The construction period is about a  
24 four-to-five-year period, and so as part of that  
25 there will be road closures and traffic delays

1 associated with that. We will be continuing to work  
2 with the community and our partners with the City of  
3 Portland on a traffic control plan to make sure that  
4 we are providing safe alternative routes and detours  
5 and communicating that information to the public so  
6 that the public keeps moving on all modes through  
7 this process.

8           There also will be limited access to  
9 facilities in the area so we will closely coordinate  
10 with entertainment facilities like Moda and Memorial  
11 Coliseum to make sure that access to those  
12 facilities remain. And then construction vehicles  
13 will result in some increased dust and exhaust  
14 during the construction period, but best management  
15 practices like limiting idling and other dust  
16 control measures will be implemented to reduce those  
17 effects.

18           We also have a strong commitment to  
19 environmental justice as part of this project. The  
20 project did an evaluation of environmental justice  
21 communities to see if any of the project impacts  
22 would have a disproportionate effect on low income  
23 or minority communities. And because the project  
24 does not result in significant impacts, the project  
25 is not disproportionately affecting environmental

1 justice communities.

2 That said, as we look forward to the  
3 project and the design and construction phase, we  
4 continue a strong commitment to environmental  
5 justice and look to provide greater economic  
6 opportunities for our local small, minority-owned  
7 businesses. We're starting an innovative program  
8 that would include robust engagement of the  
9 disadvantaged business enterprise, the DBE  
10 community, and our local businesses to promote  
11 wealth generation and build capacity and  
12 opportunities in work force development in the  
13 trades.

14 So tonight represents one of many of the  
15 public engagement opportunities as part of this  
16 project. This robust process will continue as we  
17 move forward into the design phase. We will be  
18 standing up several committees including a project  
19 level community advisory committee, and then two  
20 other committees that are focused on some key  
21 topics, including urban design. So helping answer  
22 questions about what will go on top of those highway  
23 covers. What will that Clackamas bicycle and  
24 pedestrian bridge look like? How does that  
25 Hancock/Dixon connection fit into our local

1 community?

2           And we also have a third committee that's,  
3 again, focused on the economic opportunities DBE  
4 workforce training program that I mentioned. And  
5 throughout all this, I will continue to have public  
6 opportunities for engagement, including urban design  
7 charrettes this spring and into summer as we are  
8 making some of the key design decisions as part of  
9 the project.

10           So with that, thank you again for being  
11 here, and turn it over to hear from all of you.

12           **MS. WOOLLEY:** So I'm just going to take a  
13 couple of minutes to explain how the process is  
14 going to work for you. Can you guys hear me in the  
15 back? If you ever can't hear me, raise your hand  
16 because I have a bad habit of taking the mic away  
17 from my mouth. I use my hands a lot when I talk.  
18 So just raise your hand in the back and I'll put the  
19 mic back in front of me.

20           So we -- first of all, we're eager to hear  
21 your comments but we -- we're going to have the  
22 elected officials first. I'm aware that we have one  
23 elected official who wants to speak tonight, and  
24 then we have five invited speakers who is will  
25 speak. And I'll call the elected officials up first

1 and then the invited speakers. Once they are done,  
2 we will start the public testimony. And if there is  
3 anybody in the house who needs an accommodation for  
4 a disability that needs to speak first that can't  
5 wait all evening to do that, if you will come  
6 forward when we start the public testimony. I'll  
7 let you know when that is, after our invited  
8 officials and elected officials, and we'll put you  
9 in front of the line. We will jump you to the front  
10 of the line so you can speak and don't have to wait.

11 So basically, we have numbers and our  
12 numbers start at 001 and go to -- how many people do  
13 we have signed up, April?

14 **MS. DELEON:** Fifty-four. We may be  
15 missing one or two.

16 **MS. WOOLLEY:** Okay. To 054, okay. If you  
17 lose your number, then if you go back -- the whole  
18 point of them having that ticket, they know what  
19 number you had and they can replace the number so  
20 you will have your number when you come forward.

21 When your number is displayed on the  
22 screen, you'll come forward to one of these tables.  
23 There's eight seats up here and we're going put four  
24 -- we're going to move you to the front in fours so  
25 your numbers will be in sequence with the exception

1 of the issue with anybody who needs an  
2 accommodation. They'll be in sequence so you'll  
3 come to the front, we'll start at this table. We'll  
4 go from 1 to 4, 5 to 8, and when these people are  
5 done speaking, please stay -- have everybody stay at  
6 the table until everyone at your table is done  
7 speaking, then you can all leave. We will flip to  
8 this table and start the testimony on this table.

9           Then you will see on the screen  
10 simultaneously when these people get up the next  
11 four numbers, and those people should come to the  
12 empty table and seat yourself so when this group  
13 gets done, these tables will alternate. We're trying  
14 to create a process so we don't have a lot of time  
15 lag in between people speaking because we want to  
16 get as many people through the process as possible.

17           When you come forward, Hannah will help  
18 you -- raise your hand Hannah -- she will help you  
19 get seated and make sure you know where you need to  
20 be. And let's see, if there's anything else.

21           When it's your turn to speak, please state  
22 your name and your residence for the record, your  
23 city of residence for the record. Each person will  
24 have two minutes to provide their comments. We're  
25 going to enforce this limit strictly so that we can

1 basically get as many people -- give as many people  
2 as possible the opportunity to speak. When you have  
3 30 seconds remaining, Katelyn is going to hold up  
4 what was supposed to be a yellow card but is now a  
5 lime green card that says 30 seconds, and you will  
6 know you need to start wrapping up your comments.  
7 At the end of your two minutes she will hold up a  
8 pink card, which was supposed to be a red card, to  
9 let you know that your time is up. Then I would  
10 appreciate the cooperation of everyone being  
11 respectful in trying to wrap up their comments so we  
12 can keep this process moving and give everyone an  
13 opportunity.

14           The panel may ask clarifying questions but  
15 they will not be responding to participants'  
16 comments or questions directly. So this is you  
17 talking to the panel. It isn't them -- it isn't a  
18 dialogue. You are testifying and your testimony is  
19 being recorded. And if they want clarification,  
20 they will ask you for it.

21           After you finish you comments, as I said,  
22 stay until everybody gets up, and please respect  
23 everyone's opportunity to comment and try to keep  
24 the room -- the noise level and the talking in the  
25 room at a low level so that everybody gets a chance

1 to really provide their comments for the record.

2 So with that, I think we are ready to  
3 begin. And what I'd like to do, is Sam in the room?  
4 Sam Chase? Sam would you come forward and provide  
5 your comments, please.

6 And if the invited guests, Owen Ronchelli,  
7 Desi Wright -- you can guys come up to the table as  
8 well and we'll just move down the line. Desi  
9 Wright, Pia Welch, Scott Strickland and Dan Dias.  
10 One of you can sit over here and we will go straight  
11 down the line.

12 **MR. CHASE:** Well, I'll just get started.  
13 Should we stand or --

14 **MS. WOOLLEY:** You don't have to stand.  
15 You can stand if you would like. It's up to you.

16 **MR. CHASE:** I'll just -- so people can see  
17 a little bit. I want to start with thanking you,  
18 for having the opportunity to be able to speak to  
19 you today. I want to start -- and so my name is Sam  
20 Chase. I'm a metro councilor. I'm the elected  
21 representative representing this area as well as the  
22 surrounding neighborhoods. And I want to start with  
23 acknowledging with the history of institutional  
24 racism that is a part of this community. It is  
25 something that a lot of us have been a part of.

1 Metro certainly has been a part of that in  
2 building the Convention Center hotel -- or not the  
3 hotel, the Convention Center originally. The  
4 federal government, the state government, ODOT, City  
5 of Portland have all been part of the process of  
6 really taking this community and transforming it  
7 into something else and displacing the residents  
8 that were here, the African-American community  
9 especially that was a part of this community.

10 And so now we are faced with a project and  
11 moving forward a project in an area that is very --  
12 it's a critical part of our economy in our region.  
13 It's a critical part of our livability of our  
14 region. The Rose Quarter is a transportation hub, a  
15 transit hub for the entire region. It's a place  
16 that people go to recreate, but it's also a  
17 developing job driver. The Lloyd District has seen  
18 incredible growth. It is a model for how you take a  
19 commercial district and turn it into a 24-hour  
20 residential district and it's growing and  
21 developing. And the livability of the community is  
22 critical to creating that job infrastructure.

23 And so as we develop this project, as this  
24 moves forward, I think it's -- one of the lessons  
25 we've learned is we can't just focus on isolated

1 objectives. We can't just focus on moving people  
2 through this part of the region quickly in their  
3 cars. We can't just even focus on the excellent  
4 advancements around a bike infrastructure.

5           You know, we have to ask are we doing  
6 everything we can to improve opportunity to create a  
7 more livable community. To improve the opportunity  
8 for economic development; to improve the affordable  
9 housing opportunities that are incredibly abundant  
10 in this area and can take advantage of metro and  
11 other dollars that are out there to further those  
12 incredible needs.

13           Are we addressing the air quality issues  
14 as robustly as we can. Are we addressing diesel  
15 particulates in the construction and in the long-  
16 term traffic impacts. And finally, are we addressing  
17 and doing everything we can to mitigate  
18 institutional and systematic racism that was a part  
19 of the creation of this.

20           And, I guess in closing, I would also say  
21 that we really should be evaluating our congestion  
22 pricing strategies in the long term. What kind of  
23 congestion are we going to see if we do see  
24 advancements in tolling and congestion and value  
25 pricing. What is that going to do to our

1 infrastructure and how will that change. And I know  
2 that Metro, for one, would be happy to stand up as a  
3 partner in evaluating those opportunities moving  
4 forward. And thank you again for your time.

5 **MR. RONCHELLI:** Good afternoon. My name  
6 is Owen Ronchelli. I'm executive director of Go  
7 Lloyd. The Lloyd is a transportation management  
8 association in the Lloyd neighborhood. We've been  
9 around since 1994 and we have over 160-member  
10 businesses representing 15,000 employees and  
11 residents.

12 We pride ourselves in the results of  
13 transitioning the employees and residents out of  
14 their single-occupant vehicles and on to alternative  
15 modes. We actively promote and manage programs that  
16 shift people's behavior away from single-occupant  
17 trips into alternative modes. And, you know, we  
18 live and breathe transportation demand management  
19 every single day.

20 The main reason Go Lloyd supports this  
21 project is because of all the street level  
22 transportation improvements. Half of the project's  
23 budget is going towards these elements and we're  
24 excited about the project. As not only will it fix  
25 long deficient and unsafe bike and pedestrian

1 facilities, but it will create new ones that don't  
2 exist today. The bike ped bridge at Northeast  
3 Clackamas and the new crossing at Northeast Hancock  
4 down to lower Albina.

5 Everyone going through this area, no  
6 matter what mode they use today, bikes, cars, buses,  
7 streetcar, or on foot, can acknowledge it's lousy  
8 and a potentially dangerous experience. The build  
9 alternative detailed in the EA intends to address  
10 this, making travel through this area safer and more  
11 intuitive for all users. These are exactly the  
12 types of improvements we desperately need if we hope  
13 to encourage more active transportation use for both  
14 timid and reluctant users. As well as attracting  
15 new users that are arriving in Portland every day.

16 The improvements included in the build  
17 alternative of this project are thoughtfully  
18 designed and community vetted. The price tag is  
19 significant but appropriate to adequately address  
20 the transportation system needs of the area.

21 Please don't buy into the fallacy that is  
22 circulated by critics that this is a freeway  
23 widening project primarily benefiting high-income  
24 users outside the city. On the contrary, it's an  
25 investment in our multi-modal transportation system

1 that will transform access for all users in an area  
2 that has needed it for a long, long time.

3 **MS. WELCH:** Good afternoon. My name is  
4 Pia Welch, and I am the Chair of the Portland  
5 Freight Committee that is an advisory to the  
6 Portland City Council and Mayor's office. I am  
7 familiar with this project as this section of the  
8 freeway is part of my daily commute to my job at  
9 FedEx Express where I do logistical planning. We've  
10 also had a few of our Portland Freight Committee  
11 members serve on the north/northeast quadrant plan  
12 stakeholder advisory committee keeping us up to date  
13 on the project particulars.

14 We look forward to the work being done to  
15 improve the most congested freeway interchange  
16 otherwise known as the red stop light on I-5. The  
17 addition of auxiliary lanes is a welcome safety  
18 improvement. We know from other auxiliary lane  
19 projects that crashes can be significantly reduced.  
20 Real shoulders will allow for better access for  
21 emergency response vehicles. We also look forward  
22 to better ridability in an important transportation  
23 corridor. This is truly a multi-modal project where  
24 significant investment is being made in pedestrian,  
25 neighborhood, and bicycle improvements. Thank you

1 for your time.

2           **MS. WRIGHT:** Good afternoon. My name is  
3 Desi Wright, Portland resident for the last 12  
4 years. I just want to start by saying thank you to  
5 ODOT and the City of Portland for all the work and  
6 effort you guys have put into this project already.  
7 You can see, especially all the outreach and  
8 different committees that you guys have been  
9 organizing, events like these, so thank you very  
10 much for that.

11           I've been a Portland resident for the last  
12 12 years. I live here. I work here. I play here.  
13 Actually, 20 blocks down the road from here so very  
14 frequently hopping on the MAX in this area, walking  
15 in this area. Unfortunately, I still do need to  
16 drive some places. And when I'm looking to have a  
17 good time, I'll hop on my motorcycle around this  
18 area. I support this project because they're safety  
19 improvements for all modes of transportation here.  
20 It's not a freeway widening project. It is a  
21 freeway safety project in my opinion.

22           Riding a motorcycle on this section of I-5  
23 with all the freight traffic and cars is a little  
24 sketchy to say the least. But having those  
25 auxiliary lanes would give people places -- room to

1 merge, more time. And I think it's extremely  
2 important having the hospital, Legacy Emanuel right  
3 there, that we have access for ambulances and  
4 emergency responders to be able to make it down I-5.

5 I also support the connectivity. Whenever  
6 there's a large concert, Metallica comes to town,  
7 Justin Bieber, there's pedestrians everywhere.  
8 There's MAX. You've got the streetcar, you've got  
9 cars from all over the place. And these  
10 improvements would address that and make it a lot  
11 safer, especially when the Blazer game gets out late  
12 at night and you've got all these people hitting the  
13 streets in the dark and all of these cars trying to  
14 get out as well. I think that this project is not  
15 going to solve all the woes in this region, but it  
16 definitely is a much needed step in the right  
17 direction for this community with regards to safety.

18 **MR. STRICKLAND:** Hello, my name is Scott  
19 Strickland. I was a proud resident of Portland for  
20 about six years until I moved to Estacada recently.  
21 I am here in behalf if the Operating Engineers Local  
22 701, as well as the Columbia Pacific Building Trades  
23 unions. The building trades unions are a coalition  
24 of building construction trade unions representing  
25 workers all over the state of Oregon and some in

1 southwest Washington, and we have a dedicated  
2 interest in this project. Not just because of jobs  
3 but the impact that it can have on our communities,  
4 both through people having family wage jobs and  
5 availability to that, to build careers to bring  
6 self-determination back into their communities, but  
7 also for the environmental concerns and other  
8 concerns.

9           When I see 2.5 million hours a year, I see  
10 that as more time spent at home with your kids, more  
11 time spent on your life with your projects, and it  
12 is improvement to the lives of the working people in  
13 the state of Oregon that we are interested in. I  
14 think that this process is wonderful and that we're  
15 bringing in all manner of people to address the  
16 injustices of the past and look at the needs of the  
17 community in the future, and that this ticks all of  
18 those boxes; environmental concerns, transportation  
19 concerns, growth concerns, the housing crisis. It's  
20 sort of an important first step in solving the nexus  
21 of all of these issues. So out of respect for the  
22 community members, I yield the rest of my time.

23           **MR. DIAS:** Thank you. Good evening  
24 Commissioner Eudaly and Mr. Windsheimer, Dan Dias  
25 with the City of Hillsboro Economic and Community

1 Development Department. I am here this evening on  
2 behalf of our mayor who is out of town and was not  
3 able to come and testify. We've also submitted a  
4 letter from the mayor into the record as well. I  
5 wanted to thank you for the opportunity to comment  
6 and express the appreciation of Hillsboro to the  
7 partnerships enjoyed with ODOT as well as PBOT on  
8 regional transportation matters such as this.

9 This is a hub of a critical corridor that  
10 is important both locally as well as regionally, and  
11 that has an effect both environmentally and  
12 economically. The region's interstate freeway  
13 system is essential to our region's sustained  
14 economic competitiveness and vitality in this  
15 location as the hub of that freeway system.

16 One major area of regional interest that  
17 we've experienced is a need for many of the  
18 manufacturers and industries that are in Washington  
19 County and Hillsboro as well as the agricultural  
20 users out in that part of the region as well,  
21 needing to get goods and products through the region  
22 out to external market. That's largely done through  
23 the I-5 corridor, the I-84 corridor, as well as PDX.

24 Congestion points such as the I-5/84  
25 intersection and some of the target areas that this

1 project seeks to resolve is critical in that those  
2 congestion delays spill over into other key  
3 corridors, such as Highway 26, 405, 217, and that  
4 adds uncertainty to many of these businesses needing  
5 to get things like cancer drugs or medical devices  
6 or high-technology products out to these broader  
7 markets. And the uncertainty of those travel times  
8 and shipping of those goods continue to be a threat  
9 and impact both to their business as well as future  
10 businesses.

11 This also translates into additional  
12 congestion for those workers that also work within  
13 those employment centers, needing to go to those  
14 jobs and those locations. And if there's congestion  
15 on these critical corridors, it also spills over  
16 into other areas such as north Portland, St. Johns,  
17 the Germantown Road neighborhood, for example, as  
18 well. So with that, we support your efforts in this  
19 and we appreciate the opportunity to comment. Thank  
20 you.

21 **MS. WOOLLEY:** Thank you all for your  
22 comments. Do we have the -- get the numbers up and  
23 first -- we have one individual that's asked for an  
24 accommodation. Karla Gostnell, would you please  
25 come forward and we'll put you up first. Then the

1 rest of you can stack right behind her in the seats,  
2 the next seven numbers.

3 **(Off-the-record discussion.)**

4 **MS. WOOLLEY:** All right. You've all seen  
5 how the process works. Katelyn will keep time, and  
6 with that, the mic is yours.

7 **MS. GOSTNELL:** Thank you for that very  
8 quick accommodation. I have to get my son home to  
9 dinner. I live in the Elliott neighborhood, which  
10 is the neighborhood that's bisected by I-5 at the  
11 area where this expansion is being discussed. I'm  
12 an native Oregonian and I recently returned to  
13 Portland with my family after living for years in  
14 larger American cities with strong systems of public  
15 transit.

16 I was drawn home by Portland's reputation  
17 for forward-thinking urban planning and  
18 environmental consciousness. We moved in to the  
19 close-in Elliot neighborhood because of our embrace  
20 of urbanism, walkability, and relying on all sort of  
21 alternative modes of transportation.

22 With the I-5 expansion project, I am  
23 dismayed to see the City's willingness to favor the  
24 regressive transportation policies of the last  
25 century by expanding motorcycle infrastructure over

1 forward-thinking investments in alternative  
2 transportation modes. As I walk and bike in this  
3 bustling central city neighborhood, I'm constantly  
4 aware of the improvements that are desperately  
5 needed for the safety and comfort of pedestrians and  
6 cyclists.

7 If Portland wants to live up to its  
8 reputation, this money would be better spent to  
9 further safety goals of Vision Zero. To invest in  
10 mass transit alternatives and to aim for Oregon's  
11 stated goals for reduced carbon emissions. I'm  
12 concerned for the air my child breathes in our  
13 neighborhood. I'm concerned about Portland's poor  
14 air quality and the very real global crisis of  
15 climate change caused by carbon fuel emissions.

16 Please put this project on hold until  
17 alternatives such as congestion pricing have been  
18 tested. Thank you so much.

19 **MR. LEE:** John Lee, Camas. Safety is  
20 supposedly the number one priority of transportation  
21 officials. We're discussing the most unsafe site to  
22 drive in Oregon. The two-mile, two-lane section of  
23 I-5 at the Rose Quarter has three times the accident  
24 rate as the Terwilliger curves. ODOT says it's also  
25 the region's number one bottleneck. Yet half the

1 transportation money proposed for the Rose Quarter  
2 project has absolutely nothing to do with improving  
3 safety. It has nothing to do with adding new thru-  
4 lanes to reduce traffic congestion, nothing to do  
5 with adding shoulders for safety.

6           After spending half a billion  
7 transportation dollars, supposedly the Rose Quarter  
8 will still have the highest accident rate in Oregon.  
9 Rose Quarter accidents are three times, 300 percent  
10 of the Terwilliger curves. ODOT experts hope the  
11 improvement provides a 30 to 50 percent reduction in  
12 crashes. Even if they achieve the 50 percent  
13 reduction, the Rose Quarter will still have 150  
14 percent of the crashes and accidents than the  
15 Terwilliger curves.

16           Why spend half a billion dollars if you're  
17 not going to fix the safety problem? Why aren't new  
18 thru-lanes being added to I-5? The Oregon Trucking  
19 Association was promised new thru-lanes to I-5 if  
20 they supported HB 2017. That's the only thing that  
21 will truly reduce traffic congestion and improve  
22 freight mobility at the site of Oregon's number one  
23 bottleneck.

24           Question: After spending 500 million on  
25 the proposed improvements, will the Rose Quarter no

1 longer be the number one bottleneck in Oregon? ODOT  
2 reports auxiliary lanes will not provide longer-term  
3 capacity relief to congestion problems.

4 Furthermore, they say the northbound  
5 direction, there are four recurring bottlenecks.  
6 Will any of those four northbound bottlenecks be  
7 eliminated after spending half a billion dollars.  
8 Stop this wasteful spending of scarce transportation  
9 dollars until a proper expansion of I-5 actually  
10 reduces congestion and the safety problems are truly  
11 fixed. Stop wasting transportation dollars on  
12 community redevelopment.

13 **MR. RIPPEY:** My name is Paul Rippey. I  
14 live in north Portland at St. Johns and I'm going to  
15 sing my testimony.

16 In the '60s we built the interstate. In  
17 the '70s and '80s, they were working pretty great.  
18 In the '90s we said let's add another lane, and now  
19 we want to do it again. But the thing we need to  
20 understand is induced demand.

21 Now, we all like to drive around town and  
22 I know it's been slowing down. But adding more  
23 lanes is never done because if we build them, they  
24 will come. And the thing we need to understand is  
25 the induced demand.

1 I wish Tom McCall was still alive. He  
2 tore down Harbor Drive. And now Dennis Buchanan has  
3 gone away and he stopped the Mt. Hood expressway.  
4 Men of courage, men of goodwill, I know we've got  
5 that kind of leader still, but the thing we need to  
6 understand is induced demand.

7 Now, I know we'll need more buses and MAX,  
8 that's just transportation facts. But the way to  
9 get the highways off our backs is with revenue  
10 neutral congestion tax, because the thing we need to  
11 understand is induced demand.

12 In the '60s we built an interstate, let's  
13 stop the madness before it's too late, because the  
14 thing we need to understand is induced demand.  
15 Thank you very much.

16 **MR. PARKER:** I was just going to say it's  
17 going to be hard to follow that. Terry Parker,  
18 fourth generation Portlander. More vehicle capacity  
19 in Portland has not kept up with population growth.  
20 There's a vital need to make room for more cars.  
21 Think of a three inch pipeline in the middle section  
22 and the middle section is reduced to two inches.  
23 When the fluid is pumped through with increased  
24 demand, the fluid backs up to the point where the  
25 diameter is reduces.

1 The fluidity of traffic on I-5 backs up in  
2 the same manner, specifically the Rose Quarter with  
3 travel lanes reduced from three to two. The  
4 improvement being proposed is to add a minimum  
5 amount of capacity at the bottleneck to even out the  
6 flow of traffic. Opposing the improvement by  
7 calling it a widening project is rhetorical and  
8 divisive. This long overdue project of the I-5  
9 choke point will reduce congestion in addition to  
10 reducing the number of tire-squealing crashes that  
11 create even more congestion.

12 With the improvements the engine running  
13 and idle times will be reduced by 2.5 million hours  
14 a year. This means less fuel consumed and less  
15 emissions in years to come. All the local roadways,  
16 lane reductions, and narrowing of motor vehicle  
17 travel lanes have brought about a transportation  
18 emissions increase for the first time in a decade.  
19 The tax payer subsidy of 65 cents per passenger mile  
20 in one two-axle bus do as much damage to the streets  
21 as 1200 cars. Replacing motor vehicle travel with  
22 transit isn't always cost effective.

23 Not make roadways flow better and  
24 utilizing the resulting congestion as an attempt to  
25 dictate travel choice is both prejudicial to the

1 general population and detrimental to the  
2 environment. Bicyclists should be paying for the  
3 bicycle infrastructure of this project. Improving I-  
4 5 at the Rose Quarter dovetails with the recent  
5 Metro Commission poll where the public has said they  
6 want wider roads and increased motor vehicle  
7 capacity to reduce congestion, and therefore,  
8 emissions.

9 Building more motor vehicle capacity and  
10 making roadways flow better doesn't bring more cars.  
11 Building more housing and adding density to  
12 accommodate unrestrained population growth is what  
13 brings more cars. Thank you.

14 **MR. ANDERSON:** Chris Anderson. I've been  
15 in Portland since 1998. Thank you Commissioner  
16 Eudaly and ODOT for being here. It's 2109 and the  
17 question I have is, like, in what does more cars  
18 make sense? It seems like every time we move in the  
19 other direction, we see prosperity. And highway  
20 widening is just going to invite more cars. It's  
21 going to invite more parking problems and it's going  
22 to invite more congestion in the central city. So it  
23 doesn't make sense to me.

24 The project doesn't pencil out. Losing  
25 Flint makes biking worse. What does make sense is

1 freight and transit priority and tolling and  
2 congestion pricing makes sense, but building doesn't  
3 make sense. Use the money on I-5 corridors like  
4 82nd Avenue where people are getting killed. My  
5 kids don't want more cars, like, just in general.  
6 That's a generational thing I think. But their  
7 school is also in the project area, the Ivy School  
8 on Williams and it's going to be subject to all the  
9 debris for the next few years while people build.

10 So don't do that, instead it makes sense  
11 to use congestion pricing, prioritize, you know,  
12 freight so that -- and transit so we can actually  
13 use the infrastructure for what we need it to be  
14 used for. Thank you.

15 **MR. SHEPERD:** Thank you very much. R.J.  
16 Sheperd, Overlook neighborhood. On February 24 of  
17 this year, Juana Francisco, a sophomore at Madison  
18 High School was struck by a driver as she was  
19 walking home from the bus stop. Today she is still  
20 fighting for her life. I just want to ask for a few  
21 moments of silence, just send your thoughts to  
22 Juana. And remember the 467 people were killed on  
23 Oregon roads just this last year.

24 **(Moment of silence.)**

25 **MR. SHEPERD:** I am so proud to be here

1 today to stand with No More Freeways, Light Rail  
2 PDX, Harriet Tubman Middle School students and my  
3 north Portland neighbors who have turned out to stop  
4 the largest freeway expansion Oregon has seen in the  
5 last 30 years. Well, our planet has already warmed  
6 by three and a half degrees Farenheit. ODOT is  
7 proposing to expand fossil fuel infrastructure.  
8 ODOT has refused to release the data their climate  
9 and modeling show -- and their climate modeling  
10 which shows that they are not acting in the best  
11 interest of our plant. Meanwhile, ODOT has  
12 neglected the roads that desperately need  
13 investment.

14 ODOT roads, many of the high-crash  
15 corridors, including 82nd Avenue, Lombard and  
16 Killingsworth, ODOT's urban highways have had more  
17 deaths in the last year than this section of highway  
18 has had in the past 10 years combined. It should  
19 come as no surprise that the Madison High School  
20 student, Juana Francisco, was struck by a driver on  
21 ODOT's 82nd Avenue, walking home from the her bus  
22 stop. Commissioner, please stop this freeway  
23 expansion and implement congestion pricing.

24 **MR. SAWYER:** Hello, my name is Grant  
25 Sawyer and I live in the People's Republic of

1 Southeast Portland. I urge you people on the council  
2 there to look at this crowd. Look at them and  
3 figure out how many of them were sitting in a  
4 similar room to this 50 years ago, maybe 45 years  
5 ago. I was here at that time. And if you drive  
6 down Powell Boulevard right now on the south side  
7 when you're going from 39th to 82nd, you'll see the  
8 remnants of the Mt. Hood freeway that this city was  
9 able to stop the construction of and get the federal  
10 government to give us those highway funds for  
11 something that made sense for the future, which was  
12 the first electrified MAX train line from downtown  
13 Portland to Gresham.

14 That's what you need to spend this money  
15 for. You don't need to spend it to invest in a  
16 fossil fuel project. I don't know if you've  
17 noticed, but have you seen the icebergs? They're  
18 melting. They're melting quickly. We don't have  
19 time to screw around. We've got to get away from  
20 fossil fuels. To invest any money that enhances  
21 fossil fuel use is absolutely insane. Thank you  
22 very much. Excuse my anger, but I'm pissed.

23 **COMMISSIONER EUDALY:** Just a moment, just  
24 as a point of clarity, you don't need to apologize  
25 for being angry, first of all. I understand. But I

1 do need to point out that this isn't a PBOT project.  
2 It's an ODOT project. And that this money is from  
3 that Highway Trust Fund. So as much as I'd like to  
4 spend a half a billion dollars elsewhere, it's not  
5 my money and it can only be spent on highways. That  
6 is not to negate your concerns. I just want you to  
7 keep that one point in mind. We can't take this  
8 money and spend it on Vision Zero, city streets.  
9 It's ODOT's money to spend on ODOT's highways.

10 **MR. SAWYER:** That's what the feds told us  
11 in 1975. That we couldn't spend highway money on  
12 MAX. We did it. We've just got to do the same  
13 thing all over.

14 **MS. WOOLLEY:** Point of order. You guys --  
15 you guys are doing great so let's keep it up so  
16 everybody gets a chance to talk. Thank you.

17 **MS. WOLF:** My name is Katy Wolf. I serve  
18 as a Boise Neighborhood Board Land Use and  
19 Transportation committee member, and I'm adamantly  
20 opposed to this project continuing forward. This is  
21 a kind of backwards thinking paradigm that other  
22 smarter cities have already rejected. And it's  
23 Orwellian marketing language that gaslights you into  
24 thinking it's a good idea. Don't be fooled. This  
25 project's environmental assessment report is

1 strikingly lacking in transparency. None of the  
2 math behind their glowing traffic congestion, air  
3 pollution results are shown.

4 Remember in math class when you had to  
5 show your work? Why wouldn't we require ODOT to  
6 show their work on a half a billion dollar project?  
7 How are we to believe that by adding square footage  
8 to the freeway, thereby increasing traffic. There's  
9 a well-known and proven concept of induced demand  
10 that we would not be worsening air pollution and  
11 toxic air emissions from diesel fuel. It's  
12 insulting.

13 A study last year showed that Oregon's air  
14 emissions are steadily increasing. Transportation  
15 being the largest factor. This project markets  
16 itself as improving safer street-level  
17 infrastructure for bikes, pedestrians and transit,  
18 but grass-roots experts like economist Joe Cortright  
19 and Jonathan Maus, founder of Bike Portland,  
20 examined this project and found it is not actually  
21 doing any of these things and would make these  
22 problems worse.

23 And who will get hit first and worst by  
24 this increased pollution? Oh, yes, children of  
25 color. The children of Harriet Tubman School will

1 have this freeway right in their backyard. Right  
2 now it's unsafe for them to even play outside at  
3 recess. ODOT claims you can mitigate the increased  
4 air issues with a freeway wall covered in some  
5 plants. That is not social and environmental  
6 justice. That us just sad.

7           The most fatal flaw of this environmental  
8 assessment is the glaring omission of congestion  
9 pricing as a project alternative. Other cities that  
10 have tried freeway expansion are now turning to  
11 congestion pricing, the only proven method of  
12 improving congestion. Maybe we can learn from their  
13 mistakes. This environmental assessment is a  
14 marketing sham and should be a wakeup call to anyone  
15 who thought this project might have some merit.

16           At the very least, a full environmental  
17 impact statement should required to address these  
18 issues. But if we have any backbone, we should be  
19 telling ODOT to put a hard pause on it while we wait  
20 for congestion pricing to take effect and be  
21 studied. At any time there are plenty of ways to  
22 actually improve safety in this area without  
23 pitching our right. It's a disastrous project.

24           **MR. O'GRADY:** My name is Brian O'Grady. I  
25 live one block north of another ODOT project so I

1 think I can give the committee perspective on what  
2 it looks like in Sellwood, a block north from the  
3 Sellwood bridge, which I'm sure was pitched as a way  
4 to improve through-flow through Sellwood and across  
5 the river. What we see now is morning backup that  
6 begins a full hour before it used to. Idling cars,  
7 lots of cars, people ripping through residential  
8 neighborhoods, running stop signs in order to try to  
9 make a quick cut around to jump in farther down the  
10 line in front of the traffic.

11           What was once a great pedestrian  
12 neighborhood is now becoming frequently more  
13 dangerous to cross the street. Bicycle travel -- I  
14 live on a greenway and I can sit out on my porch and  
15 watch people run the stop sign and almost take out  
16 bicycles on a daily basis.

17           So I would caution everybody to think  
18 about what will really happen based on induced  
19 demand if this project goes through. It will not  
20 improve the safety for other users in this area. We  
21 will have more cars running through at faster  
22 speeds. The accident rate will go up, much like it  
23 did in Woodburn, which was another project that ODOT  
24 pitched as being a solution to crashes. And  
25 actually, there have been more dangerous crashes in

1 that area. This money would be much better used on  
2 your streets like 82nd Street that you own that are  
3 actually very dangerous streets. I yield the rest  
4 of my time. Thank you.

5 **MR. RICHMAN:** Hi, my name is Phil Richman  
6 from Portland. Thanks for the opportunity to speak  
7 today. Most people here have actually already said  
8 what I've thought. I did bring a couple pictures  
9 just to remind myself. One is a rendering of the  
10 project. The other is a rendering of the Albina  
11 vision. I'm assuming both of you have seen these  
12 renderings.

13 And what's disturbing about them is the  
14 fact that this ODOT project seems to be moving  
15 forward which makes the Albina rendering impossible.  
16 And so I'm wondering to myself what are telling  
17 these people who have been pushed out and are  
18 working so hard to develop this vision that is  
19 completely pie in the sky. And then at the same  
20 time, what are you telling people to convince them  
21 to get out of the single-occupancy vehicles which  
22 has gotten us into this mess in the first place.  
23 Why does the environmental assessment not have any  
24 dedication towards freight or transit thru-lanes,  
25 but instead just offers the same mess we're already

1 in?

2 I was just in Florida a few months ago  
3 where they're raising now over a billion dollars a  
4 year in toll revenue. Unfortunately, they're only  
5 using that revenue to build new highways. When you  
6 go there, if you've been there, I see you smiling,  
7 you will find yourself sitting in traffic. So what  
8 we're signed up here for is more of the same. And  
9 I'd encourage you as a city council member,  
10 Commissioner Eudaly, because I have a tremendous  
11 amount of respect for you, to use your leadership to  
12 oppose this, and we have your back.

13 **MR. AKWAI-SCOTT:** Mr. Windsheimer and  
14 Commissioner Eudaly, my name is Elliot Akwai-Scott.  
15 I'm the vice-chair for the School Advisory Committee  
16 for the City of Portland. Before I dig into why  
17 this project fails bicyclists, I have to say we  
18 shouldn't even be discussing a freeway expansion  
19 project in this neighborhood that doesn't include  
20 reparations and a continuous buildable freeway  
21 that's in accordance to the Albina Vision. Also the  
22 climate impact -- the climate technical assessment,  
23 the environmental impact assessment only forecasts a  
24 .2 percent decrease in emissions from the build  
25 versus the no-build. This is all just efficiency

1 out of vehicle movements and it fails to account for  
2 any induced demands. All of these forecasts are  
3 built off of the estimates based on current daily  
4 traffic volumes, which will obviously increase and  
5 so that estimate is clearly flawed.

6 So after reviewing the environmental  
7 assessment technical reports, the only responsible  
8 choice is the no-build alternative, contrary to what  
9 the executive summary may tell you, this project  
10 fails to deliver any meaningful improvements for  
11 bicyclists. This project area contains the most  
12 heavily used bicycle facilities in the city, and  
13 would essentially rebuild facilities on streets  
14 where they already exist. For five years of  
15 construction on this project, we would introduce  
16 massive delays and detours for the over 5,000  
17 cyclists per day that use Vancouver and Williams in  
18 an area where connectivity is already extremely  
19 limited.

20 Construction on I-5 ramps and I-84 in the  
21 Willamette River would also close these for an  
22 unknown duration. The only other place in the city  
23 you could have as much destruction on bicycle travel  
24 is if you plucked the Hawthorne Bridge out of the  
25 water for half a decade. Bicyclists and pedestrians

1 will continue to experience all the hazards  
2 associated with the freeway interchange after the  
3 project is complete, including wide turning radiuses  
4 and level turn lanes, including prohibiting crossing  
5 limits and increased grades. The no-build  
6 alternative offers better conditions for cyclists at  
7 no cost, not half a billion dollars.

8 **MR. CULPEPPER:** Clint Culpepper, a parent  
9 of two future Harriet Tubman students. ODOT is  
10 being disingenuous in calling this a safety project.  
11 This is a capacity project first and foremost.  
12 Barbur, Lombard, Powell, and 82nd are all on our  
13 list of high-crash corridors. All of them are also  
14 ODOT facilities, on which they have refused to make  
15 significant safety improvements. If ODOT was truly  
16 concerned about safety, they would spend this \$500  
17 million on projects that would begin saving lives  
18 tomorrow.

19 This project is also located in a  
20 neighborhood that has been destroyed repeatedly by  
21 projects that have been forced upon it. The  
22 Memorial Coliseum, the Rose Garden, the Convention  
23 Center that we're sitting in today, as well as the  
24 I-5 when it was originally constructed, all  
25 displaced the community that then neighborhood

1 belonged to. The Albina Vision is a project that is  
2 attempting to stitch the lower Albina neighborhood  
3 back together. Moving this I-5 project forward will  
4 only further damage the neighborhood and make  
5 putting the Albina Vision in place even less likely.  
6 Thank you.

7 **MR. MARKEY:** Jeff Markey. I'd like to  
8 talk about some of the arguments here that are both  
9 pro and con in the context of we are in the  
10 beginning of big change in how people get around  
11 cities, and that's electric autonomous vehicles.  
12 The biggest corporations on the planet right now are  
13 all working, racing to bring these products to  
14 market, right? And how quickly will this change?

15 If we look at the past, in 1900, the  
16 United States had 9,000 vehicles. In 1930, 30 years  
17 later, it was 26 million. So I would expect with  
18 this technology people are going to want to use it,  
19 and you'll see a really fast change and it will  
20 affect how a lot of these expressways are used.

21 So you're going to get more improvements  
22 through ridesharing. If you look at the economics,  
23 today I spend 300 for a car payment, 200 for gas,  
24 100 for insurance, that's 600 month. The timeless  
25 ridesharing comes in at around a dollar a mile. So

1 if I have a 30-mile commute, 15 each way, 20 days a  
2 month, that's 600. It's about the same. But if I do  
3 a rideshare, if I share with three other people, I  
4 increase the number of people in a car, it goes down  
5 to about 150 a month, or about the same cost as a  
6 pass on TriMet.

7 Now, what is my commute going to look like  
8 in the future? I'm going to get up, I'm going to  
9 walk out my front door to my curb, there's going to  
10 be a car. There may be some people in it or I'll  
11 use the local streets to pick up a couple more.  
12 We're going to get on the expressway. The car is  
13 going to take us to the area where we work, drop us  
14 off in that area. All right. And then that is  
15 going to be basically how people travel in 30 years.

16 **CAROLINE:** Hello. My name is Caroline.  
17 I'm a Portland resident and recent University of  
18 Oregon student. So my question involves more of  
19 logistics and the effects of this expansion on  
20 Oregon's youth. So knowing that adding two lanes of  
21 traffic won't actually reduce the traffic, but by  
22 2027 there will actually be significant congestion  
23 once again. Obviously, we know about induced demand  
24 and that the freeways, when they are expanded,  
25 people drive more. If you build it, they will come.

1 Knowing that's 500 million for two lanes, 1.5 miles  
2 is the equivalent to 150 miles of sidewalks, 600  
3 electric buses or 6,427 miles of protected bike  
4 lanes.

5 And knowing that in 2018 there have been  
6 467 deaths on Oregon roads. Knowing that 40 percent  
7 of Oregon pollution comes from carbon emissions.  
8 And keeping that number in mind, building this  
9 freeway is a pretty obvious sign of climate change  
10 denial and a sign that ODOT doesn't necessarily care  
11 about the 467 deaths in 2018. Knowing that Oregon's  
12 youth will have to deal with the effects of ODOT  
13 decision, how can you register a decision to expand  
14 this freeway and this detrimental effect on Oregon's  
15 youth, and particularly those at Tubman Middle  
16 School.

17 I am here to ask you to stop the freeway  
18 expansion and implement congestion pricing. Thank  
19 you.

20 **MR. BINNING:** My name is David Binning,  
21 resident of Portland, but the remarks I'm going to  
22 read are the words of our Mayor Ted Wheeler in his  
23 State of the City address two years ago.

24 I-5 on the east side has separated us from  
25 the river, created a physical divide between east

1 and west Portland, stunted development  
2 opportunities, and created an environmental hazard,  
3 damaging both water and air quality. This multi-  
4 generational mistake will probably not be resolved  
5 in my lifetime, but I will ask BPS to begin  
6 concepting for the burial or removal of I-5 on the  
7 east side so that future generations of Portland can  
8 complete it.

9 Portland has done it before, turning the  
10 Harbor freeway into a park and community gathering  
11 place. We can do it again with I-5 on the east side,  
12 and reinforce our commitment to the environmental  
13 challenges we face on a planetary scale. Any vision  
14 for their future of our city needs to acknowledge  
15 that climate change is the most pressing issue we  
16 face. It isn't just our planet that's at stake,  
17 it's our very existence.

18 Our mayor has since given up on that  
19 vision, but I have not. With this freeway expansion  
20 project, instead of healing the scars that are left  
21 on our city, ODOT will make that scar wider and more  
22 permanent. Instead of reconnecting the neighborhood,  
23 it will destroy yet another historic connection on  
24 North Flint. Instead of improving our transit  
25 network, it will spend a quarter of a billion

1 dollars to make buses run slower than they did  
2 before. Instead of creating public space, we will  
3 hang wedges of grass in the onramp exhausts to  
4 pretend that they're picnic grounds.

5           Instead of valuing our lives enough to fix  
6 streets like 82nd where people die every year and  
7 have this year already, it will pour money into a  
8 stretch of road that sees only bent fenders. And  
9 instead of seriously managing congestion through  
10 pricing, we're literally push that congestion down  
11 the road to the next bottleneck.

12           In the 50 years since it destroyed the  
13 core of Albina, ODOT has continued to treat the east  
14 side of Portland as a place to drive through rather  
15 than a place to live in. Now you ask another  
16 generation of Portlanders to pay for your mistakes  
17 with our tax dollars, with our polluted air, with  
18 our divided city. I ask consent that we stop  
19 perpetuating this multi-generational mistake and  
20 stop this freeway expansion. Thank you.

21           **MS. WOOLLEY:** Before the next person  
22 starts, can we not have clapping. It slows the  
23 whole process down. Please abide by the rules that  
24 we gave you about expressing your like, your  
25 agreement or disagreement with your hand signs,

1 thumbs up, thumbs down. Thank you. Go ahead.

2 **MR. SWAREN:** Ron Swaren, Portland, retired  
3 United Brotherhood of Carpenters. Carpenters build  
4 highways, bridges, high rises, seismic upgrades,  
5 schools. Just about everything you see in a big  
6 city, it has -- carpenters have constructed most of  
7 it or a lot of it.

8 The thing I would like to point out this  
9 No More Freeways group is just really pushing some  
10 disinformation. When we are talking about a \$450  
11 million project, I would estimate probably about a  
12 third of that is a highway reconstruction. What  
13 this really is is an urban renewal project that's  
14 basically designed to stimulate construction  
15 development in the north/northeast quadrant area. I  
16 had documents for the north/northeast quadrant, and  
17 it's also called the Broadway/Weidler project.

18 So if you're going to attack the overall  
19 expenses, please go to the City Council with your  
20 concerns. Honestly, I'd say probably only about a  
21 third of this is in the highway end of it. The rest  
22 of it is an urban renewal project.

23 Secondly, as far as history -- I know some  
24 of you are pretty young -- in the 1980s, we had a  
25 serious recession in Oregon. Our local governments

1 determined that they would invite businesses and  
2 gave them various incentives, and that caused a lot  
3 of commuting to those jobs. We had a lot of people  
4 that were desperate for employment moving in. So we  
5 had a lot of commuting. A lot of it came from Clark  
6 County. That's just a price you pay for economic  
7 recovery. The 1980's recession was very severe. I  
8 think the area was glad to get out of it and so we  
9 ended up with some traffic problems. This is just  
10 one that we have to deal with and I think ODOT is  
11 probably doing the best they can. Thank you.

12 **MR. HOWELL:** My name is Jim Howell. I'm  
13 from Portland. I represent AORTA, the Association  
14 of Oregon Rail and Transit Advocates. This  
15 environmental assessment of the I-5 Rose Quarter  
16 project ignores the traffic it will attract onto the  
17 regional highway system. The accumulative negative  
18 impacts of additional regional traffic congestion,  
19 air pollution, and greenhouse gases from this  
20 project were never evaluated.

21 Transportation System Management, TSM it's  
22 called, which includes public transit, should have  
23 been evaluated as an alternative to freeway  
24 expansion. The concept was dropped in 2011 because  
25 staff determined that it would fail to improve the

1 freeway operations and freight routes. They never  
2 evaluated how a robust transit alternative could  
3 meet this objective. A new eight and a half mile  
4 long rail line between -- light rail line between  
5 south waterfront and the Columbia River routed over  
6 the Tillicum crossing along the I-5 corridor could  
7 attract thousands of single-occupant vehicle  
8 commuters off of I-5 and eliminate the reason for  
9 the I-5 Rose Quarter Improvement Project.

10           A new rail line like this could serve  
11 Washington commuters with connection to their new  
12 Vine BRT. It'd serve 14 intermediate stations,  
13 including Rose Quarter and OMSI. It could connect  
14 25 bus lines and four MAX lines that carry over two-  
15 thirds of TriMet's passengers. And it would run  
16 between the south waterfront and Hayden Island in 32  
17 minutes. And it can provide seven and a half minute  
18 headways north of -- service north of the Rose  
19 Quarter at a cost, including trains, significantly  
20 less than the I-5 Rose Quarter project. AORTA has a  
21 power point on this, and if you would like to see  
22 it, you can see it on our website that will be up in  
23 a day or two. And it's aortarail.org, is our  
24 website. That's aortarail.org. Thank you.

25           **MR. PERKINS:** Good evening. Brad Perkins,

1 CEO of Cascadia High-Speed Rail and also Soul  
2 District Business Association Transportation  
3 Committee chair. Oregon Department of Transportation  
4 and our State Legislature have kowtowed once again  
5 to the trucking unions. 500 million designed to be  
6 spent on I-5 lane widening at the Rose Quarter is a  
7 lot of money to benefit the highly polluting  
8 trucking industry. Now they propose a project in an  
9 area that has had more than its share of destruction  
10 and injustice. When finished, it will reinforce a  
11 racial and economic and business district divides.

12 We as the Soul District Business  
13 Association are steadfast against the trucking  
14 industry plan that will add 67 million tons of CO2  
15 emissions during construction and not compensate for  
16 the financial loss to affected businesses. Metro,  
17 the City Council and bureaus need to stop this plan  
18 and allow for the public to offer an alternative  
19 that relieves congestion and greatly reduces CO2  
20 emission. Destroying five viaducts is not worth the  
21 cost but three improvements of the I-5 lane widening  
22 project do make sense.

23 Spend 50 million of the 500 million for a  
24 new bike-ped bridge over I-5, a bike bridge under  
25 Broadway/Weidler Streets, and new southbound entry

1 ramp from Weidler Street will safely divert  
2 pedestrians and bicyclists off the street level I-5  
3 interchange. If a ballot initiative was voted on,  
4 the great majority of commuters would chose  
5 relieving traffic congestion by spending 450 million  
6 on a multi-modal bridge for vehicles and electrified  
7 Cascadia commuter passenger trains over the Columbia  
8 River instead of widening I-5 at the Rose Quarter.  
9 Voters would get excited for managing a new Rose  
10 Quarter transportation hub, supporting a new game-  
11 changing express train to Vancouver in six minutes.  
12 This I-5 disaster project, if built, will perpetuate  
13 the racial and economic inequalities between east  
14 and west side communities. Thank you for your time.

15 **MS. DEMITRION:** Hi, my name is Tedra  
16 Demitriou. I'm a resident of Portland. I'm a nurse  
17 and an educator, and have lived here for 30 years.  
18 I just want to remind you, ODOT, that the IPCC tells  
19 us that the world has 12 years to cut CO2 emissions  
20 in half. What's your plan?

21 We can improve pedestrian bike safety and  
22 we can focus on urban renewal in our busy downtown  
23 areas without any highway expansion or extensive  
24 construction. I also agree with the complaints about  
25 82nd and Powell. I had a daughter who attended high

1 school near that corner for two years, and  
2 fortunately or unfortunately, I was aware of how  
3 dangerous that area was and could not allow her to  
4 bike to school.

5           Climate change is the most pressing issue  
6 we face and we need brave and bold decisions to stop  
7 funding freeway expansions. Like they say in  
8 Europe, here and no further. We need projects that  
9 will significantly decrease CO2 production. Thank  
10 you.

11           **MR. AMONI:** Daniel Amoni. I live in  
12 Portland. There are so many things to say about  
13 this. I just want to address the portion that adds  
14 pavement against adding pavement. Whether or not  
15 the build increases pollution or decreases pollution  
16 or let out this heat effect or more greenhouse  
17 gases, I can put that to the side and I just want to  
18 say that building this project sends the message  
19 that there's not a problem. That we've been living  
20 just fine and will continue to live just fine.

21           We don't need to change our behavior. We  
22 don't need to develop new patterns of thinking. We  
23 don't need to rethink our relationship with the land  
24 that we live on and that feeds us and makes us  
25 healthy. We don't need to be creative. It just

1 sends the message that technology will always solve  
2 more problems. We can build our way out of things.  
3 And I don't like that message. That's not the  
4 message that I try to teach my children, and I think  
5 that as leaders and decisionmakers, you can do  
6 better than that.

7 I'd also like to say that improving  
8 driving is a weird idea. It's kind of like saying I  
9 want to improve the slipperiness of my bathtub so I  
10 fall and hit my head and die. I just -- I don't get  
11 that phrase, "improve driving." What this seems to  
12 me is a better kind of wrong. And whether or not --  
13 you know, the no-build isn't great either. Let's  
14 just -- let's look beyond the current system that we  
15 have. Thank you.

16 **MR. LOPEZ:** Hello, my name is Dr. Jesse  
17 Lopez. I live in Portland where I work as a  
18 scientist managing and analyzing massive  
19 environmental datasets. Also, I have experience  
20 acting as an expert reviewer for environmental  
21 impact statements. So given my background it  
22 shouldn't surprise you that I've read the entire EA.  
23 Well, not the entire EA. It's impossible because  
24 there's still critical components of it that haven't  
25 been published.

1 Which begs the question, if ODOT can't  
2 gather and post a bunch of PDFs to a website, why  
3 should the public trust you to build a highway  
4 expansion through the middle of Portland on time and  
5 on budget? It doesn't quite work in my mind.

6 Going further, the current descriptions in  
7 the project and the current studies lack adequate  
8 descriptions of methodology, transparency of data  
9 and clear project metrics to really perform a  
10 scientific assessment. It really needs an  
11 environmental impact statement. There's a lot of  
12 fluff here. Given the problems with the EA, it's  
13 impossible to identify any improvements in the plan  
14 that you state in the executive summary.  
15 Specifically, there's no evidence that it will  
16 improve the bike and pedestrian network over current  
17 conditions, it will address surface traffic issues,  
18 or relieve congestion on I-5. So given that, it's  
19 not clear that this will improve safety at all,  
20 which is supposed to be one of the top motivators.

21 So here's a simple plan on how to improve  
22 this project so the desired goals will actually be  
23 achieved. Number one, put a lid over I-5 through the  
24 entire Rose Quarter to facilitate the Albina Vision,  
25 and number two, implement deep congestion pricing to

1 alleviate traffic. This will address past injustices  
2 imposed by ODOT, repair the street grid to improve  
3 bike and pedestrian network, and actually reduce I-5  
4 congestion and vehicle emissions. Please take these  
5 as sincere, good faith suggestions to modernize the  
6 plan so it aligns with contemporary values,  
7 community aspirations, local and state climate  
8 mandates, and fact-based reality.

9           **MS. GRIFFIN:** Hello, thank you for being  
10 here. My name is Kasandra Griffin. I'm the  
11 executive director of the Community Cycling Center.  
12 We're a 25-year-old transit justice organization.  
13 My office is at Northeast 2nd and Schuyler in the  
14 middle of the project area. I am also the parent of  
15 a two-year-old, and lose sleep at night about  
16 climate change.

17           First, I wanted to echo Commissioner Sam  
18 Chase and others in recognizing that institutional  
19 racism inherent in the history of this area, and  
20 also echo others, including Dr. Lopez, prioritizing  
21 the Albina Vision in whatever we move forward in  
22 here.

23           Next I wanted to skip past bikes and talk  
24 about baseball because I figure a lot of people are  
25 talking about bikes and things. In the early 2000s,

1 I was on a softball team, and the softball team's  
2 name was Triple Convergence. And that was a pun  
3 because my softball teammates were all urban  
4 students -- urban planning students. We thought it  
5 was a good pun because, you know, in softball  
6 triples are a good thing, but three strikes and  
7 you're out is a bad thing. So it was a good pun but  
8 nobody got it, but we thought it was really funny.

9           20 years ago introductory urban planning  
10 students knew the concept of triple convergence,  
11 which is that people adjust where, when, and how  
12 they travel based on the availability of travel  
13 lanes. If there is more freeway space, more people  
14 will travel. If there is less freeway space, fewer  
15 people will travel the freeway. There has never been  
16 a freeway widening project that has actually  
17 decreased the traffic or decreased emissions. It is  
18 absurd of ODOT to claim that this will do so. We  
19 all know that won't. And I urge you to oppose the  
20 freeway widening project and redirect the funding to  
21 solving actual life-safety problems on other ODOT  
22 facilities. Thank you.

23           **MR. HAGGERTY:** Good evening. I'm Brendon  
24 Haggerty. I live in Portland. Two months from  
25 today my wife and I are expecting a baby, and as you

1 can imagine, we are so, so excited. And we're  
2 really not excited that ODOT wants to give him a  
3 freeway expansion for his ninth birthday. We don't  
4 have the storage and they're stinky.

5 As I've watched this project unfold, I've  
6 wondered how I could possibly explain it to someone  
7 who will be living in an altered climate. I can't  
8 help but think my son will wonder how his parents'  
9 and grandparents' generation looked around, saw a  
10 climate crisis, a chronic disease epidemic, and a  
11 legacy of racial injustice and somehow thought that  
12 spending 500 million on a freeway expansion was an  
13 appropriate response. I hope my son is a critical  
14 thinker. And if he is, he might ask above all why  
15 the environmentalist hasn't been able to evaluate  
16 the alternative. Their evidence suggests it's the  
17 most parsimonious and most effective, value pricing.  
18 You might see it as akin to jumping to a conclusion  
19 that we need a new furnace when all we really need  
20 is a sweater. With future generations in mind, my  
21 request to you is that you prioritize congestion  
22 pricing first.

23 **MS. DETWEILER:** Good evening, Manager  
24 Windsheimer, Commissioner Eudaly. Thank you for  
25 taking time to listen tonight. My name is Jillian

1 Detweiler. I'm the executive director of the Street  
2 Trust for Portland and the Street Trust is  
3 headquartered in Portland.

4 In the six years since the north/northeast  
5 quadrant plan was adopted, we've become much more  
6 aware of how transportation is killing the planet.  
7 The I-5 Rose Quarter project will provide bike and  
8 pedestrian facilities, but they don't rise to the  
9 level and quality that we need to really make a  
10 transition away from automobiles. We've also become  
11 aware through the Albina Vision of the impact on the  
12 African-American community by I-5, Memorial  
13 Coliseum, the Convention Center, Legacy Emanuel  
14 Hospital.

15 Albina Vision backers want to create a  
16 socially and economically diverse community. Human  
17 scale design is critical, as is reclaiming land  
18 taken from people of color by creating buildable  
19 caps over the freeway. The caps proposed will not  
20 be buildable and may create little more than an  
21 attractive nuisance. The environmental assessment  
22 of the project demonstrates very little improvement  
23 on any measure, including auto travel times for a  
24 tremendous amount of money.

25 We believe congestion pricing could

1 provide many more benefits to all parties by  
2 addressing demand for driving to provide a resource  
3 to really create the kind of bike, pedestrian, and  
4 transit facilities that we need to face our future.  
5 Thank you.

6           **MR. DWYER:** Hi there. My name is John  
7 Dwyer. I live in northeast Portland. This is my  
8 first time going to sort of a public hearing ever.  
9 I'm a private person but I figure this is a big  
10 enough project that I should give my input. I've  
11 driven on I-5 and I've been stuck in traffic on the  
12 Rose Quarter. You can see it goes from three lanes  
13 to two lanes so, you know, I think this project  
14 makes sense. You build an extra lane and get things  
15 flowing through. But I start to learn more about  
16 the project. I learned the cost. I learned it was  
17 about \$500 million. That's a lot of money for two  
18 miles of extra lane. I learned more about the  
19 construction that would be five years or so in the  
20 making, and it would tear apart the area while it's  
21 doing that.

22           I bike through that area every day. I  
23 bike across Tillamook and across to the Broadway  
24 Bridge and go over the Broadway Bridge. And I have  
25 a young daughter and another one on the way, and it

1 just seems kind of like a wild project to change  
2 that, to do such a big change to this area. And to  
3 think about, like, the alternatives that I know you  
4 pointed out, Commissioner Eudaly, that we can't use  
5 this money for PBOT projects, but I urge Manager  
6 Windsheimer to consider alternatives for the \$500  
7 million. Think about other streets that would be  
8 consistent with the Zero Vision initiative as well  
9 as other projects that would have a bigger impact  
10 than this one. Thank you.

11 **MS. BAUMANN:** You'll have to excuse me,  
12 I'm a member of Local 1503 the Carpenter's Union.

13 **MS. WOOLLEY:** Please remain seated.  
14 Again, you're testifying to the panel.

15 **MS. BAUMANN:** I beg your pardon.

16 **MS. WOOLLEY:** That's all right. No  
17 problem.

18 **MS. GONOR:** My name is Laurie Gonor. I'm  
19 a resident of Gresham, Oregon. I'm member of the  
20 Local 1503 Carpenter's Union and I'm speaking in  
21 favor of the project with one reservation, which I  
22 will get to. It's my understanding that when the  
23 trades people who built the city we live in hack  
24 across town, they may be expected to pay, either as  
25 individuals or as a company for the privilege of

1 building your city. And that confused me a little  
2 bit. So we're going to just maybe say that and let  
3 it go.

4 I'm also a person who as commuted as far  
5 as Vernonia, Estacada, McMinnville, and to Beaverton  
6 to Intel, and that mess right there is -- it needs  
7 to be fixed. We all have very passionate views  
8 about cycling and I actually quit riding my bicycle  
9 in Portland because I was concerned about my safety,  
10 so I get that. But I'm still not convinced that  
11 having to slam on my brakes right in that area is a  
12 good plan. I don't like it.

13 And I'll get really quickly to my one  
14 concern. I understand there is a great school called  
15 Harriet Tubman Grade School and they are very  
16 concerned about air quality. I was fortunate enough  
17 not to grow up in a city next to a freeway. I grew  
18 up in South Beach, Oregon, which is five miles south  
19 of Newport. I ran wild all summer and we did drive  
20 to the city, Newport, to put me in high school and  
21 grade school. Pardon me, grade school and junior  
22 high, but I didn't have to do it next to a freeway.  
23 So I'm really hoping that somewhere there's a really  
24 solid, good positive in helping people not have to  
25 leave there. Okay, kids go inside now. You can't

1 spend any more time running around like I got to  
2 when I was a kid. I yield the rest of my time to the  
3 public.

4           **MR. PHILPOTT:** My name is Paul Philpott.  
5 I am a representative for the Carpenter's Union, a  
6 recent transplant from Gresham to Rainier. I thank  
7 you for your time. And I would like to say that I  
8 do respect the opinions of the people who are  
9 opposed to this project. There are concerns. I  
10 would say that I would like ODOT to work with them  
11 more closely to find ways that make shore sense for  
12 the cyclists. But something does have to be done  
13 for vehicle traffic as well, because cars are not  
14 going away, they are changing. They are still going  
15 be there. They are still going to need to get  
16 through the city. And I have to take this  
17 interchange right here to get home. A lot of times  
18 it's really backed up. It's dangerous. And I just  
19 think that there is a way that we can make this  
20 better for all of us if we work together. Thank you.

21           **MS. SMALL:** Good afternoon. My name is  
22 Rebecca Small. I am from Portland, Oregon, and my  
23 opinions are my own. I am deeply concerned about  
24 the inadequacy of this EA. How can so many words  
25 say so little. There's a number of topics in here I

1 could go into on detail on a lot of them, but I  
2 particularly care about safety so I'll just focus on  
3 that.

4           The project states that the overall  
5 project purpose is to improve safety and operations  
6 and I-5 in the vicinity of the Broadway/Weidler  
7 change, and I am extremely concerned that a project  
8 of this complexity, the safety analysis leaves so  
9 much to be desired. In part two slows east through  
10 this high traffic area, the vast majority of the  
11 these collisions do not result in serious injury or  
12 fatal crashes. The main document does not discuss  
13 fatal and serious crashes, nor does it provide an  
14 analysis of the factors that contribute to these  
15 crashes. Any mention of the most serious safety  
16 concerns for the entire project area are buried deep  
17 in one of the six appendices to an appendix.

18           Fatal and serious crashes are the most  
19 important crashes to examine if we're sincerely  
20 interested in improving safety on I-5 as the EA  
21 states. But ODOT presents no separate analysis of  
22 these crashes. ODOT's crash analysis shows a single  
23 fatality in the five-year look-back period from 2015  
24 to 2011. I pulled up these records and found that  
25 if they look back a little bit further to 2007, and

1 found that there have been a total of four  
2 fatalities in those years. And three out of four of  
3 those deaths were pedestrians.

4 The leading cause of death in the study  
5 area as not been adequately addressed or  
6 investigated. What were pedestrians doing on the  
7 freeway? How did they get there? And in what ways  
8 will the proposed expansion prevent this kind of  
9 fatal crash from happening again in the future?  
10 It's not mentioned, let alone discussed.

11 Without a clear assessment of the fatal  
12 and serious crashes and their contributing factors,  
13 there's nothing in this EA to show how the proposed  
14 Rose Quarter widening will mitigate the existing  
15 safety hazards. The crash reports on the most  
16 serious crashes you have suggest a different kind of  
17 problem in this area altogether that's not even  
18 addressed.

19 **MS. LEONARD:** Hi, my name is Dr. Carrie  
20 Leonard. I'm an oceanographer, a mom, and a  
21 resident who moved here because this is a place that  
22 used to make decisions that bucked the status quo,  
23 that did the right thing for the environment and  
24 community. According to ODOT's traffic safety  
25 analysis appendix, what I found is exactly just like

1 what the last speaker found. The highest rate of  
2 crashes that currently occur in this corridor happen  
3 in the middle of the day, which is when I presume  
4 people are actually moving the fastest.

5 So therefore, if the plan of this project  
6 is to increase through-put speeds through this  
7 region, but you also want to reduce the number of  
8 crashes. This actually goes against a lot of the  
9 data in the transportation world and actually  
10 against a lot of what the City of Portland itself is  
11 doing, which is reducing speeds across the whole  
12 city with a life force safety and reducing crashes,  
13 safety for pedestrians, cyclists and non-car users.

14 If the data were there to justify this  
15 project, I can slightly be on board. But right now,  
16 the information as presented in the EA does not  
17 justify the expense and the time and the impact to  
18 the rest of the community, especially life while  
19 we're facing in climate change. Thank you.

20 **MS. WOOLLEY:** Please remain seated.

21 **MR. WARREN:** Okay. My name is Marlon  
22 Warren. I'm a long-time resident of Portland, 63  
23 years. And I used live on Dixon, right near this  
24 project area with my grandmother back in the early  
25 '60s. And we used to play out front and everything

1 like that. To make a long story short, the air now  
2 -- the air quality in this area is even better now  
3 than it was in the '60s. Because we used to go to  
4 the Broadway Bridge and watch parades and stuff.  
5 The air was pretty bad. Now when I walk across the  
6 Broadway Bridge, the air is fresh, it's clean. It's  
7 not bad and it's improved since the '60s. Also ODOT  
8 has done a good job of closing down, like, Harbor  
9 Drive. They built the Tillicum crossing bridge, and  
10 eventually they're going to make less lanes on the  
11 Naito Parkway. And I mean, they have done so much  
12 for cyclists. And I mean, you look at the Rosa  
13 Parks Way, I mean, you know, to make a long story  
14 short -- how much time do I have? Oh, one minute.  
15 Oh, I'm fine.

16 So I'm saying that we all need to work  
17 together here and find solutions and not just stay  
18 in your own box, because Portland is growing. We  
19 got a new stadium that's going to come on line.  
20 People have to drive there, or walk there, bicycle.  
21 We just need to come together as long-term  
22 Portlanders and solve this because it's not going to  
23 go away. If we don't solve it today, it's going to  
24 be here in 50 years.

25 And also, no one has addressed the

1 earthquake conditions of the current overpass. When  
2 I look at those pillars, if there's a long  
3 earthquake, tough road for anyone, that's going  
4 down. So we're going to have to rebuilt it either  
5 now or tomorrow. Anyway, thanks for listening and I  
6 hope we can find a solution so we don't end up like  
7 the Columbia River crossing where no one came  
8 together. Thank you.

9 **CINDY:** Hi, I'm Cindy. I'm a student at  
10 Harriet Tubman Middle School. The air quality is  
11 very bad at our school. To add more trucks and  
12 automobiles would increase toxic particulates in the  
13 air. The emissions standards are low here in  
14 Oregon, and adding more diesel trucks on the  
15 highway, yards away from our school, would affect us  
16 greatly. Also, if you choose to expand the highway,  
17 during construction, surface streets will see a huge  
18 increase in drivers. Even now we already have had  
19 two students hit by cars near our school. I respect  
20 your choice but note that this will affect the  
21 students of today and in the future.

22 **MS. HEROUT:** I'm a parent at Harriet  
23 Tubman Middle School that was just opened last year  
24 and over \$18 million was spent mitigating the  
25 current pollution as it stands. That said, there

1 are 500 students at Harriet Tubman Middle School, 70  
2 percent of whom are children of color.

3           Today there's an article put out by  
4 Jonathan Lambert from NPR, and the title is "Study  
5 Finds Racial Gap Between Who Causes Air Pollution  
6 and Who Breathes It." The first line of the article  
7 says "Pollution, much like wealth is not distributed  
8 equally in the U.S. PSU recommended limiting  
9 exercise outside Harriet Tubman Middle School for  
10 all students, and specifically during hours of  
11 commuting. If construction goes forward, when will  
12 it be safe for students to be outside? Because  
13 during construction there will be a huge increase in  
14 the traffic and increase in air pollution and  
15 particulates. And I really urge you to take into  
16 consideration the 500 students, again, 70 percent  
17 who are kids of color and have not been served  
18 adequately by Portland Public Schools.

19           **MR. CHU:** My name is Bryan Chu. I work at  
20 Harriet Tubman Middle School. I teach children and  
21 have been doing so for over 20 years. Working for  
22 Portland Public Schools you quickly learn that the  
23 school boards and superintendents continually make  
24 decisions about the input in the communities that  
25 their decisions affect. Ask Jefferson High School

1 students about school resource officers. Ask Rosa  
2 Parks Elementary students about their year-round  
3 schedule. Ask Ockley Green and Harriet Tubman  
4 Middle School about pretty much everything.

5           It's clear that institutions such as  
6 school districts, school boards, or departments of  
7 transportation are not broken. They are working  
8 extremely well. Portland Public Schools and the  
9 Oregon Department of Transportation seem to be  
10 highly proficient at perpetuating white supremacy,  
11 environmental racism and placing profit over people  
12 and planet while claiming to have our best interests  
13 at heart, but we know better.

14           My eighth graders at Harriet Tubman Middle  
15 School are aware of the I-5 freeway because of our  
16 proximity to it. They see it when they look out the  
17 classroom windows. They understand the connection  
18 between environmental injustice, police brutality,  
19 and black lives. They understand the connection  
20 between asthma, a choke hold, and the murder of  
21 Aaron Gardner, rest in power.

22           The thoughts and ideas that course through  
23 the minds of eighth grade students when they are  
24 told the air is perfectly safe to breathe, but see  
25 the \$10 million HVAC filtration system that sits on

1 top of our building. The thing about my students is  
2 that they understand we are a frontline community  
3 and that we have always been the ones who are made  
4 to pay the price of Portland's progress.

5 They know about the proposed I-5 freeway  
6 expansion because it was being discussed long before  
7 Harriet Tubman Middle School reopened this past  
8 fall. They were told that if the I-5 expansion was  
9 to happen that students of HTMS could not remain in  
10 the building. It would be moved to a different  
11 location during construction. We want to know if  
12 this is true.

13 If so, then PPS should explain why we were  
14 rushed to open Harriet Tubman Middle School only to  
15 have it closed down. Where would we be housed? I'm  
16 assuming PPS doesn't know nor do they have a plan  
17 I'm aware of. I'm also assuming that ODOT does know  
18 either. In closing, I'd like to say that black  
19 lives matter, black students matter, black schools  
20 matter, black lung matters. Thank you for your  
21 time.

22 **MR. BROWN:** Good evening. My name is  
23 Aaron Brown. I live in the St. Johns neighborhood  
24 of north Portland. Back in May of 1980, I was born.  
25 I was born in Titusville, Florida. My dad worked at

1 NASA, which was really cool. Speaking of NASA, one  
2 month after I was born, James Hansen testified at  
3 congress, federal congress, when air quality was 350  
4 parts per million of carbon. So we've known about  
5 this for 30 years. And the entire 30 years of my  
6 life we have emitted half of all the carbon that  
7 exists in the atmosphere in those last 30 years.

8 In those last 30 years, I've had nothing  
9 but gas lighting. Every single time, I've been  
10 aware of climate change my entire life and there's  
11 been this constant belief that someone will get  
12 around to it eventually. Well, we lost a certain  
13 election or an election didn't go that way, or well,  
14 next legislative session. We're out of time. I  
15 understand that there are political realities.  
16 There are physics realities. There's only so much  
17 carbon that we can put in the atmosphere. 40  
18 percent of Oregon's carbon emissions come from  
19 transportation. This is climate denialism. All of  
20 this -- and frankly, I would accuse ODOT of  
21 gaslighting, but you're not even making the data  
22 available for us to review it.

23 Your entire claims that this will reduce  
24 global warming, emissions, air quality, pollution  
25 and traffic congestion are based on a dataset that

1 you didn't even provide in the environmental  
2 assessment. We've only got 20 days left of your 45  
3 day public comment period, which you only extended  
4 to us because Commissioner Eudaly gave us a lending  
5 hand. This meeting is only here because they had to  
6 shame you into looking me in the eye and telling me  
7 that you're okay with future generations, the  
8 children in this room, the children that many folks  
9 here have wondering what side their parents were on  
10 in terms of standing up for a planet that maybe will  
11 be able to feed future generations. As to whether  
12 coastal cities like the one I was born in will be  
13 under water by the time I am a couple years older.  
14 My parents are here today to support me. I hope  
15 each of you are here to support your future  
16 generations. Thank you.

17 **MR. CORTRIGHT:** For the record, Joe  
18 Cortright. I'm an economist with City Observatory.  
19 I've written a complete set of all the objections I  
20 have to this project and submitted them for the  
21 record. I won't bore you with most of them now. I  
22 am extremely proud to be here with this group of  
23 activists who have made many of the technical points  
24 far better than I possibly could. I'll just  
25 reiterate a couple of them.

1 One is this project -- the claims that are  
2 made in the environmental assessment of this project  
3 are directly countered by all of the scientific  
4 literature that we have about traffic and that we  
5 have about carbon pollution. The modeling that they  
6 have produces results that are not consistent in any  
7 way with that. And as several speakers have noted,  
8 they simply haven't presented the information.

9 I'll add one fact to that. ODOT has  
10 widened I-5 in the past. And what happened? It  
11 widened it between Lombard and Victory Boulevards.  
12 It did that 10 years ago. And after it did, crashes  
13 went up. They're claiming that they'll go down  
14 here, but it's not based on actual scientific data.

15 I've got about a minute left so what I  
16 want to say to you, Commissioner Eudaly, is this:  
17 You're witnessing Portland at its best. 40 years  
18 ago Portland citizens rose up and spoke out against  
19 freeway building because we knew it was the wrong  
20 path for our city and for our planet. And the  
21 leaders of our city, the members of the City Council  
22 like yourself, in the face of a system that said  
23 this money can only be used to build freeways,  
24 marshaled the energy to go against the freeway  
25 building establishment, to go to Washington D.C. and

1 change the law. And, yes, this is money that is  
2 right now appropriated to ODOT, but there's nothing  
3 that prevents the state legislature from  
4 reallocating this for other projects in Portland, in  
5 the Portland metropolitan area, in the right-of-way  
6 for the things that we desperately need.

7 Including the safety that ODOT claims to  
8 be supportive of but is investing its money in a  
9 project that will do nothing to improve safety. You  
10 can be the kind of leader that we've had in the city  
11 in the past and listen to the citizenry and move  
12 forward, and I certainly hope you'll do so.

13 **MR. DAVIS:** Hi everyone. This is Tim  
14 Davis. I live downtown by PSU. Literally everything  
15 in the EA is either misleading, incorrect, or an  
16 outright lie. It doesn't even consider a single  
17 alternative. Our planners and civic leaders need to  
18 listen much more to Portland's very own amazing  
19 economists and transit planners, such as Joe  
20 Cortright, right here, and Jared Walker.

21 Three of the four deaths in the past  
22 decade in this corridor have been pedestrians and  
23 this will only increase. This project will make us  
24 less safe and cause more people to die. And  
25 fatalities aren't even mentioned in the EA, and the

1 three or four deaths in this corridor like Rebecca  
2 was saying.

3 This will be yet another indescribable  
4 blow to the low income communities, the Soul  
5 District and Albina Vision. Our politicians  
6 continue to be sold on bogus claims of reduces  
7 emissions. And even if emissions remain the same,  
8 literally everything else has a negative impact in  
9 every conceivable way. Just one of the hundreds of  
10 negative impacts will be much worse air quality near  
11 I-5. If you build a city for cars and traffic, all  
12 you get is cars and traffic.

13 And it's just incredibly depressing that  
14 we have to continue educating our traffic engineers,  
15 planners, politicians, and transportation  
16 professionals about the very, very basics of induced  
17 demand, externalities of fossil fuels, decongestion  
18 pricing, traffic demand, parking reform and dozens  
19 of other incredibly obvious and proven next-  
20 generation transportation concepts.

21 ODOT uses a hundred percent discredited  
22 auto-based LOS and other models that favor speeding  
23 through, but at the expense of livability, including  
24 literal human lives. I really hope this is the last  
25 year that massive highway freeway projects are ever

1 taken seriously within Portland city limits. It  
2 would be literally better to flush a billion dollars  
3 into the Willamette. Think about that.

4 **MS. WOOLLEY:** Please restrain your  
5 clapping.

6 **MR. CARTER:** Hi, my name is John Carter.  
7 I live in southeast Portland. You know, I think  
8 when I break this project down simply and I also  
9 pair it with the southwest corridor project, I see  
10 \$3 billion combined as a tremendous investment into  
11 a suburban model. And this whole issue that we're  
12 talking about right now is a consequence of a huge  
13 investment over the past 50 years into that suburban  
14 model. I mean, Portland does amazing work in the  
15 past to mitigate what we've seen as disastrous  
16 around the rest of the country, but it needs to be  
17 doing more today. We need to have that kind of  
18 innovative thinking.

19 I mean, I look at the whole building of I-  
20 5 to begin with was just a complete and utter  
21 disregard for the community and humanity of  
22 Portland's black community. And then what are we  
23 doing today? Well, we're poisoning the air further  
24 of a historically black middle school. It just  
25 doesn't make sense. We're investing into wealthy

1 suburban communities. We're continuing to pollute  
2 through this model. We're not giving them options  
3 to not drive. Instead we're saying, hey, let's widen  
4 the freeway, invite more cars into the mix. Given  
5 the climate change, denialism that we've been facing  
6 for the past 40 years, and the consequences that  
7 we're about to face immediately now, we really have  
8 to be thinking differently. We need innovative  
9 projects. We need Portland to think beyond.

10           And I know, Commissioner Eudaly, you said  
11 that this money has been earmarked. Well, that's  
12 just a matter of political will. I mean, at the end  
13 of the day, this is the taxpayers' money and should  
14 be spent on things that are going to benefit us for  
15 today and over the next 50 years.

16           **MS. HANCHROW:** Marsha Hanchrow, I'm from  
17 Portland. I'm an employee in the area district, and  
18 I say the no-build option is the better option.  
19 Since they say that carbons are going to go down  
20 because of all these electric cars are going to be  
21 the road, when they go down, use that time to start  
22 tolling, decongestion pricing, congestion pricing,  
23 whatever you want to call it. Discover that you  
24 don't need to do this. Take that money and fix the  
25 orphan highways, prepare them to give them to PBOT.

1 The state doesn't want them. The city wants them.  
2 The only thing that's holding them back is that they  
3 are not to city standards. They are to state  
4 highway standards.

5 **MR. FYFFE:** My name is Michael Fyffe. I'm  
6 a carpenter in the UBC, but I also have an  
7 engineering degree from Oregon State. Highway  
8 construction was one of the classes I had to take in  
9 my curriculum I was born on Earth Day and I'm a big  
10 environmentalist. The problem that people are not  
11 really addressing is the pollution problem that's  
12 coming from the internal combustion engines. It's  
13 got an expiration date on it. Tesla is coming out  
14 with their cars I even got preliminary drawings for  
15 converting all internal combustion engines with  
16 electrical vehicles.

17 If we look a hundred years out in the  
18 future, that's what we need to be seeing, that this  
19 particular project is still going to be needed for  
20 congestion when everything is electric and not an  
21 internal combustion engine. Is it a perfect  
22 project? No. No project is perfect. But does it  
23 address some concerns? Is it balanced? Is it a  
24 dichotomy of what was needed for both sides?

25 I've heard wonderful things from both

1 sides of the arguments for this project. But I  
2 mean, I like the idea of covering all of I-5, or  
3 even the tax, the toll tax. Those are all great  
4 ideas from both sides, but preventing this project  
5 from going forward is like preventing the first step  
6 in fixing it all. You can't fix it all at once  
7 anyway. That would be cost preventative. So I like  
8 the arguments on the other side of not building the  
9 project, but they shouldn't prohibit this project  
10 from being the first step in fixing it.

11 **MR. RUDWICK:** Hi, my name is Allen  
12 Rudwick. I have represented the Eliot Neighborhood  
13 Association since the beginning of the previous  
14 round of public engagement, 2010. I thought I was  
15 giving a really important speech. I was going to  
16 convince someone into changing their vote at the end  
17 of that process, and turns out that everyone had  
18 already made up their minds.

19 Sam Chase talked in the beginning today  
20 about how there's lots of development happening in  
21 the Lloyd District. It's, like, yeah, it's  
22 happening right next to the MAX. Right around the  
23 highway we have this huge void are where no one  
24 wants to be in these empty lots. A highway project  
25 is not going to solve that. It's still going to be

1 right next to the highway, which is noisy and  
2 uncomfortable to be around.

3           This project from the very beginning, I  
4 sat through 20-plus meetings, got a lot of free  
5 food. There always was this, okay, we're going to  
6 widen the highway underneath so what do we want on  
7 top. If we wanted to -- like, this is a highway  
8 widening project. The others threw the word  
9 "improvement" around. Oh, my god, I'm sick of the  
10 word "improvement." Just because you're changing  
11 something doesn't make it an improvement.

12           We need to build a lot of stuff. I love  
13 that all the trades people are here and, like, you  
14 guys are going to be a huge part of us building the  
15 new future that we want. Unfortunately, I don't  
16 think this project is part of that. If this were a  
17 jobs project, we could build almost anything we want  
18 and provide jobs. If this were an environmental  
19 project, we should try and get people out of their  
20 cars. Is this an environmental justice project?

21           I mean, come on. This is not an  
22 environmental justice project. If this is a  
23 congestion project, we should be doing congestion  
24 pricing. So I wish we could free engineers who put  
25 a lot of time and energy, and the consultants, all

1 of the dollars that go into that into solving  
2 problems that the city and citizens actually want.  
3 There's a lot of drive here to build a better city  
4 and I hope that we can do that, just not this one.  
5 Thanks.

6 **MS. COHEN:** Hi, my name is Alicia Cohen.  
7 I am the parent of two children, young children,  
8 ages 13 and 9. I am profoundly concerned about their  
9 future. We are in midst of a climate crisis and  
10 emergency through scale and scope is really -- has  
11 been described by the UN's IPCC report as dire in  
12 ways that humanity has never faced before, and it's  
13 given us 12 years to completely turn this -- not  
14 ship of state, but ship of all states around.

15 So it's really all hands on deck. And I  
16 think the green new deal is the scale of  
17 mobilization that's required, but we can't wait for  
18 that unfortunately. Trump is in the White House and  
19 so we need -- and I thank you so much, the amazing  
20 citizens, I am so honored to have as my fellows for  
21 and against. And I really sympathize with people  
22 concerned about congestion pricing. I hope that we  
23 can find a way to price congestion that makes it  
24 affordable for everyone to use the freeways in a  
25 fair and equitable way.

1 But we need the level of citizens, the  
2 level of ODOT, you know, at the city government  
3 level, the state government level, all meet together  
4 and everything has to relate to climate. We have to  
5 bring carbon down. Experts have made it clear. The  
6 studies make it clear. We all know that expanding  
7 the freeways does not bring pollution down. Yes,  
8 we'll have electric cars and that will be great.  
9 Right now we have 10 years. We need to get busy and  
10 we need to get serious and we need to take carbon  
11 seriously in the short term. Thank you.

12 **MR. ALFORD:** Hi, I'm Seth Alford. I from  
13 Raleigh Hills, which is in unincorporated Washington  
14 County. I've been living in the Portland area since  
15 1984. I am opposed to the Rose Quarter freeway  
16 expansion. The point I want to emphasize is that if  
17 this project is approved, don't expect an extra lane  
18 in the freeway, and the covers, and the active  
19 transportation features to appear the next day.  
20 Instead there will be four to five years or longer  
21 of construction. Based on my past experience with  
22 ODOT bicycle detours and what ODOT does for  
23 bicycles, specifically with Scholls Ferry Road and  
24 217 during the construction project, if this project  
25 is approved, despite what ODOT's representative said

1 earlier, I expect the bicycle infrastructure will be  
2 demolished first and rebuilt last. Effectively  
3 during the construction period, bicycle  
4 transportation in this area will be cut off.

5 Furthermore, during the construction  
6 there's going to be delays and lane closures and  
7 additional traffic problems created by the  
8 construction itself. That idling motor vehicle  
9 traffic during construction will further enhance the  
10 greenhouse gases that this project will produce.

11 If the project is being justified as  
12 reducing greenhouse gases through better traffic  
13 throughput, you have to count that idling traffic  
14 during construction against that hypothetical  
15 improvement. A better low-cost solution would be  
16 decongestion pricing as you have heard. In the  
17 meantime, spend the money you were going to spend on  
18 this on local projects that fix bike lanes,  
19 especially on Barbur. Fix the Beaverton-Hilldale,  
20 Oleson-Scholls intersection. Again, again I'm  
21 opposed to the Rose Quarter freeway expansion.  
22 Thank you.

23 **MR. LEWELLAN:** Hi, I am Art Lewellan.  
24 I've been an advocate for mass transit in Portland  
25 for over 20 years. I've made a study, a constant

1 study. I live in the area of the west side close to  
2 the Broadway Bridge. I walk across it. I bicycle.  
3 I take the streetcar and buses across it. Very  
4 familiar with the streets around the Rose Quarter  
5 and I am -- it is my opinion that the result outcome  
6 of the project will reduce air pollution, not  
7 increase it. I also believe the safety improvements  
8 will hone to achieve it -- that as well will occur.  
9 Mostly on the streets, from my way of thinking,  
10 rather than on the I-5, but I think that's possible  
11 there too.

12           And so I'm taking the position in the  
13 supportive. And I believe the investment will be  
14 worth it. Great to see the area of this map with  
15 this great view over the river, and I think it could  
16 very well become a very busy district. All those  
17 crosswalks, all those intersections, all this  
18 rebuild will improve safety.

19           The pedestrian-only bridge that goes into  
20 the Rose Quarter in this area, that's a real  
21 improvement. The conversion of the Flint Bridge  
22 over I-5 Dixon crossing, that's an improvement for  
23 pedestrians and vehicle traffic wherever they can  
24 avoid getting on Broadway/Weidler. One improvement  
25 that I see --

1           **MS. WOOLLEY:** If you could just wrap up  
2 your sentence.

3           **MR. LEWELLAN:** I just wanted to add to the  
4 conversation. But exiting traffic off of I-5  
5 southbound that has to merge with the traffic  
6 getting onto I-5 southbound is one huge bottleneck  
7 that I sense improving it will improve the traffic,  
8 will make it easier for motorists to go through  
9 there and may induce some -- induced demand.

10           **MS. WOOLLEY:** Can you wrap up your  
11 testimony?

12           **MR. LEWELLAN:** We've really got to work  
13 towards reducing emissions that come out of cars.  
14 And implementing mass transit. Those are my  
15 comments.

16           **MS. WOOLLEY:** Thank you.

17           **MR. SHAFER:** Commissioner Eudaly and  
18 Director Windsheimer, thank you for your time. My  
19 name is David Schafer. I am a long-time Portland  
20 resident, north Portland resident. I am the father  
21 of two children, one who is at Boise Elliot and will  
22 soon be at Tubman. I had them here for a while but  
23 their usefulness as moral props was finally trumped  
24 by their boredom.

25           And I am less informed and less engaged.

1 A lot of people I see here are very proud of my city  
2 right now, but we're all here saying the obvious,  
3 which is this is a no-brainer. You can't do this.  
4 You can't build more car infrastructure in 2019 in  
5 our city. And I drove my minivan here and paid 10  
6 bucks to park underneath this gigantic building and  
7 I drove around a lot today. And I am very car  
8 implicated and car compromised. And I really look  
9 forward to living in a city that's going to be -- be  
10 ahead of the current here and, like, not help us  
11 live this way anymore. In fact, make it harder for  
12 us to live this way so that we can live at all. And  
13 I walk around every day wondering how I can help.  
14 You guys are our fortune because you know what you  
15 can do. You can oppose this project. It just makes  
16 no sense to build more car infrastructure right now,  
17 not for the time we find ourselves in, so please do  
18 the right thing. Thank you.

19 **MR. BROWN:** Yes, my name is Steve Brown.  
20 I'm a long-term resident of Portland. I speak to  
21 you today not only as a resident of Portland but as  
22 a citizen of the area. I am absolutely opposed to  
23 the Rose Quarter freeway expansion. And there's  
24 lots of good reasons, perhaps technical ones, but I  
25 want to address really the effect on climate change.

1           When I was 10 years old, 53 years ago  
2 something, I had the fortune of going to Mt.  
3 Rainier. I got to go through this ice cave.  
4 Incredibly beautiful blue sculpted. The sun was  
5 coming down. A couple years ago I went back. I  
6 looked for that ice cave. The park ranger said that  
7 doesn't exist. It hasn't existed for some time.  
8 Then he looked at me and he goes, you know, it's  
9 only you guys with silver hair that even ask me  
10 about that. That is really frightening. But you  
11 don't have to listen to the rantings of me. We just  
12 have to look at the last several years when this  
13 beloved state of Oregon was on fire, on fire. Just  
14 go to California. We are blessed that the effects  
15 of climate change are less in Oregon. We have nice  
16 water supplies.

17           My point being is we cannot wait. We have  
18 to make good, sound decisions. And I understand  
19 there's lots of different interests. Everybody  
20 makes decisions on a lot of things, how it affects  
21 them. If you're a project manager at ODOT and this  
22 was your project, you're fully supportive. But it's  
23 time to come back and say we need to make decisions,  
24 not only for Portland, but for the U.S. and for the  
25 world. I give up the rest of my time. Thank you

1 for listening.

2           **MR. BUEHLER:** Ted Buehler, I'm with Bike  
3 Loud PDX, an all-volunteer, nonprofit Portland  
4 group. I'm also a resident less one than mile from  
5 the Rose Quarter freeway project. Thanks  
6 Commissioner Eudaly and Mr. Windsheimer and Ms.  
7 Channell for coming. I appreciate you all coming  
8 here and listening. I want to echo what everyone  
9 else said about this not being a very good project.  
10 I want to add three things to it.

11           One, there's no point in building it  
12 because all it takes is you have to pull up Google  
13 maps and you can see at 5:55 p.m. on any given day  
14 like today, the whole system is red. So if you  
15 widen the bottleneck in a red system, you just get a  
16 slightly larger parking lot and you pay a lot of  
17 money for it. There's other options that have been  
18 in Portland and Metro and Oregon plans for a long  
19 time that we're supposed to avoid having this happen  
20 and we can still play catch-up.

21           The second is if you do end up building  
22 it, you have to live up to what Commissioner Eudaly  
23 spoke about in several interviews recently about  
24 this has to be a fantastic bicycle infrastructure.  
25 And I was able, last week, to review the bicycle

1 infrastructure at the ODOT presentation, and I  
2 reviewed the EA, and we'll be submitting our  
3 comments as to what exactly has to be put in instead  
4 of what's there now in order to make it an entirely  
5 fabulous infrastructure that will draw people --  
6 that will enable people to be drawn out of their  
7 cars and go downtown by bicycle instead of by car,  
8 and that should alleviate part of the problem.

9 Third, you can build something much better  
10 with \$450 million. This is the bicycle master plan  
11 for 2030, adopted by Portland City Council, very  
12 nicely in 2010. It has very serious hiccups between  
13 2010 and 2015. And we really need to play catch-up.  
14 Now, for the short, low price of \$250 million, we  
15 can build out this entire plan, and take 40,000  
16 commuter cars off the road in Portland every day,  
17 which will turn this map to yellow and green instead  
18 of red at 5:55 p.m.

19 **MR. SALLINGER:** Good evening. My name is  
20 Bob Sallinger. I'm the conservation director for  
21 the Portland Audubon Society. I appreciate the  
22 opportunity to testify tonight. What could we do  
23 with half a billion dollars? We could address  
24 transportation inequity and safety issues in east  
25 Portland. We could investment in public

1 transportation. We could build out our regional  
2 system of biking and walking paths. We could truly  
3 cap I-5 and bring back neighborhoods that were  
4 historically destroyed by I-5. We could do  
5 something truly innovative that addresses the most  
6 urgent issues facing our community and our planet.  
7 Things like climate change, inequity, and the health  
8 of our communities.

9 I would ask the City of Portland, how does  
10 this advance the priorities of the city, the climate  
11 agenda, the equity agenda? The answer is that it  
12 doesn't. Instead of doing those things, we're  
13 building a time machine back to the 1950s, a very,  
14 very expensive time machine, to an era of mega-  
15 freeway projects that pollute our air, perpetuate an  
16 automobile culture and turned a blind eye to the  
17 issue of climate change.

18 I was on the northeast quadrant committee  
19 almost a decade ago when this project was hatched.  
20 It was clear then that this was a project in search  
21 of a purpose. And when I read the EA, it's clear  
22 that hasn't changed. It's still a project in search  
23 of a purpose. ODOT has not come close to addressing  
24 legitimate issues that have been raised by the  
25 community. It has not addressed real alternatives

1 in the environmental assessment. And my concern is  
2 like so many mega-projects, this one will continue  
3 under its own momentum, moving forward and  
4 steamrolling community concerns rather than address  
5 them. I do believe that this project, if it  
6 continues as planned, will collapse under its own  
7 weight, but how many hundreds of millions of dollars  
8 will we spend before that happens?

9 We all remember the fiasco that was the I-  
10 5 crossing and how community concerns were  
11 repeatedly ignored over and over again. Those  
12 community concerns were real and the problems with  
13 this project are real too. Thank you.

14 **MR. OWENS:** Good evening, Commissioner,  
15 Manager Windsheimer. Thank you for being here. I'm  
16 Jim Owens. I'm representing Portland Parks Bureau -  
17 - excuse me -- Portland Parks Board. I'm joined in  
18 the audience by Paddy Tillett, a fellow Portland  
19 board member, and he'll hopefully have an  
20 opportunity to make some additional testimony.

21 So the Parks Board has formally adopted  
22 some comments on the project. Those comments are  
23 limited to concerns about the proposed capping of  
24 the freeway, and connectivity of the neighborhoods  
25 west of the waterfront. There are two key concerns

1 the Parks Board has raised.

2 First, that we believe the City should not  
3 accept management or maintenance of the highway  
4 covers as proposed. The proposed highway covers  
5 represent fragmented pieces in our opinion, limited  
6 in utility. It will be very difficult to program  
7 and manage, and simply will not be attractive and  
8 useable.

9 Our second concern is that we really need  
10 an analysis of an alternative capping scenarios. We  
11 understood that PBOT was going to undertake hiring  
12 an urban design consultant to do such, and we think  
13 that would benefit this project, and it should be  
14 undertaken and completed before the project moves  
15 forward.

16 Regarding the public involvement process,  
17 a note is that Portland Parks Board has not been  
18 engaged by ODOT at any part in this process, which  
19 is unfortunate, as the advisor to Parks Bureau and  
20 City Council, Parks and Recreation of the City, and  
21 significant city-wide projects. We think that's a  
22 major oversight and we hope that you'll engage us as  
23 this moves forward.

24 **MR. MCFORLING:** Thank you for the  
25 opportunity. My name is Dan McForling. I got my

1 start in this area back in 1947. In an area already  
2 strangled by congestion, it is foolish to pretend  
3 that one can devote even more space and waste even  
4 more dollars on a mode of transportation that is  
5 inherently inefficient in terms of land use. If we  
6 wish to increase mobility in the Rose Quarter area,  
7 we need to invest in public transportation. Saying a  
8 freeway widening project is not a freeway widening  
9 project does not change the fact that it is a  
10 freeway widening project.

11 Quote, "The money can only be spent on  
12 highways." Today that is true. But when the only  
13 significant source of transportation funding is  
14 locked into the least effective response we can have  
15 to transportation needs, we have a serious problem  
16 and it needs to be changed. We need to change that  
17 reality.

18 About 30 years ago, the Oregon Department  
19 of Energy issued its annual report. And in that  
20 annual report, the Department of Energy stated quite  
21 clearly that until we change the constitution, which  
22 currently restricts money from highway revenues into  
23 building more roadways, we can never hope to realize  
24 an effective transportation systems. Thank you.

25 **MR. JOHNSON:** Hello, my name is Keil

1 Johnson. Thank you very much for the opportunity to  
2 speak here today. I'm the co-director and founder  
3 of the Friends of the Green Loop. Our mission is to  
4 advocate for the completion of the green loop  
5 through the central city. The green loop is a  
6 circular park from the Tillicum to the Broadway  
7 Bridge. The I-5 Rose Quarter project would go cross  
8 on Clackamas and will help the green loop and you  
9 mentioned it in your video. The Friends of the  
10 Green Loop do not support this project because it  
11 will continue I-5's legacy of environmental  
12 injustice, and we urge you to start over.

13           Around 40 percent of our greenhouse gases  
14 that are burned in the state come from  
15 transportation. We cannot afford to build  
16 transportation projects that do not dramatically  
17 reduce this number. According to your own  
18 environmental assessment, this project would only  
19 reduce our emissions by .2 percent. To all of the  
20 people in this room who are working on this project,  
21 I ask you to consider what you will tell your  
22 children or your grandchildren when they ask what  
23 you did to stop climate change. Will you be able to  
24 look them in the face knowing that you helped spend  
25 \$500 million on a transportation project which does

1 so little to reduce our greenhouse gas emissions?

2 Building this project would continue the  
3 death of our future and we have no alternative but  
4 to fight you for it. The green loop is about  
5 Portland's commitment to sustainability. This  
6 project is about a bureaucracy and its leaders who  
7 are stuck in the past. We already tried building  
8 freeways through our cities and it does not work. We  
9 need transportation leaders who understand the  
10 challenges of the future and do not continue to  
11 build out some 1950's fantasy.

12 To those of you who pushed for this  
13 project, know that your time in power is coming to  
14 an end. The young people in this room and the state  
15 are smarter and better at organizing than you, and  
16 we will eventually win. We will win because we have  
17 nothing to lose. Your failure to lead on pressing  
18 issues we face leaves us no other choice. We only  
19 get a few chances in our lifetime to invest this  
20 much money in how we move around. Let's start over  
21 and make sure we get it right.

22 **MR. KHUT:** Hello Commissioner Eudaly and  
23 Manager Windsheimer. My name is Rithy Khut. I'm  
24 the chair of Portland Bicycle Advisory Committee. A  
25 committee that is tasked with reviewing many of the

1 bicycle projects that go before the city and the  
2 city builds. And based on our understanding of the  
3 project we don't see the benefit that is laid out in  
4 the EA. Most of the benefits for Oregon past  
5 Central City in Motion Plan will actually make  
6 Broadway and Weidler better than what is proposed in  
7 the environmental assessment. But more importantly,  
8 I actually want to change tack a little bit.

9 As I was looking through this and going  
10 over my research, I stumbled upon House Bill 2846.  
11 It is currently in the Joint Transportation  
12 Committee at the State. And a key point of that  
13 bill is the creation of jurisdictional transfer  
14 funds. And what better way to start off that fund  
15 than using the funds that are allocated to this  
16 project and seeding it.

17 Commissioner Eudaly, you have an energized  
18 staff and I know the City has great legislative  
19 staffers who go down to advocate for the priorities  
20 of the City. Why don't we engage them and engage  
21 Senator Dembrow and Representative Keny-Guyer, and  
22 work on putting this money towards areas like 82nd,  
23 Powell, and any other orphan highways that exist  
24 within the state. For me I think that would be a  
25 better use of rectifying some of the wrongs that

1 have already been talked about. So hopefully, we'll  
2 see what happens. Thank you for your time.

3 **MR. SMITH:** Good evening. I'm Chris  
4 Smith, a resident of Portland and I'm vice chair of  
5 the Portland Planning Sustainability Commission. I  
6 am, however, testifying as an individual tonight.

7 Occupational hazard as a planning  
8 commissioner, I tend to review proposals against  
9 Portland's plans and polices. So, for example, I  
10 know that our Vision Zero policy asked us to  
11 prioritize safety on the basis of fatalities and  
12 serious injuries, not the fender-benders and side-  
13 swipe collisions that happen in this area. I know  
14 that the TSP that you administer Commissioner  
15 Eudaly, asked is to prioritize pedestrians,  
16 cyclists, transit, shared vehicles, single-occupant  
17 automobiles, all the way to the bottom. Yet this  
18 proposal claims that it will speed automobiles -- I  
19 have some doubts about that -- it claims it will  
20 speed autos while admitting that it will slow  
21 transit. So there's a direct contradiction between  
22 this project and the goals of our TSP.

23 I'd also note that our north/northeast  
24 quadrant plan and our central city plan that  
25 integrated and called for a multi-level connection

1 into the Blanchard (ph) area to support future  
2 development. What this project delivers is a street  
3 with 10 percent grade for more than 100 feet that  
4 will really only be useful to automobiles. There  
5 will be no easy pedestrian, bicycle, or transit  
6 connections because of that grade. For example, we  
7 can't run a streetcar on anything over 7 percent  
8 grade, so it will never have streetcar service  
9 across that connection. We need a project that  
10 fulfills Portland's policies and rules. Thank you.

11 **MR. KLOTZ:** Mr. Windsheimer and  
12 Commissioner Eudaly, my name is Doug Klotz. I live  
13 in Portland. I, along with Allen Rudwick, was on  
14 the north/northeast quadrant advisory committee as  
15 this project was being developed. And it was clear  
16 to me the project was about looking like you're  
17 reducing congestion on the freeway, not injuries or  
18 death. And it was imperative for the surface  
19 streets was to move traffic on and off the freeway  
20 and to clear out Rose Garden traffic quickly.  
21 Pedestrian and bicycle facilities were threaded  
22 around the edges of these auto-oriented designs.

23 In the plans, pedestrians will face at  
24 least six intersections with very wide and dangerous  
25 corner radii that they don't have to navigate now.

1 Flint Avenue, which is one of the low traffic  
2 streets that walkers and cyclists use will be  
3 removed. The supposed replacement, Dixon to  
4 Hancock, will be so steep, walkers will use a series  
5 of switchbacks so you can get up it.

6 The Clackamas ped-bike bridge serves no  
7 movement that can't be done by the Weidler Bridge  
8 and takes three extra blocks to do it, so I don't  
9 think it will be used. The improvements on the  
10 surface are downgrades instead. And the  
11 improvements on the freeway, may reduce side swipes,  
12 but even according to ODOT, they won't reduce  
13 recurring congestion. What they likely will do  
14 through the mechanism of induced demand is attract  
15 more traffic, like what happened on I-5 further  
16 north as has been mentioned. This is a project  
17 driven by politics and not an assessment of safety  
18 needs in the region. It should be stopped and the  
19 much less expensive decongestion pricing should be  
20 implemented instead.

21 **MR. HOFFMAN-ANDREWS:** I'm Jacob Hoffman-  
22 Andrews. I live in Portland in the project area.  
23 But I grew up in Boston, a city that is famous for  
24 the Big Dig, the most over-budgeted and over-  
25 scheduled project in the history -- transportation

1 project in the history of the world. It is famous  
2 for not only being more expensive than expected,  
3 there is no part of my childhood that was not marked  
4 by the Big Dig. I was an adult by the time it was  
5 finished and it was started when I was a child. And  
6 today if you go to Boston and you drive, traffic is  
7 every ounce as bad as it was at the beginning of the  
8 Big Dig, even worse.

9           This project ignores the long history of  
10 freeway expansion projects that always result in  
11 traffic much worse or equally bad as it was in the  
12 beginning, and all these increased vehicle miles  
13 traveled. It's simple logic. If you make driving  
14 smoother, faster, easier, people will make more  
15 trips. They will live farther away from their job.

16           If we build this project, we will increase  
17 vehicle miles traveled. ODOT is hoping that someone  
18 else will solve the problem of pollution. That  
19 someone will build the electric cars we need. That  
20 someone will build the solar we need to power those  
21 cars, and that someone will figure out the  
22 distribution network to power it all. Climate change  
23 is not someone else's problem. It's our problem.  
24 It's ODOT's problem. And there will come a day when  
25 we are called on to account for the contributions

1 you have made towards global warming that will be  
2 ravaging our world in just 11 short years. We need  
3 to do everything we can on all fronts, and I  
4 encourage you and every ODOT employee to act on your  
5 moral initiative, lay down your tools and refuse to  
6 work on this project. Thank you.

7 **MS. WOOLLEY:** So I want to call for 57,  
8 58, or 59 or 60. If any of you are here, please  
9 come. I want to also thank you guys. You guys have  
10 been awesome tonight for, you know, basically  
11 working with us to make this hearing move smoothly.  
12 Do we have 57? All right. You're up.

13 **MS. IANNARONE:** Good evening. Thank you  
14 for listening to us. Hello Commissioner Eudaly.  
15 Happy to see Portland in the room. My friends and  
16 colleagues gathered here have been working really  
17 hard. It's obvious when you look at the amount of  
18 time and energy and attention they put into a very,  
19 what I would call, insufficient environmental  
20 assessment from ODOT. They asked you for  
21 information that has not been forthcoming, which I  
22 think is quite tragic. Because when you think about  
23 the role that deliberation and careful deliberation  
24 plays in these processes, and the expertise you have  
25 packed in this room, for these people to be even

1 taking time to make testimony here based on  
2 incomplete information for you, it's a travesty. So  
3 that's very disrespectful to our community, in  
4 addition to this project being an entire boondoggle.  
5 Okay. So I'm just going to lay that out. We want  
6 the information that we requested and we want it in  
7 a timely fashion.

8           That said, my job for the last 10 years  
9 has been sharing Portland's sustainability story  
10 with visiting world leaders who come here because  
11 they heard we stopped Mt. Hood freeway. They heard  
12 we took out Harbor Drive and built a park. They  
13 heard we told the federal government, hey, keep your  
14 highway money, we're going to build light rail. And  
15 they ask me how do we do that? We want to be like  
16 you. We want to do what you're doing. And you know  
17 what I've been saying the last two or three years?  
18 I don't know. I don't know what to tell you.  
19 Because it seems to me that in many ways we have  
20 lost our way.

21           And I am very happy that you are the  
22 transportation commissioner, Commissioner Eudaly,  
23 because I know that you have courage, and I know  
24 that you have vision, and I know that you have an  
25 innovative staff. And I echo the sentiments of my

1 colleagues on the Bicycle Advisory Committee that we  
2 will have your back if you stay with us on this.  
3 And to ODOT, it's just not going to happen. We'll  
4 lie on the highway before we let you build this.

5 **MR. BOZZONE:** Hi, I'm Steve Bozzone. I  
6 used to live in the neighborhood before I was no-  
7 cause evicted, but that's a whole other story. I  
8 was on the committee, I was joined by my  
9 neighborhood in voting no on the project. I just  
10 want to say that this has never been about the  
11 surface streets. The first meeting started with  
12 this big flying diamond diagram and that's where we  
13 started. And so we're supposed to be happy that we  
14 didn't bulldoze the entire Rose Quarter and we just  
15 bulldozed most of it. So I just wanted to dispel  
16 that myth. That this is completely a highway  
17 widening project and it has been from the start.  
18 And as someone who has been a part of the process  
19 this entire time, I've been very disappointed.

20 In fact, ODOT staff -- I tried to build  
21 relationships with them at these meetings, and they  
22 laughed at me. They laughed at me for asking for  
23 information, and we're seeing that again with the  
24 failure to release all the data that we've been  
25 asking for and the failure to extend the comment

1 period or to take a full environmental assessment.

2 To address the point about funding,  
3 Commissioner, I think we can do it. I think we can  
4 do it together. This is Oregon money and we're  
5 Oregonians and we can do this. Yes, it takes some  
6 work and we would have to be strategic, but we can  
7 redirect that money. And that money doesn't start  
8 flowing until 2022. We have plenty of time to  
9 direct this money to where it matters most and where  
10 it will save the most lives on ODOT's high-crash  
11 corridors. Thank you.

12 **MS. WOOLLEY:** Do we have -- you're up.

13 **MS. FAST:** Hi, I'm Naomi Fast. And you've  
14 heard from a lot of Portlanders tonight. I'm a  
15 former Portlander. I lived here for 10 years. It's  
16 where I learned to commute. I now live in Beaverton  
17 and I'm in a zero-car household. I want to talk  
18 about Hillsboro. I noticed somebody was here from  
19 the Hillsboro mayor's office. And so I want to talk  
20 about Hillsboro.

21 First of all, I'm opposed to this project.  
22 It didn't consider congestion pricing, which I think  
23 is really important. I've seen a lot of road  
24 widening out in Washington County, and not enough  
25 attention to bringing in buses for people who are

1 commuting to big employers out there. Whether it be  
2 from Vancouver, Washington or Gresham, we need more  
3 buses and transit because congestion is just  
4 everywhere. We're not going to solve it by widening  
5 roads.

6 In just the last three months in  
7 Hillsboro, at least five people were killed by  
8 drivers on Hillsboro streets that are controlled by  
9 ODOT. Four of those people were on foot, and a lot  
10 of people walk out there or bike. I do. I don't own  
11 a car.

12 On January 19th, a hit-and-run driver  
13 killed Marjorie Averill as she walked along Cornell  
14 Road at 17th with her date. And he later told a  
15 reporter "I just want her to get justice, you know.  
16 She didn't do anything to anybody to deserve that."  
17 There's been no word on whether the hit-and-run  
18 driver was found. And then last Saturday night,  
19 March 9 around 7:00, 59-year-old Dionicio Olvera was  
20 struck while crossing TV Highway.

21 The Washington County Sheriff's deputy  
22 Shannon Wile (ph) was quoted as saying,  
23 "Unfortunately, there are no marked crosswalks.  
24 It's just not a good situation for anyone that needs  
25 to cross the road here." And other people are

1 saying it's so dark in that area it's impossible to  
2 see people even in bright clothes. These comments  
3 don't address the near-misses on these roads, and  
4 yet we're spending \$500 million, or want to, on this  
5 freeway widening. We need safety on ODOT roads  
6 across Oregon. Thanks.

7           **MR. BUEL:** Hi, my name is Ron Buel, 1810  
8 Northeast 70th. And I've been working on  
9 transportation projects for 50 years in Portland. I  
10 was involved in stopping the Mt. Hood freeway and  
11 transferring the money TriMet to begin its light  
12 rail system. We brought out the head of the Federal  
13 Highway Administration from Washington D.C. to get  
14 that transfer done. I served on the TriMet board  
15 when we started the 60 miles of light rail that we  
16 have built here in Portland.

17           We stopped a freeway, yes, the Mt. Hood  
18 freeway, but we also stopped ODOT's plans developed  
19 by Robert Moses for PBMTS, which would have had  
20 dozens of freeways around and across the city. Rose  
21 City freeway, the Whittaker freeway, the Johnson  
22 Creek freeway, I could go on, 21st Avenue  
23 expressway. We also stopped a freeway out Thurman  
24 Street which was planned by ODOT, to go out to St.  
25 Helens Road. We also stopped the west side bypass.

1 So we have a long history in Portland of  
2 saying no to ODOT. No to ODOT on the Columbia River  
3 crossing, that \$3.3 billion project that I spent six  
4 years fighting against. And we tried to get ODOT to  
5 put the freeway on the river underground.  
6 Underground on the river, the Moses mistake that was  
7 made back in the late '50s and early '60s, when  
8 Robert Moses came out here and designed our  
9 freeways. And so right there on our beautiful  
10 river, the Willamette, we have freeway and all those  
11 ramps. And believe me, there's a vision that's out  
12 there that Ernie Bonner, and Jim Howell, and George  
13 Crandall, and a bunch of other people created which  
14 would have put that freeway underground. We should  
15 still do it. Thank you.

16 **MR. TILLET:** Good evening. My name is  
17 Paddy Tillett. I'm on the Parks Board. You have  
18 heard from my colleague who covered a number of  
19 points that the board made to ODOT over this  
20 project. I want to focus on a particular one and  
21 that is the moral responsibility, one might say, of  
22 mending the damage that was done by Mr. Moses when  
23 the I-5 was built in serving the community.

24 The job of the proposed reconstruction or  
25 one job of it is to re-knit those communities

1 together to give access to the riverfront from the  
2 communities that are east of the freeway. What is  
3 being presented is that trace of remaining lands  
4 which is called partial freeway cover, which assumed  
5 to be a community space that Parks is presumably  
6 expected to look after. The Parks Board would have  
7 no -- actually have no compunction in advising  
8 against such a thing. It would not contribute to  
9 any particular community. It would detract from  
10 future park work on lower Albina. And above all, it  
11 does nothing to connect the communities. We need  
12 buildings across the top of the freeway, not  
13 remainder space colored green in the hopes that it  
14 will work. So I'll leave it at that. Thank you  
15 very much.

16 **MR. LEITMAN:** My name is Paul Leitman. I  
17 live in Portland. I'm concerned about the rationale  
18 behind the I-5 Rose Quarter Improvement Project and  
19 the lost opportunity to invest limited funds in  
20 other projects throughout the region which have  
21 greater need.

22 I understand safety is one of the key  
23 project objectives. And I do agree that safety is a  
24 very important factor to consider. However, the EA  
25 safety technical report indicates there were only

1 seven serious injury crashes on I-5 in the study  
2 area in a five year period. With limited funds  
3 available to spend on transportation projects in our  
4 region, we need to be judicious with how we use our  
5 resources.

6 According to Metro's high-injury corridors  
7 and intersections report from 2017, MLK Junior  
8 Boulevard, McLouglin Boulevard, Burnside Street and  
9 Sandy Boulevard had between 30 and 40 serious  
10 crashes over a five-year period. TV Highway had 55.  
11 Powell Boulevard 66, 82nd Avenue 75, and Division  
12 Street had 80 serious crashes. Like I said, I-5 had  
13 only seven. Metro and many local jurisdictions in  
14 the region are shifting from a traditional safety  
15 approach that focuses on all collisions equally to a  
16 safe systems approach where fatal and severe crashes  
17 generate the most attention and resources.

18 Metro's 2018 State of Safety report  
19 indicate that arterial roadways are the location of  
20 the majority of the region's crashes. That freeways  
21 and freeway ramps are relatively safe per mile  
22 traveled compared to the arterial collector streets.  
23 Metro areas arterials have more than four times as  
24 many crashes for every 100 million people miles  
25 traveled than metro area freeways. Therefore, I'm

1 asking ODOT to consider reallocating the I-5 Rose  
2 Quarter funds to reduce the prevalence of serious  
3 crashes throughout the region. Taking the triage  
4 approach, apply these resource and funds to the  
5 locations where action is expected to have a  
6 significant and immediate reduction in the number of  
7 people who are killed or seriously injured. Thank  
8 you for your time.

9 **MS. DENNERLIEN:** My name is Io. I'm a  
10 student at Harriet Tubman Middle School. I am  
11 testifying tonight on behalf of Harriet Tubman  
12 Middle School and the health and safety of the  
13 students, teachers, and staff.

14 The definition of environmental justice is  
15 the fair treatment and meaningful involvement of all  
16 people regardless of race, color, national origin,  
17 or income with respect to development implementation  
18 and enforcement of environmental laws, regulations  
19 and policies. The definition of social justice is  
20 the concept of fair and just relations between  
21 individual and society. This is measured by  
22 explicit and tacit terms for the distribution of  
23 wealth, opportunities for personal activity, and  
24 social privileges.

25 The way the highways and roads are built

1 in the communities rarely reflect either of these  
2 values and definitions. The history of I-5 in the  
3 Albina community is a large example of that.  
4 Harriet Tubman sat empty or underused for most of  
5 the decade. And then after long meetings and tests,  
6 it was finally reopened. But soon after we  
7 reopened, we got news that ODOT was trying to expand  
8 the freeway.

9           When I sit in my classrooms and look out  
10 the window, I see freeway right outside my building  
11 and not just a freeway, but you can also see the  
12 thick gray exhaust. That's scary to think that  
13 every day my fellow students and I are out there in  
14 that air, not just standing, but running, and that  
15 air is not good when you're outside running at  
16 recess. There is dust on the floors from the air,  
17 and if you look close, you can see it drifting down.  
18 If ODOT were to expand that would be much worse.

19           Students, teachers, and parents already  
20 had concerns and still do about the health of the  
21 students and the inhabitants of the building because  
22 of the current freeway being so close to the school  
23 grounds. If dilution is the solution to pollution,  
24 expansion is a recipe for disaster. If ODOT were to  
25 expand the freeway, it could only made existing air

1 quality worse. Not only that, but this expansion  
2 will only help dilute traffic for a decade before it  
3 needs more work. So it's not going to only harm our  
4 communities, but it's also not going to benefit  
5 drivers and ODOT's hope for long.

6 **MS. COLE:** Thank you so much for your  
7 testimony.

8 My name is Tori Cole and I'm a resident of  
9 the City of Portland. I'm also here as the program  
10 director of a local nonprofit called Neighbors for  
11 Clean Air. As an advocate for clean air, I am here  
12 to oppose the expansion of I-5 through the Rose  
13 Quarter. As you know by now, the proposed expansion  
14 directly abuts Tubman Elementary School where the  
15 air quality is already so bad that experts have  
16 recommended that student outdoor activities be  
17 limited at Harriet Tubman Middle School, especially  
18 during high traffic periods.

19 It is frustrating that despite this,  
20 ODOT's freeway expansion proposal involves widening  
21 I-5 and tens of thousands of emitting automobiles  
22 and trucks farther east and even closer to the  
23 Tubman building and the students inside of it.

24 A plethora of recent studies link near  
25 roadway emissions with lower levels of student

1 attendance and performance. Prenatal exposure to  
2 pregnant women has been linked to an increase in  
3 incidents of neuro-developmental disorders, like  
4 autism spectrum disorder. Children are most  
5 vulnerable to the long-term impacts from traffic  
6 because their lungs are still developing and they  
7 breathe on average 50 percent more air per pound of  
8 body weight than adults do.

9           The proposed expansion primarily affects  
10 Tubman. It is far from the only school affected by  
11 dangerous freeway emissions. At least 10 Portland  
12 public schools and more like 30 in the total metro  
13 area are in the danger zone of too-close-to-the-  
14 highway emissions that can adversely impact  
15 students. We are here on behalf of students,  
16 teachers, and the community to demand a plan that  
17 prioritizes public health.

18           ODOT wants us to believe that an estimated  
19 \$250 million in new freeway facilities will not  
20 increase the number of drivers or create incentive  
21 for more people to use the freeway. With no induced  
22 demand, coupled with a future full of high-tech cars  
23 and stronger emission regulations, ODOT says this  
24 project would actually contribute to reduction. As  
25 a clean air expert and advocate, I'm here to tell

1 you that we cannot reasonably just assume our  
2 legislature will fix this problem with stronger  
3 emission regulations even though we're trying.

4 **MR. HETRICK:** My name is John Hetrick. I  
5 live in Portland. I'm with the Brooklyn Action  
6 Corps Neighborhood Association. I'm the land use  
7 and transportation chair, although tonight my  
8 comments are my own. But I'll note that in the  
9 past, the BAC has voted to oppose this project as it  
10 stands.

11 There are many concerns and flaws that  
12 have come up tonight and in the interest of time,  
13 I'll just say that I share those concerns. Since  
14 this is ostensibly about the environmental  
15 assessment, I'm going to limit my comments  
16 specifically to that. One, I will say that the  
17 missing data, it is an enormous concern. I learned  
18 in high school that you don't get credit if you  
19 don't show your work. I don't know how we're at  
20 this point in the process without having fundamental  
21 data to simply explain how we've arrived at a  
22 conclusion.

23 The other thing, and this is very  
24 significant for the neighborhood, is the air  
25 quality. I've seen the environmental assessments in

1 its own words describes part of these potential  
2 covers as wide bridges. f we're talking about  
3 building public spaces, I know if I'm thinking of  
4 spending time with my neighbors or nieces, I don't  
5 look to the nearest wide bridge to have a picnic. We  
6 know that all these spaces are going to be within  
7 approximately 300 feet or less of the highway. We  
8 know from PSU studies recently done that that's in  
9 the danger zone. And we heard at the diesel  
10 townhall we hosted in our neighborhood that one of  
11 the things that you need to do to mitigate pollution  
12 is personally to get further away from it. We know  
13 that these are all within that range where it's  
14 known to be dangerous.

15 This report does not have any location  
16 specific analysis for those locations. So at this  
17 time we have no idea if these spaces we are  
18 considering building are even going to be safe to  
19 exist in. We don't know exactly what they're going  
20 to look like or exactly what we're going to do, but  
21 at the very least, I hope we're making a place where  
22 we can simply be and breathe. And any claims of  
23 restorative and environmental justice can't be taken  
24 seriously if we can't be bothered to look for that  
25 first.

1           **MR. BALTO:** Hi, my name is Sam Balto. I'm  
2 a PE teacher in north Portland. I've actually  
3 taught Io at King Elementary, so I'm very proud of  
4 her. Every day I ride my bike from northeast to  
5 north Portland. I go over the I-5 bridge and I ride  
6 Rosa Parks, and I'm incredibly grateful for the  
7 protected bike lane. I don't know if that was done  
8 by ODOT or the City of Portland, but it makes my  
9 life and my ride with my son who is one much more  
10 appreciative.

11           So at my school we do safe routes to  
12 school. And it's an amazing program. And I often  
13 wonder why as a phys ed teacher am I so interested  
14 in infrastructure. And if you take a moment and  
15 think about PE when you were a kid, phys ed is all  
16 about getting children of different abilities to  
17 move in a space safely. And that is transportation  
18 infrastructure. How do we move cars, bikes, buses,  
19 light rail, pedestrians moving through the space of  
20 our city safely and appropriately? If we have  
21 student who is disruptive, off task, bullies and  
22 doesn't follow the rules, I equate that to cars.  
23 Why would we incentivize the mode of transport that  
24 does the most harm and damage to our community, to  
25 our children, to our families?

1 So I'm very concerned because Io is my  
2 former student and my wife teaches at Tubman. She  
3 is a teacher who gets to look at all that exhaust  
4 that comes up. And with our new son, I'm incredibly  
5 concerned because she comes home telling me how  
6 she's lost her sense of smell. How she constantly  
7 has a sore nose. And so what are we doing expanding  
8 this even closer to her office? I think money can  
9 be better used with safe routes to school funds,  
10 making it safer, and thank you for your time.

11 **MS. WOOLLEY:** So I want know if any of the  
12 numbers that are up, if any of you out there have  
13 those numbers and still are wanting to testify?  
14 Because this is the last person that we have signed  
15 up for testimony, unless your number got missed. We  
16 have eight minutes left, so if there's a couple more  
17 people who had a number, I'd love to get you up here  
18 to testify.

19 **MICHAEL:** I missed my number.

20 **COMMISSIONER EUDALY:** Oh, yeah, come on up  
21 Michael.

22 **MS. WOOLLEY:** Yeah. Come.

23 **MICHAEL:** Thanks. Thanks for the chance  
24 to speak. I didn't have time to prepare anything  
25 but I am just here to express my opposition to the

1 project. I think that the explanation for how this  
2 money arrived in ODOT's hands is fairly obvious. I  
3 think it's intuitive to most people that more  
4 freeway lanes will lead to faster travel and more  
5 mobility. I think that all of the evidence that has  
6 been presented tonight is likely a persuasive  
7 argument that's just mistaken intuition. And I hope  
8 that we won't throw dollars down the road of  
9 mistaken intuition, when we know that the solution  
10 is to spend this on mass transit that becomes more  
11 efficient rather than less efficient. More pleasing  
12 when we can spend it on safety and greater mobility  
13 for people who are facing deeper challenges on 82nd  
14 Avenue and Powell Boulevard and other streets in the  
15 metro area every day.

16 I hope that you can think about your  
17 children as I will think about my child and the  
18 children of many other people when we weigh the  
19 effects of the dollars that we're spending now on  
20 the lives that they and their children will live.  
21 I'll be thinking of that as I do most days as I see  
22 this process move forward. Thank you.

23 MS. GILLIS (ph): Hello, my name is Edith  
24 Gillis and I'm also opposing the expansion. I want  
25 to give you an understanding of some of the

1 consequences of diesel particulate and the fumes,  
2 the carbon monoxide poisoning. I deal every day  
3 with people who have been brain damaged, their  
4 immune system damaged, and have a lot of emotional  
5 and behavioral and social problems because of the  
6 poisoning that is going to be happening worse if you  
7 expand this.

8           With autism, there is damage to the front  
9 of the brain that they are not able to access  
10 executive function. There is emotional regulation.  
11 The sensory stuff is extreme. The body is, like,  
12 danger, danger, danger, danger. And so there's,  
13 like, potential PTSD and can be an escalation,  
14 escalation very quickly of high stress and then  
15 collapse. And then not even being aware of your  
16 meltdowns, your violence, whatever. Never  
17 belonging, always feeling anxiety, that nothing is  
18 quite right and that no one understands and no one  
19 supports you.

20           And I also deal with elderly people who  
21 have different forms of non-Alzheimer, the dementias  
22 that are being caused by diesel. It's a very lonely  
23 life that you can't think as you used to think. You  
24 can't have a relationship that you used to have.  
25 You can't function as you used to and it's a very,

1 very scary world. Please don't have more people  
2 experiencing this and more family members feeling  
3 lonely that they cannot connect and ashamed --  
4 socially isolated because someone who needs to take  
5 care of someone who is not there for them.

6 **MS. HANSEN:** Hi, my name is Claire Hansen.  
7 I'm a parent of a student at Martin Luther King  
8 Junior Elementary School and a student at Harriet  
9 Tubman Middle School. I'm a proud member of the  
10 Albina community. After 20 years in Portland I was  
11 honored to be able to move into the Albina community  
12 almost eight years ago. I would like to say that  
13 you probably know the history of the Albina  
14 community. I hope so as our representatives in  
15 government. But I'm not going to assume it because  
16 many people, myself included, didn't truly know the  
17 history until they moved to the area.

18 Since you probably do, you know that they  
19 community has not been listened to again and again.  
20 I want to point out that while we have some really  
21 amazing middle school students and parents here  
22 tonight, we didn't have anyone else out of 500  
23 students because they don't even know. They don't  
24 know that this project is expanding into the school  
25 grounds. They do not know that there is testimony

1 that can be given. And most of them when I brought  
2 it up said "Nobody is going to listen."

3 Please make sure that that is not what  
4 happens again. We know the data. We know the  
5 science behind the expansion in terms of what amount  
6 of capacity will be alleviated, and then further  
7 congestion will just be returned. We know about the  
8 amount of particulates. But we also know that this  
9 is an act upon communities of color, upon poor  
10 communities, among people that can't speak out for  
11 themselves, or who have spoken out and have been  
12 silenced. So this becomes the intersection of how  
13 we want to build our society in terms of our air, in  
14 terms of our traffic flow, and who we want to listen  
15 to.

16 And I feel this project is a wonderful  
17 opportunity to say we have a better way to do this.  
18 We know what we've done in the past and we have a  
19 better way to think about where we can use our money  
20 and who it can be used for. We can advocate to use  
21 ODOT money somewhere besides expanding the freeway  
22 into a school, and into a community that's been  
23 disserved again and again with these projects.  
24 Thank you for your time.

25 **MS. WOOLLEY:** Ladies and gentlemen, we are

1 at the witching hour of 8:00. I want to thank all  
2 of you for ODOT and City of Portland, PBOT, I want  
3 to thank you for being here tonight, for being  
4 patient, waiting to testify, for providing your  
5 input on the project. And I personally want to  
6 thank you for being such a great group of  
7 participants. You were awesome tonight. You made  
8 it possible for everyone who signed up to get a  
9 chance to talk so thank you so much. With that --

10 **COMMISSIONER EUDALY:** I'd like to make a  
11 couple closing remarks.

12 **MS. WOOLLEY:** Please, Commissioner.

13 **COMMISSIONER EUDALY:** First of all, I want  
14 to thank everyone who came, regardless of what side  
15 of this issue you came in on. I feel so lucky and  
16 proud to be a member of this community and to get to  
17 be your transportation commissioner. I am new to  
18 transportation as many of you know. I'm about six  
19 months in. I really love it. I can imagine a life  
20 beyond city council in transportation. I never  
21 thought that would come out my mouth.

22 I want to thank everyone for being so  
23 civil, respectful. At any given moment during my  
24 day, I feel that my life could turn into Cersei's  
25 walk of atonement in Game of Thrones, and people

1 will begin throwing rocks and garbage, and yelling  
2 "Shame, shame, shame." And so it's a relief and  
3 such a pleasure to get to sit in a room with such  
4 smart, engaged, decent people. And I really wish  
5 you would come to City Hall and fill it, and take up  
6 some of those communication spots.

7 I don't want take too long, but I jotted  
8 down some thoughts. First I want to say I feel your  
9 desperation about climate change and about air  
10 pollution. We have some of the worst air quality in  
11 the country. I'm also a parent and, you know, I  
12 think parents do tend to feel this on a deeper  
13 level. I happen to be the parent of a kid that is  
14 unlikely to have kids of his own due to a  
15 disability. And although that sometimes make me  
16 sad, I take some comfort in the fact that my progeny  
17 will not live to see the catastrophe that we may be  
18 facing. My son has asthma. I've gone out of my way  
19 for years -- I was a low-income single mom, to avoid  
20 freeways. Well, whoops, I moved to Woodlawn. I  
21 live near train tracks, industrial land. I moved us  
22 into a poor air quality hot spot. It's really hard  
23 to escape in this city.

24 I'm also someone who knows, unfortunately,  
25 what it's like to lose a loved one in a traffic

1 crash. And to live with the knowledge that not only  
2 my father, but the two people he killed when he lost  
3 control of his vehicle likely wouldn't have died if  
4 that road had not been so poorly engineered. And  
5 that is something I feel every time I hear about a  
6 serious injury or death on our streets. And I want  
7 thank whoever asked us to take a moment to remember  
8 the young woman who was very seriously injured on  
9 82nd Avenue.

10 We've been told by ODOT the data is going  
11 to be released and I'm going to ask Rien when that's  
12 going to happen. Because you have a right to have  
13 that data, and I know we have some brilliant minds  
14 in the room that are capable of doing their own  
15 analysis, and I would like to hear it. And if it  
16 can't be released in a timely fashion, I am going to  
17 ask for an additional extension of the comment  
18 period.

19 Now, I've got to throw Rien a bone. I'm  
20 going to say one thing that may not make a lot of  
21 you excited. I don't necessarily think fixing this  
22 poorly designed exchange on I-5 is a terrible idea.  
23 We're not adding capacity at either end of it.  
24 We're trying to clear up a bottleneck, right? I  
25 don't think that we can't devote any resources to

1 improvements like that. I do believe that we have  
2 to make it harder and harder for people to rely on  
3 their single-occupancy vehicles while increasing the  
4 bicycle infrastructure, pedestrian infrastructure,  
5 and greatly improving and expanding our public  
6 transit system. So that's not say, yes, I'm  
7 absolutely gung-ho about this. I'm just saying that  
8 I don't see it the same way that everyone sees it in  
9 this room.

10 That being said, someone said the word  
11 "triage" earlier. That's a term I think of a lot in  
12 my day-to-day life at City Council. We do have  
13 roads in our city that are much more dangerous and  
14 much more in need of improvement. And we see the  
15 public needs a rationale and transparent decision-  
16 making process about how we are spending these scant  
17 dollars. Our highway trust fund dollars, we are  
18 restrained by the federal government, state law, all  
19 way down. Sure, let's change it, but that's going  
20 to take some time and I will fight with you. But  
21 right now, these dollars will go to highway  
22 projects.

23 I'm not going to walk away from this  
24 conversation. I hope none of you walk away. I'm  
25 convinced that we can come up with something better

1 and that will better serve our whole community.

2 So with that, I'm going to turn the mic  
3 over to Rien.

4 **MR. WINDSHEIMER:** Thank you, Commissioner.  
5 And I do appreciate your comments. I appreciate the  
6 comments of everyone here tonight. Thank you very  
7 much for coming and sharing your views. And I, as  
8 well as Commissioner Eudaly, encourage you to remain  
9 engaged. This is not the end. This is one point in  
10 this process. And so I do look forward to continuing  
11 to try to work on making this project better. I  
12 look forward to some of the ideas I heard today from  
13 some bicycle advocates asking for us to take another  
14 look at how we have that on the facilities and what  
15 things we can do.

16 In response -- directly in response to the  
17 Commissioner's question about the data, I have a lot  
18 of folks who are working very hard to make that  
19 available quickly. I was told it would be available  
20 today. It didn't happen. And so I will make sure  
21 that it happens in the next day or two. I will make  
22 sure that gets released and is posted on to our  
23 website in addition to being emailed directly to the  
24 folks that asked for it. So I'll make sure that  
25 happens.

1           And then lastly, I just -- again, for  
2 folks who didn't get a chance to share everything  
3 they had to say in two minutes, please use the other  
4 methods and share your information with us. Thank  
5 you all for coming.

6           **MS. WOOLLEY:** With that, our public  
7 hearing is adjourned.

8           **(Public hearing concluded at 8:07 p.m.)**

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1 CERTIFICATE

2  
3 I, Kimberly R. McLain, do hereby certify  
4 that I reported all proceedings adduced in the foregoing  
5 matter and that the foregoing transcript pages constitutes  
6 a full, true and accurate record of said proceedings to  
7 the best of my ability.

8  
9 I further certify that I am neither related  
10 to counsel or any party to the proceedings nor have any  
11 interest in the outcome of the proceedings.

12  
13 IN WITNESS HEREOF, I have hereunto set my  
14 hand this 26th day of March, 2019.

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20 Kimberly R. McLain  
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| 114:25            | <b>whom</b> 76:2     | 13:20                | <b>wondering</b>     |
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**I-5 ROSE QUARTER**  
IMPROVEMENT PROJECT

Appendix C

DRAFT

**Testimony on the I-5 Rose Quarter Project Environmental Assessment**  
(March 12, 2019 Public Hearing)

By: Jim Howell, AORTA's Strategic Planning Director  
For: Oregon Association of Rail and Transit Advocates

This Environmental Assessment of the I-5 Rose Quarter Project ignores the traffic it will attract onto the regional highway system. The cumulative negative impacts of the additional regional traffic congestion, air pollution, sprawl and greenhouse gases from this project were not evaluated.

Transportation System Management (TSM), which includes public transit, should have been evaluated as an alternative to freeway expansion. The concept was dropped in 2011 because staff determined that it would fail to, "Improve freeway operations for freight and autos". They never evaluated how a robust transit alternative could meet this objective. (See; Appendix "A" Table 9: Summary Evaluation Matrix for Phase II Screening Step 2 July 2011 Page 37). I proposed this concept back in 2012 to the N/NE Quadrant Stakeholders Advisory Committee (SAC) (See attached) yet the only reason given by staff not to do it was, "it was beyond the scope of this project".

A new 8½ mile-long light rail line between South Waterfront and the Columbia River routed over the Tilikum Crossing and along the I-5 Corridor could attract thousands of single occupant vehicle commuters off of I-5 and eliminate the reason for the I-5 Rose Quarter Project.

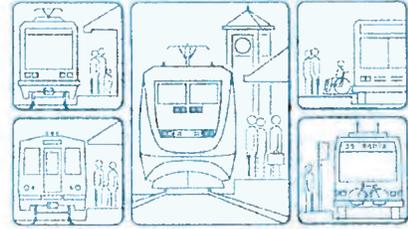
**This New Line could:**

- a) Serve Washington commuters by connecting to the "VINE", C-Tran's Bus Rapid Transit System at a state-of-the-art covered station on Hayden Island;
- b) Serve 14 intermediate stations including the Rose Quarter and OMSI as well as the Burnside, Morrison and Hawthorne Bridgeheads;
- c) Connect to 25 bus lines and 4 MAX Lines that carry over 2/3 of TriMet's passengers;
- d) Run between South Waterfront and Hayden Island in about 32-minutes, 10-minutes between South waterfront and the Rose Quarter and 22-minutes between the Rose Quarter and Hayden Island;
- e) Provide 7½ minute service, in conjunction with the Yellow Line, north of RQ;
- f) Cost (including trains) significantly less than the I-5 Rose Quarter Project.

**Association of Oregon Rail and Transit Advocates**

AORTA • P. O. Box 2772 • Portland, Oregon 97208-2772

Also known as OreARP • Oregon Association of Railway Passengers



**Date:** June 7, 2012

**To:** N/NE Quadrant Stakeholder Advisory Committee (SAC)

**By:** Jim Howell, Planning Director, AORTA

**Subject:** I-5 Broadway/Weidler Interchange Improvement Plan

We sincerely urge you and our local political leaders to choose “No Build” as the preferred alternative for this extremely flawed Facility Plan for “I-5 Broadway/Weidler Interchange Improvements.” As it stands, this project smacks of the outrageously defective Columbia River Crossing—badly envisioned and highly overpriced.

While local, state and federal policy all promote the highest environmental values—reduction of greenhouse gases, vehicle miles traveled, fuel consumption, air pollution, urban sprawl, and global warming—it is inconceivable that ODOT and PBOT would promote a billion-dollar freeway-widening project in the middle of Portland at the Rose Quarter.

Let’s be honest. The N/NE Quadrant Project has been promoted as a local street and neighborhood improvement plan when in fact it has actually been an excuse to promote a freeway-widening venture. It will require massive demolition and reconstruction of major arterial overpasses with huge disruptions to neighborhoods and local traffic patterns while providing practically no benefits. It’s CRC Lite by any serious analysis.

Where is the wisdom in spending hundreds of millions of dollars to demolish, then replace, perfectly good infrastructure in order to temporarily relieve some local traffic congestion when the same money could be used to repair miles of crumbling city streets?

The City of Portland has meekly accepted Metro’s and ODOT’s flawed traffic demand- forecasts, which are the reason this unsustainable project has progressed so far. Now is the time to reevaluate these forecasts as well as the bigger regional transportation picture that should include a more robust public transportation component.

So far Metro has not proposed a viable public transportation alternative to I-5 through the metropolitan area. MAX provides this alternative in the east-west plane between Gresham and Hillsboro, despite the significant bottleneck in downtown Portland. On the other hand, the north-south I-5 corridor has only the Yellow Line providing efficient high-capacity transit service north of the Rose Quarter—currently to the Expo Center and eventually to Clark County. But there is no plan to extend it southward to the

edge of the metro area.

Whenever the concept of extending MAX south from the Rose Quarter has been raised at public meetings, members of the project team dismiss such comments as not germane to the prevailing local planning study. Yet widening I-5 at the Rose Quarter is being undertaken—not to fix a local traffic problem—but primarily to correct a bottleneck in an interstate freeway.

The message here flies in the face of agency environmental values, raising the idea that freeways are more important than public transport, a clear double standard.

Please put this flawed I-5 Broadway/Weidler Interchange Improvements Project on the shelf and quit spending limited public funds for expensive consultants until Metro and TriMet get their acts together and develop a regional public transportation system with an effective north-south light rail corridor that will actually reduce traffic demand, specifically on these interchanges and systemically on all the region's freeways.

VIA U.S. MAIL and E-MAIL to  
info@i5RoseQuarter.org



ODOT  
Attn: Megan Channel  
123 N.W. Flanders St.  
Portland, OR, 97209

SCOTT F. KOCHER  
scott@forumlawgroup.com

Attorney Licensed in  
Oregon and Washington

811 SW Naito Parkway, Suite 420  
Portland, OR 97204

www.forumlawgroup.com

March 12, 2019

Re: Public Comment on Rose Quarter Freeway Expansion

Direct 503.445.2102  
Main 503.445.2100  
Fax 503.445.2120

Dear Ms. Channel:

As a second generation Oregonian, Portland business owner, and person who cares about our future, I urge ODOT to proceed promptly with tolling and **not** to expand I-5 through the Rose Quarter. Here's why:

There is no **safety** basis for this project. There is no history of serious crashes on I-5 in the Rose Quarter. ODOT has not tried basic safety measures to reduce the minor crashes that have occurred, such as advisory speeds or video radar to reduce top end speeding. Our safety dollars are **better spent elsewhere** on ODOT's network, such as SE 82nd Avenue, SE Powell Boulevard and the other high crash corridors that ODOT operates within Portland.

As for **reliability**, fender benders will slow the freeway even if ODOT adds more lanes. Unreliability due to minor crashes is inherent to freeways, and a reason we need **other ways** to bring workers to central Portland, such as light rail and bus transit, and pedestrian and bicycle corridors that are safe and comfortable for everyone. **Advisory speeds and automated enforcement** are proven to eliminate the top end speeding and the speed differentials that contribute to fender benders. We simply can't jump to spending this kind of money for a marginal improvement in freeway reliability.

Some people who support this project think it is for **capacity**. ODOT acknowledges that capacity **won't significantly add** capacity. And if it does, that's not good. We know that adding capacity will induce demand, and nobody will get there faster. Adding capacity for private vehicles to come onto Portland's surface streets is not the future we want.

ODOT has a lot of pictures of lids and trees to make this project **look nice**. Nobody is going to use the **small, noisy, smelly lids** for anything. They're a waste of space and money.

There is no reason to tie **surface street improvements** to the freeway expansion. If ODOT says we can't have surface street improvements unless we agree to the freeway expansion that we don't want, that's a **false choice** and ODOT should be ashamed.

Megan Channel  
March 12, 2019  
Page 2 of 2

Some people have said this is a “**bottleneck**” where the freeway “slams down to two lanes” each way. In fact, north-south freeway capacity balloons through Portland because I-5 operates **together with I-205 and I-405** for a total of seven through lanes each direction for through and commercial traffic plus auxiliary lanes. How many is enough?

This project would tear up I-5, causing **years of delays**. By the time that’s done, **changes** in vehicle technology, private vehicle use and ownership, and commuting habits will have changed. Anyone who pretends to know what the “demand” for freeway travel in 10 or 20 years will be is kidding themselves, or us. The people who pretend to know are the ones who make income from expanding freeways.

I run a law firm, which is an employer **small business in Portland** downtown. We generate revenue and attract lawyers who are specialists who serve the entire state. This national talent doesn’t come to Portland because we have big freeways. Portland’s competitive advantage is clean air, forests, beaches and snow. ODOT’s agenda to keep expanding freeways is a **threat to our communities and natural environment that make Portland a valued place**.

ODOT calls this an “improvement” project and promotes it with a web site that has a .org designation (i5RoseQuarter.org), suggesting it is somehow a non-profit. The web site features pictures of pedestrians and bicycles. This is greenwashing, and it confirms for many that ODOT is manipulating the process to promote a pre-determined agenda that is rooted in a 20th century freeway-building mindset. We know better than that.

Please hear us loud and clear. **No more freeways.**

Very truly yours,



Scott F. Kocher  
Portland



March 11, 2019

Commissioner Chloe Eudaly  
City of Portland  
1221 SW 4<sup>th</sup> Ave, Suite 210  
Portland, OR 97204

Oregon Department of Transportation  
Attn: Rian Windsheimer  
Region 1 Manager  
123 NW Flanders Street  
Portland Oregon 97209

RE: I-5 Rose Quarter Auxiliary Lane Improvements

Dear Commissioner Eudaly and Mr. Windsheimer,

On behalf of the City of Hillsboro, I appreciate the opportunity to share our thoughts on the value of the proposed improvements to I-5 generally between the N. Greeley Avenue and I-84 interchanges. The region's interstate freeway system, together with the State's freeway system including US-26, are essential to the ability for our region to compete economically in a highly competitive world market. Hillsboro's high tech and manufacturing industry is a critical economic driver of the region and the State of Oregon, but its products, as well as, Washington County's agricultural products must get out timely and reliably to the world market daily through the Interstate system connecting north, south, and east of Portland. The I-5 Rose Quarter is uniquely situated in the center of this critical distribution hub.

Auxiliary lanes have proven to be highly beneficial in facilitating safer and more efficient flow of vehicles through complex corridors challenged by multiple entrance and exit ramps. Eliminating merging and weaving movements between interchanges will optimize the capacity of the freeway system, improve its safety, and enhance the reliability of the I-5 corridor. Enhancing this bottleneck will in turn improve traffic flow and reliability on the I-405 loop, benefitting the US26 corridor by minimizing the negative impacts of I-405 on US26 eastbound travel during the critical afternoon freight mobility window. These improvements also deliver the benefit of reduced emissions as tens of thousands of vehicles travelling through the corridor daily are able to do so more efficiently and with less pollution emitting delays.

Hillsboro applauds the leadership in making strategic bottleneck relief investments supporting both the environment and our economic competitiveness. We look forward to our ongoing partnership in supporting the state's economy and quality of life.

Sincerely,

A handwritten signature in black ink that reads 'Steve Callaway'.

Steve Callaway  
Mayor

Good evening. My name is Lorence Long. I live at 1400 NE Second Avenue, Portland, at the corner of Clackamas and Second Avenues, at the exact point where the proposed bicycle and pedestrian bridge across I-5 will land on the east side of the Willamette River.

There are 200 people living in my building, which is known as Calaroga Terrace. Many of these people are disabled, and get around with the assistance of wheelchairs, walkers, and canes. A number have dogs that they must frequently walk.

First, I am concerned about the separation of bicycle and pedestrian traffic on the bridge, so that slow-moving pedestrians, including those who are disabled, may not be placed in danger by cyclists who are running late to work or in a hurry to get home.

Second, I am concerned about the angle of elevation needed to overcome the height difference between the west bank and the east bank of the highway: will this be gradual enough to allow disabled pedestrians to go in either direction with safety?

Third, the thrust of traffic in and out of the west end of the bridge onto Second Avenue will need some exceptionally ingenious planning to deal with—

- a. the frequent parking of ambulances and paramedic fire trucks at Calaroga's back door on Second Avenue and also the passage of ambulances going to Unity Hospital two blocks away
- b. the traffic in and out of the Calaroga carport right across Second Avenue
- c. the onstreet parking on Clackamas that serves health personnel visiting patients at Calaroga
- d. the cars from Weidler that take shortcuts through Second Avenue and Clackamas in order to avoid waiting for the traffic light at MLK
- e. the traffic lights on Clackamas at MLK and Grand that now have to be tripped by going up on the sidewalk to push a button, and .....waiting;

- f. the fact that the bike lane going east on Weidler from Second Avenue is not placed along the curb but is placed in the middle of the street, making access from Second Avenue challenging;
- g. the need for a bike lane on Second Avenue going to or coming from the north across Broadway and Weidler at Second, and then to the north;
- h. and the need for traffic controls for both bicycle and pedestrian traffic coming off the bridge.

I understand from talking with officials at the open house last Thursday that the design particulars of the bridge have not yet been worked out. I hope that as they are, the elements that I spoke about: separation of bicycle and pedestrian traffic on the bridge, that the angle of elevation required to connect the different heights of the two ends of the bridge be workable for disabled pedestrians, and the need for imaginative traffic planning—that these elements will be given due consideration as the design process goes ahead. Thank you for your attention.

Lorence A. Long, 1400 NE 2<sup>nd</sup> Ave., #1210, Portland, OR 97232

[llong63@aol.com](mailto:llong63@aol.com)

718-813-8028





**I. CONTACT INFORMATION** (PLEASE PRINT LEGIBLY)

**Public Disclosure:** Before including your address, phone number, e-mail address, or other personal identifying information you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

**First and Last Name:** Kristin Gross

**Organization (if applicable):**

**Email:** [REDACTED]

Please add me to the Project e-mail list.

**Address:** [REDACTED]

**City:** [REDACTED]

**State:** [REDACTED]

**Zip:** [REDACTED]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

We need a proper EA that has not yet been provided. We don't need wider freeways. Induced demand will increase carbon emissions. It will negatively impact low income families and people of color at a much higher rate than anyone else.

We need congestion pricing not more vehicles on I-5. The Flint Ave bikeway is one of the busiest in the city. Removing it does not support ped/bike infrastructure. The proposed bikeway improvement are sub par.

I oppose the I-5 Rose Quarter Expansion Plan





The Project team will submit all comments collected during the comment period to FHWA for review. You can review public comments in the environmental decision document on the Project website when available (anticipated late spring 2019). Engagement opportunities will continue as the Project progresses

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**Portland OR 97209**



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**First and Last Name:** John Meyers

**Organization (if applicable):**

**Email:** [REDACTED]

Please add me to the Project e-mail list.

**Address:** [REDACTED]

**City:** [REDACTED]

**State:** [REDACTED]

**Zip:** [REDACTED]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I think it's absurd that the content of the study has not been shared in full with the public. Also to have experts look at the available data and deduce it's based on the faulty premise that the demand will stay the same, further decreases my belief in the project

widening freeways has yet to work in the long term anywhere else, so why is portland different? If we want to reduce congestion we need fewer cars on the road. This plan will not accomplish that. The induced demand it will create will increase cars driving on it and will increase emissions. We need better alternatives  
NOT THIS PLAN!





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First and Last Name: ART LEWELLAN

Organization (if applicable): The LOTi Project

Email: [Redacted] Please add me to the Project e-mail list.

Address: [Redacted]

City: [Redacted] State: [Redacted] Zip: [Redacted]

2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?

Please include your comments on the Environmental Assessment and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

As a transit advocate in Portland for 20-some years, I've learned enough about transportation planning to present a fair assessment of big projects like I-5 Rose Quarter "Auxiliary Lanes" and surface street upgrades - ped crossings, traffic bottlenecks, air pollution. This project is worth the cost and a fine investment!

I Believe it will REDUCE air pollution, contrary to popular but IMO MISLED OPINION THAT IT WON'T LIVE UP TO ITS ~~PROMISED~~ PROMISED IMPROVEMENT. THE DEVELOPMENT POTENTIAL IS EXTRA-ORDINARY, thus THE COST IS JUSTIFIED. SURFACE STREET TRAFFIC SHOULD IMPROVE AS SHOULD PEDESTRIAN CROSSWALKS AND SAFETY.





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**First and Last Name:** Rose Swartz

**Organization (if applicable):** Carpenter's Union / Local 146

**Email:** [Redacted] Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted]

**State:** [Redacted]

**Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I support the project as outlined, mainly bc I'm a carpenter + it will buy construction jobs to myself / union brothers + sisters - ALSO, because it could alleviate congestion - I often have to commute by car to work because of the <sup>severe</sup> hours + sheer amount of tools I must buy. I live at ~~on~~ near 82nd, in the Montavilla neighborhood + am often stuck in the bottle neck leading to I-84.





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**First and Last Name:** Rick Kappler

**Organization (if applicable):** member of SW Trails

**Email:** [Redacted] Please add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted]

**State:** [Redacted]

**Zip:** [Redacted]

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DOT says this I-5 blunder will make worse public transit. Their report said it will have a negative impact on public transit which is critical to the environment. This project will remove a north/south overpass over I-5 which is a bad idea. Note that Seattle's I-5 "lid" will simply make a lid over I-5 instead of widening it.





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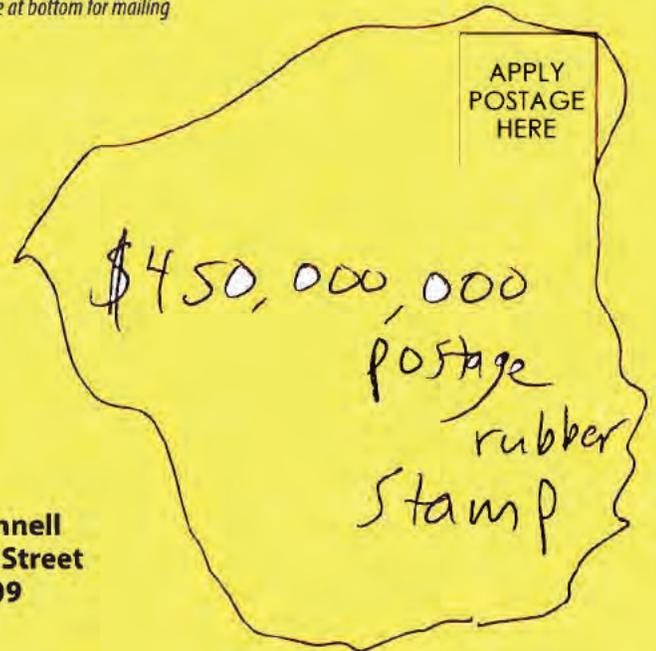
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this money could be  
spent on

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Sidewalks, bike lanes,  
maintenance, helping railroads, preventing landslides,  
bus-only lanes on TV Highway



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**First and Last Name:** *Lori Bauman*

**Organization (if applicable):** *Luna, Laborers Union*

**Email:** [Redacted] **Please add me to the Project e-mail list.**

**Address:** [Redacted]

**City:** [Redacted] **State:** [Redacted] **Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

*So much support for this project.  
Hoping its all local workers, so that our communities w/ local work force can benefit from this project.  
I realize there are some concerns, but I really feel like continuing to do nothing about this bottleneck ~~we~~ will continue to create even more problems for the area.  
This seems like a very productive design*





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**First and Last Name:** Haylee Griffin

**Organization (if applicable):** Local 196 Pile driver

**Email:** [REDACTED]

Please add me to the Project e-mail list.

**Address:**

**City:**

**State:**

**Zip:**

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN  
THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I am for this proposition, because it will create jobs for construction workers and stimulate the economy. This will reduce travel time and ~~increase~~ increase safety for bicyclists and merging traffic.





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**First and Last Name:** Alejandra Prado

**Organization (if applicable):** Local 1503 carpenters

**Email:** [Redacted] add me to the Project e-mail list.

**Address:** [Redacted]

**City:** [Redacted]

**State:** [Redacted]

**Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I am for it because, of safety reasons. Also to make travel time faster. Boosting jobs also helps the econmi.





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**First and Last Name:** *Loana Austin*

**Organization (if applicable):**

**Email:** [Redacted]

**Please add me to the Project e-mail list.**

**Address:** [Redacted]

**City:** [Redacted]

**State:** [Redacted]

**Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

*The safety improvements alone are enough for me and my 7 member household to support this project. I am also in favor of ~~car~~ increased connectivity for pedestrian and bike safety in the neighborhood. I also support is project for the positive impact on the economy.*





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**First and Last Name:** STEPHEN JUDKINS

**Organization (if applicable):**

**Email:** [REDACTED]  Please add me to the Project e-mail list.

**Address:** [REDACTED]

**City:** [REDACTED] **State:** [REDACTED] **Zip:** [REDACTED]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I AM DEEPLY CONCERNED ABOUT THE ASSESSMENT, WHICH IS NOT CONSISTENT WITH ANY RECENT, REAL ENVIRONMENTAL IMPACT OF FREEWAY EXPANSION, IT WILL ALMOST CERTAINLY INCREASE MILES DRIVEN AND EMISSIONS.

FURTHER, I AM CONCERNED THAT THE ENGINEERING DRAWINGS ARE INCONSISTENT WITH THE PROMOTIONAL GRAPHICS USED TO PROMOTE THE PROJECT IN PREVIOUS MEETINGS. MULTIPLE SWITCHBACKS HAVE APPEARED AND WE HAVE NO GUARANTEES IT WILL NOT CHANGE FURTHER.





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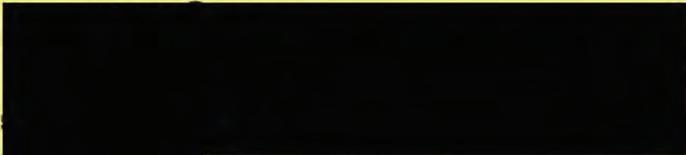
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**First and Last Name:** Scott Kacher

**Organization (if applicable):**

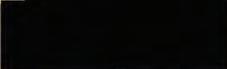
**Email:**



Please add me to the Project e-mail list.

**Address:**

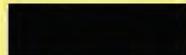
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**State:**



**Zip:**



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This is a freeway expansion. Stop pretending the surface street improvements are wanted. They are just greenwashing. Toll to generate revenue and provide freight and transit priority. Don't waste ~~of~~ our \$0.5 billion on this backward-looking boondoggle. The EA is incorrect in assuming no induced demand. What is the impact when you plan for that?





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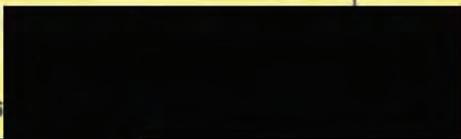
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**First and Last Name:**

**Organization (if applicable):**

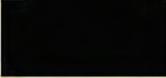
**Email:**



Please add me to the Project e-mail list.

**Address:**

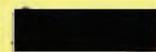
**City:**



**State:**



**Zip:**



**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

As a person, who works by bicycle, I oppose the I-5 Rose Quarter project for two reasons. These are the disruptions to the Esplanade during construction, and the disrupted bicycle connections after. My job entails crossing the Rose Quarter North to South numerous times each week, and disruptions to the Esplanade and Flint will ~~be~~ be horrible for my safety at work. As well, it will worsen air quality for myself and other users of active transportation.





The Project team will submit all comments collected during the comment period to FHWA for review. You can review public comments in the environmental decision document on the Project website when available (anticipated late spring 2019). Engagement opportunities will continue as the Project progresses

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- Email comments to info@i5RoseQuarter.org
- Leave a recorded verbal comment at (503) 423-3760
- Attend the drop-in open house on March 7, 2019
- Give testimony at the public hearing on March 12, 2019
- Review the Environmental Assessment online at www.i5RoseQuarter.org

### OTHER COMMENT OPTIONS

Complete this comment form and drop it in the comment box, or use the self-mailer to return via postal mail. Must be postmarked by April 1. Fold and tape shut so the ODOT mailing address is showing and affix postage.



### WAYS TO PROVIDE COMMENTS



**I-5 ROSE QUARTER**  
IMPROVEMENT PROJECT

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**ODOT Region 1**  
**Attn: Megan Channell**  
**123 NW Flanders Street**  
**Portland OR 97209**



**I. CONTACT INFORMATION** (PLEASE PRINT LEGIBLY)

**Public Disclosure:** Before including your address, phone number, e-mail address, or other personal identifying information you should be aware that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

**First and Last Name:** LEA PERRE

**Organization (if applicable):** LU 1503

**Email:** [Redacted]  
**Address:** [Redacted]

**Please add me to the Project e-mail list.**

**City:** [Redacted]

**State:** [Redacted]

**Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

I commuted @ the onramp for 8 months while working in NE from Chinatown. Every morning it was super scary to get into the correct lane. We need to make it safer.





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**ODOT Region 1**  
**Attn: Megan Channell**  
**123 NW Flanders Street**  
**Portland OR 97209**

## From the desk of Terry Parker

### **Comments on the I-5 Rose Quarter Improvement Project, March 12, 2012**

Motor vehicle capacity in Portland has not kept up with population growth. There is a vital need to make more room for cars.

Think of a three inch pipeline where the middle section is reduced with a two inch pipe. When fluid is pumped through the line with increased demand, the fluid backs up from the point where the diameter of the pipe is reduced.

The fluidity of traffic on I-5 backs up in the same manner, specifically at the Rose Quarter where the travel lanes are reduced from three to two. The improvement being proposed is to add a minimal amount of capacity at the bottleneck to even out the flow of traffic. Opposing the improvement by calling it a widening project is being rhetorical and divisive.

This long over due improvement of the I-5 choke point will reduce congestion in addition to reducing the number of tire squealing crashes that create even more congestion. With the improvements, engine running and idle times will be reduced by 2.5 million hours a year. This means less fuel will be consumed, and as noted in the environmental assessment, less emissions for years to come.

All the local area road diets, lane reductions and narrowing of motor vehicle travel lanes championed by the car haters have brought about present day transportation emissions in Portland to increase for the first time in a decade. With a taxpayer subsidy of nearly 65 cents per passenger mile, and a two-axle transit bus doing as much damage to streets and roads as 1200 cars, replacing motor vehicle travel with transit is simply not cost effective.

Not making roadways flow better and utilizing the resulting congestion as an attempt to dictate travel choice is both prejudicial to the general population and detrimental to the environment. While biting the hands that feed them, the foes who vocally oppose improving I-5 at the Rose Quarter continually want other people to pay for their choice of transportation mode. Equity is absent. Transit needs to become more financially self sustainable and bicyclists as opposed to motorists need to pay for any and all bicycle infrastructure.

Improving I-5 at the Rose Quarter dovetails with a recent Metro commissioned poll where the public has said they want wider roads and increased motor vehicle capacity to reduce congestion and therefore emissions.

Building more motor vehicle capacity and making roadways flow better doesn't bring more cars. Building of more housing and adding density to accommodate unrestrained population growth is what brings more cars.

Respectfully submitted,

Terry Parker  
Northeast Portland



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**First and Last Name:**

**Organization (if applicable):** *[Handwritten signature]*

**Email:** [Redacted]

**Please add me to the Project e-mail list.**

**Address:** [Redacted]

**City:** [Redacted]

**State:** [Redacted]

**Zip:** [Redacted]

**2. DO YOU HAVE ANY COMMENTS ON THE INFORMATION PRESENTED IN THE ENVIRONMENTAL ASSESSMENT?**

Please include your comments on the Environmental Assessment and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

o \$500,000,000 towards a bandaid highway project is a missuse of funds in context of climate change and building a sustainable future. This is passing the buck to future generations.





The Project team will submit all comments collected during the comment period to FHWA for review. You can review public comments in the environmental decision document on the Project website when available (anticipated late spring 2019). Engagement opportunities will continue as the Project progresses

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**I-5 ROSE QUARTER**  
IMPROVEMENT PROJECT

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First and Last Name: JASON NOLIN

Organization (if applicable):

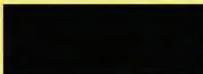
Email:



Please add me to the Project e-mail list.

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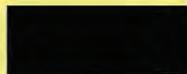
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State:



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Please include your comments on the Environmental Assessment and/or Section 4(f) preliminary de minimis impact findings here. Be as specific as possible.

The environmental assessment is dramatically misleading and lacks important information. Stating that adding lanes so more cars can travel at faster speeds does not add capacity is a flat lie. Yet, this assessment is fully based on this lie – projecting no new traffic from induced demand. Not only is this misleading, it makes the assessment worthless.

Further, the assessment ignores reasonably foreseeable future actions including congestion pricing, which ~~will~~ may render the project useless. Why is this not considered in the E.A.?

The E.A. finds that air pollution ~~is~~ including carbon ~~emissions~~ emissions will reduce due to future changes in car technology. This is embarrassingly misleading. And there is no data available to back up the assumptions made in the E.A. This project is deeply



flawed as is this EA. Before moving forward, a full E.I.S. must be made.



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**123 NW Flanders Street**  
**Portland OR 97209**



**I-5 ROSE QUARTER**  
IMPROVEMENT PROJECT

Appendix D

DRAFT

# Join Us!

We want the community to help shape the project. We invite and encourage you to join us in these conversations, get involved and provide input.

## What would improve your travel experience in the Rose Quarter area?

Learn more:

[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)

### CONTACT

info@i5RoseQuarter.org  
(503) 423-3760



### PROJECT TIMELINE

The project is currently in an environmental study and public engagement stage to fully understand the benefits and impacts of this project. The environmental study findings will be published in early 2019, followed by a public review and comment period. More design work and community involvement will continue after this stage.



*The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-2036, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests, or visit <http://bit.ly/I3EWaCg>*



## I-5 ROSE QUARTER IMPROVEMENT PROJECT

### Imagine a New Rose Quarter Area



...with a safer and more reliable I-5, a better connected community and opportunities for economic growth.



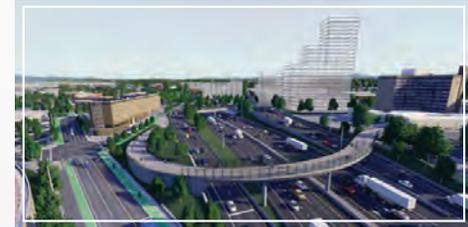
[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)

**The I-5 Rose Quarter Improvement Project** was created by the local community, City of Portland and ODOT. After looking at more than 70 options, this concept was recommended to move forward to address long standing traffic and connection issues in the area. In the early 1960s, during an era of highway building nationwide, the building of I-5, combined with other developments and urban renewal, disconnected the community and resulted in displacement – namely displacement of the African American community out of the central city. The well connected street grid was disrupted, leaving limited options for crossing I-5 and the historically black Albina neighborhood physically separated from other neighborhoods.

**We are imagining a safer Rose Quarter area...** Where cars and freight trucks on I-5 have more space and time to merge while traveling through the area...



Where people walking and biking can comfortably cross a bridge over I-5 that is designed just for them...



Where getting from the Broadway Bridge to the Lloyd area feels less daunting for those who walk, bike and drive.



## Imagine a more connected Rose Quarter area

With separated bike lanes and wider sidewalks, safer and more reliable I-5 travel and new connections, the I-5 Rose Quarter Improvement Project will help realize this vision.

### A BETTER CONNECTED COMMUNITY

The project creates new connections across I-5 and more space for people walking and biking, so everyone can travel more safely and conveniently through the Rose Quarter area. These improvements include:

- 1 A bicycle- and pedestrian-only bridge over I-5, from NE Clackamas Street to the Rose Quarter
- 2 New, upgraded pedestrian and bicycle paths in the area of Broadway/Weidler and Vancouver/Williams
- 3 Covers over the highway where bridges cross over I-5
- 4 Improved pedestrian and bicycle access to transit – Portland Streetcar, TriMet bus and MAX lines
- 5 A direct road connection over I-5 between N Hancock Street to N Dixon Street

### A SAFER AND MORE RELIABLE I 5

Three Interstates (I-5, I-84, and I-405) intersect in the short distance between the Morrison Bridge and the Fremont Bridge, creating the biggest bottleneck in the state of Oregon. This outdated design with closely spaced interchanges and no shoulders has resulted in this section of I-5 having the highest crash rate in the state. With the following improvements, we can reduce frequent crashes, improving safety and reliability for travelers.

- 6 New ramp-to-ramp lanes (auxiliary lanes) along I-5
- 7 Full shoulders along the highway
- 8 Relocating the I-5 southbound on-ramp from NE Wheeler Avenue to NE Weidler Street



### GREATER ECONOMIC GROWTH

This project is an opportunity to reconnect the Lower Albina area and enhance continuity to north and northeast neighborhoods. By making travel easier, providing more options, and creating more space for people to move through, the project will support opportunities for redevelopment, both public and private.

- 9 Redevelopment potential
- 10 New east-west connection to Lower Albia

# ABOUT THE ENVIRONMENTAL STUDY PROCESS

## I-5 ROSE QUARTER IMPROVEMENT PROJECT

The I-5 Rose Quarter Improvement Project is currently in an environmental study stage. The study aims to fully understand the benefits and impacts of proposed changes to local streets near the Broadway-Weidler interchange and to I-5 between I-84 and I-405 in Portland.

The project includes:

- Highway Covers
- New Bike & Pedestrian Crossing over I-5
- Local Street, Bicycle & Pedestrian Improvements
- New Hancock-Dixon Connection over I-5
- I-5 Southbound On-Ramp Relocation
- Ramp-to-Ramp Auxiliary Lanes
- Highway Shoulders

When completed, the project will reduce frequent crashes, improve travel reliability and improve community connections. Community engagement has been a big component of this project's development and is important in reviewing the environmental study.



## WHAT IS A FORMAL "ENVIRONMENTAL ASSESSMENT"?

Because the I-5 Rose Quarter Improvement Project utilizes federal funding, it must follow the Federal Highway Administration's (FHWA) National Environmental Policy Act (NEPA) process. This process allows transportation officials to make project decisions that balance engineering and transportation needs with social, economic and natural environmental factors, such as noise, air quality and traffic patterns. During the process, a wide range of stakeholders, including the public, businesses, interest groups and agencies at all levels of government, provide input into project and environmental decisions.

The environmental study for the I-5 Rose Quarter Improvement Project is formally called an Environmental Assessment (EA). The intent is to ensure that the appropriate criteria and environmental factors are considered and made available for public input and comment during decision-making. The EA evaluates the benefits and impacts of two alternatives: one in which the project would move forward as planned, and one in which the project would not be built.

Once the EA is formally submitted to FHWA, they will review it along with public comment prior to developing the NEPA decision document. Following this process, technical information and public comment will inform future project design. Design would then begin in spring 2019 and construction could begin in 2023.



## ENVIRONMENTAL ASSESSMENT REVIEW AND COMMENT PERIOD

The environmental findings will be published in the project's Environmental Assessment on February 15, 2019, followed by a 45-day public comment period (February 15 - April 1, 2019 at 5 pm). The EA is a thorough, reader-friendly report of the benefits and impacts of the project on these topic areas:

- Transportation
- Air Quality
- Noise
- Climate Change
- Environmental Justice
- Parks - Section 4(f)
- Historic Resources - Section 106
- Archeological Resources
- Hazardous Materials
- Land Use
- Socioeconomics
- Water Resources
- Utilities
- Right of Way
- Aquatic Biology



# ABOUT THE ENVIRONMENTAL STUDY PROCESS

# I-5 ROSE QUARTER IMPROVEMENT PROJECT



## WAYS TO REVIEW AND COMMENT ON THE ENVIRONMENTAL ASSESSMENT



Beginning on February 15, 2019, visit [www.i5RoseQuarter.org](http://www.i5RoseQuarter.org) to download and review the Environmental Assessment or view a list of locations where paper copies are available. Information is available in alternative formats upon request. The public comment period runs from February 15 - April 1, 2019 at 5 pm.

There are many ways to provide your input during the comment period:



### ONLINE OPEN HOUSE OR PROJECT WEBSITE

February 15-April 1, 2019 at 5 pm  
[www.i5RoseQuarter.org](http://www.i5RoseQuarter.org)



### IN-PERSON OPEN HOUSE

March 7, 2019 from 5:30 - 8 pm  
 Leftbank Annex - Clubroom  
 101 N Weidler St. Portland, OR



### PUBLIC HEARING

March 12, 2019  
 Oregon Convention Center  
 Room A108  
 777 NE MLK Jr Blvd, Portland, OR

- 4:30 pm - 6:00 pm - Sign up to speak
- 5:00 pm - Brief project presentation, followed by public comments



### MAIL

ODOT attention Megan Channell  
 123 NW Flanders St.  
 Portland, Oregon 97209



### PHONE

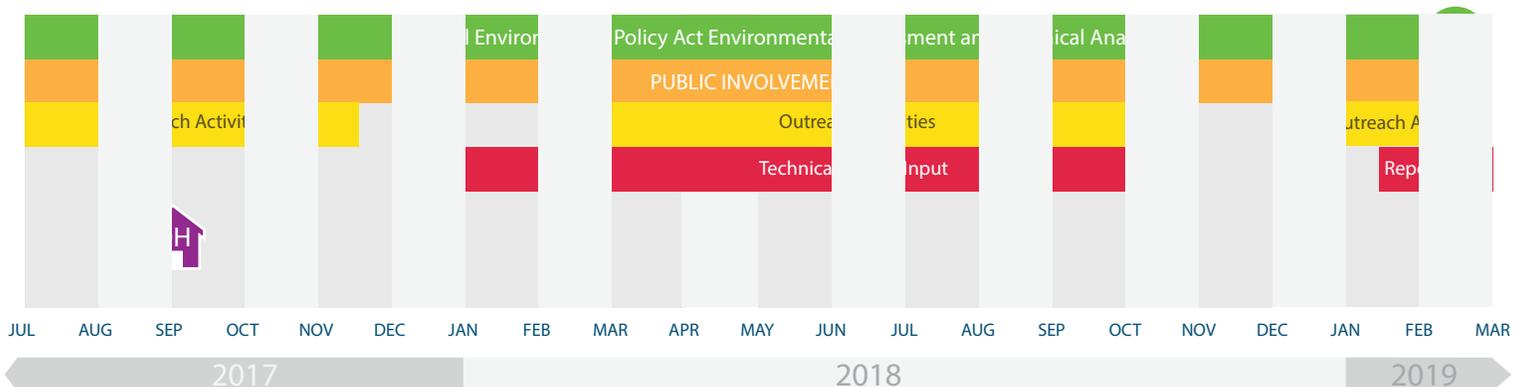
Leave a recorded verbal comment  
 at (503) 423-3760



### EMAIL

[info@i5RoseQuarter.org](mailto:info@i5RoseQuarter.org)

## ENVIRONMENTAL STUDY TIMELINE



Open House



Environmental Assessment Report Publication



**I. CONTACT INFORMATION** *(PLEASE PRINT LEGIBLY)*

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**I-5 ROSE QUARTER**  
IMPROVEMENT PROJECT

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**ODOT Region 1**  
**Attn: Megan Channell**  
**123 NW Flanders Street**  
**Portland OR 97209**

## PROJECT PURPOSE

Improve the safety and operations on I-5 between I-405 and I-84, of the Broadway/Weidler interchange, and on adjacent surface streets in the vicinity of the Broadway/Weidler interchange and to enhance multimodal facilities in the project area.

## THE NEED



### SAFETY ISSUES ON I-5

- » Highest crash rate in the state
- » Lack of standard safety shoulders
- » Closely spaced on- and off-ramps



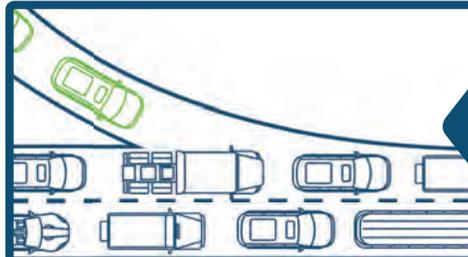
### POOR LOCAL STREET CONNECTIONS

- » Difficult connections between the highway and local streets
- » High concentration of traffic spilling into local streets
- » Lack of connections between the east and west sides of I-5



### CONGESTION ON I-5

- » Some of the highest traffic volumes in the state
- » Up to 12 hours of congestion each day
- » Heavy traffic on critical north-south link in the region and state



### DIFFICULT HIGHWAY TRANSITIONS

- » Closely spaced interchanges
- » I-5 Broadway/Weidler Interchange configuration is not typical and difficult to navigate



**Imagine a more connected Rose Quarter area**

**With separated bike lanes and wider sidewalks, safer and more reliable I-5 travel and new connections, the I-5 Rose Quarter Improvement Project will help realize this vision.**

**A BETTER CONNECTED COMMUNITY**

The project creates new connections across I-5 and more space for people walking and biking, so everyone can travel more safely and conveniently through the Rose Quarter area. These improvements include:

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CONCEPTUAL DRAFT - Subject to change based on technical analysis and public input.

**GREATER ECONOMIC GROWTH**

This project is an opportunity to reconnect the Lower Albina area and enhance continuity to north and northeast neighborhoods. By making travel easier, providing more options, and creating more space for people to move through, the project will support opportunities for redevelopment, both public and private. This project is currently looking at ways to tie in contracting opportunities for local small and minority owned businesses that will be part of the design and construction work.

- 9 Redevelopment potential
- 10 New east-west connection to Lower Albina





# V.I ENVIRONMENTAL JUSTICE INTERVIEW SUMMARY

**Rose Quarter:  
I-5/Broadway-Weidler Project**

**Environmental Justice Interviews**  
*Summary and Findings from Interviews with  
17 African American community members*

**Portland, Oregon**

**February 16, 2017**

**Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews  
Summary of Findings**

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**Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews  
Summary of Findings**

**Attachment A:** Interview Questions

**Attachment B:** Relevant News Articles on Rose Quarter History

## Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings

### ***Executive Summary***

This is a summary of findings from the Environmental Justice-Oriented Interviews for the Rose Quarter: Interstate 5/Broadway-Weidler Project. ODOT staff conducted initial interviews with members of the African American community to gain a better understanding of the following items during the project's upcoming environmental review and public involvement phase:

- The project area's history.
- How to meaningfully engage communities of color and low-income populations (populations that were disproportionately impacted with prior Rose Quarter area developments).

The interviews were conducted in advance of the formal public involvement kick-off, so as to use the respondent's feedback to shape the project direction.

This summary notes the interview process and individuals engaged, and documents the direct feedback provided, mostly verbatim, by the interview respondents. The following topics were discussed and are summarized herein:

- History of the Rose Quarter area.
- How the Rose Quarter area has changed and the drivers for such changes and demographic shifts.
- Perception of public agencies relative to prior projects in the Rose Quarter.
- Public outreach recommendations, including setting expectations, messaging, venues/events, and agency participation.
- Project approach suggestions, including what organizations and communities to engage and how, as well as potential partnerships.

The interviews revealed several key themes relative to establishing a successful community engagement process, as well as setting up the project for success in its future design and construction phases. The primary recommendations are as follows:

- Listen to the community, including their discussions of the project area's history and ideas for project design and development.
- Set clear expectations. The agency and community roles and responsibilities need to be clear, with one voice and a clear vision. Define agency roles and responsibilities and be transparent. Some project elements will be under ODOT's jurisdiction, while others will be the City of Portland's responsibility. The public should understand the specific roles and what each agency can and cannot do.
- Involve people of color in current and future project phases. For example, community events/forums should be facilitated by a person of color. Future project design and construction phases also should ensure inclusion of minority-owned firms/businesses.
- Understand that this is a unique project due to:
  - The construction of the lids and the new space they create
  - It is a joint ODOT/City project and includes at least engaging with two or more City bureaus
  - The project area is a geographically and historically sensitive area that will require a different approach. The project sponsors should engage communities of color and low-income populations early in the process and provide a meaningful feedback loop for incorporating the communities' input into the project.

## Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings

### ***FAQs and Background***

**Who conducted the interviews and how were they conducted?** Interviews were conducted in person by Megan Channell, Principal Planner and I-5: Rose Quarter project manager, and Shelli Romero, Public Policy and Community Affairs manager. Both Megan and Shelli were present for the majority of interviews, with a few conducted independently by Shelli. These interviews were intended to scratch the surface; however, it's necessary to have conversations with many more people. Interviewees were highly encouraged to be very honest and forthright. The report has been generated to protect anonymity and respect confidential and sensitive nature of content.

**How did you choose who should be interviewed?** Individuals selected for interviews represent a cross section of people from the private, public and non-profit industries. The interviewees have knowledge, background and experience with the project area as African Americans and/or individuals who have studied and researched this project area and impacts to the African American community. Most of the people interviewed have history with the Rose Quarter and are Generation X, baby boomers or older. Some of the interviewees are working or have worked for public agencies as employees or consultants and provided some advice based on their experience. Many are considered community, civil rights, equity, and civic leaders and advocates.

**What organizations are represented as part of those folks you interviewed?** Of those interviewed, some chose to represent themselves as individuals and others chose to represent an organization, or both. They are listed by name and affiliation. The responses are not linked to the specific interviewees – due to the sensitivity of some of the interview questions – to protect confidentiality and encourage sincerity and honesty.

**Who developed the questions?** The questions are included (see Attachment A) and were developed by Shelli Romero and Megan Channell, with help from Mike Mason in the ODOT Major Projects unit and Jeff Buckland in the ODOT Geo/Environmental unit. They were based on some of the questions developed and utilized in the Environmental Justice outreach for Outer Powell Safety Project. We found people were willing to talk with us honestly. Some people answered all the questions and others focused more on a few questions. We utilized follow-up questions for clarification and information.

A brief introduction to the project via email and in person was provided by ODOT staff before starting the interview questions.

**Who will have access to this report?** This information will be made available to the project team and its consultants with ODOT, the City of Portland, FHWA and others.

**Why do this early outreach targeting the African American community?** This geographic area has a long history and is sensitive to people who were adversely impacted or in some cases displaced due to eminent domain attributed to urban renewal, the developments of the Rose Quarter, Memorial Coliseum and Emanuel Hospital, as well as the construction of I-5. African Americans, other people of color, and low-income populations were disproportionately impacted. The project team will need help understanding the community's perspective early on in the project process. There is a need for the project team to understand this history and to learn how to effectively engage communities of color in this project. These findings will identify project risks, inform and shape the project and influence the project approach.

**When were the interviews conducted?** Between Mid-December 2016 and February 9, 2017

## Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings

How many people were interviewed? 17

**Who was interviewed? (though affiliations are listed below, some chose to represent themselves or other organizations)**

1. Ron Herndon, Albina Head Start.
2. Joyce Harris, Education NW and African American community activist.
3. Multnomah County Commissioner Loretta Smith, District 2, N/NE Portland.
4. Cheryl Roberts, African American Alliance for Homeownership (AAAH).
5. JoAnn Hardesty, NAACP and private consultant, used to live in this area that was gentrified.
6. Pastor Matthew Hennessee, Vancouver Avenue First Baptist Church.
7. Andre Baugh, vice chair (former Chair) of the City of Portland Bureau of Planning & Sustainability Commission and private consultant.
8. Lakeitha Elliott, Self Enhancement Inc., Portland African American Leadership Forum (PAALF) and long-time resident, associated with Jefferson High School.
9. Michelle DePass, Portland Housing Bureau and community activist, long-time resident (her grandparents owned a home off of Williams and Hancock).
10. Stephen Greene, Private sector, former PDC Project Manager who did work in this area.
11. Serena Stoudamire, representing herself, works for Governor Kate Brown and has experience working with the Emanuel Hospital expansion.
12. Faye Burch, member of PBDG, operates Faye Burch & Associates, long-time resident.
13. Judith Mowry, City of Portland Office of Equity and Human Rights, background with the area and African American community through being a facilitator for the Restorative Listening project (five years of stories about gentrification including what happened and who was harmed).
14. Charles McGee, executive director of Black Parent Initiative.
15. Jeanna Wooley, private consultant and in depth history/background with the area.
16. Tony Coleman, individual, ODOT employee.
17. Brenda Triplett-Coleman, individual, ODOT employee.

Attachment B includes several news articles that further describe the history of the Rose Quarter to supplement the interview findings.

### ***History of Area, Drivers for Changes, Shifts in Demographics & Contributing Factors***

There are several themes that emerged. The responses fell into these eight categories: 1) Vanport and the Shipyards, 2) Legacy Emanuel Hospital, 3) Rose Quarter/Moda Center, 4) Interstate 5, 5) Veterans Memorial Coliseum, 6) Redlining and Real Estate, 7) Urban Renewal and 8) Other. Impacts and consequences, as well as shifts in demographics, also are summarized.

#### **Vanport and the Shipyards**

- People owned homes and the inner eastside was the only area African Americans could live. The shipyards increased the African American population tenfold due to the need for shipyard workers. After the war ended, African American residents were encouraged to leave and return back to the South where they had originated. Then the Vanport flood happened. The powers that be of that era wanted to “keep the African American problem contained’ and limit them to a particular area. This information is validated in the City archives and there is a report written by Jeanna Wooley that should be read.

## **Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings**

- Changes in demographics due to Vanport: you should watch “Local Color,” a 1.5 hour OPB movie.

### **Legacy Emanuel Hospital**

- Emanuel was the last big change and the most visible. Its physical presence is a reminder.
- Pertaining to Emanuel, there are two empty lots sitting vacant for the last 20 years to allow for further hospital expansion – it is the historic meet up location for Good ‘n the Hood. Let’s do something with those parcels of land. Let’s develop housing, both rental and homeownership.
- The Emanuel reconciliation was a big deal and part of that was a mural but no real reparation for displacement. There were many complex conversations in the community.
- Emanuel project was a good thing and a bad thing. It was really bad for renters because they were given a sizable financial incentive (five times the existing rent rate) to move wherever they desired. But after the five years, the financial incentive was no longer in effect and they could not afford to live in their existing unit. Families were displaced to the same or different area and those who owned homes were provided with funds to relocate and buy a nicer and larger home elsewhere. There were negatives and positives that resulted for homeowners with regard to Emanuel.
- Emanuel was a slap in the face of gentrification. Before Emanuel, that strip of land adjacent was condemned for residences because of “low ceilings and claw foot tubs.” Both the City and Emanuel played a role, as well as developers and buyers interested in purchasing homes for lower than their future value in light of Emanuel development.
- The Emanuel Reconciliation was a big deal. The mural that was created at Emanuel – there was nothing in that project that acknowledges reparation for their role in displacement and gentrification. Emanuel was the last urban renewal project in this area.
- Emanuel, the Coliseum, I-5 etc. displaced predominantly African Americans and moved them further north and east of Emanuel Hospital like seeds. People also were displaced by the freeway and the Coliseum.
- Emanuel publicly apologized but PDC never owned up to the gentrification they caused.
- Emanuel honored the history as a financial contributor.
- Emanuel was the beginning of the end. It obliterated housing and was never replaced. There was a one-for-one replacement requirement for every home (the homes that housed families) that was never complied with. PDC was involved and PDC and Emanuel were complicit.
- Every development effort devastated the Black community.
- There was no recompense with Emanuel. In fact, the Emanuel atrium showcases faces and stories of those displaced in a way to redress the problem or right the wrong. It is unacceptable.

### **Rose Quarter/Moda Center**

- There were a lot of promises made by the Trailblazers and the City of Portland to involve people. There were issues of triple counting minority contractors who did work on some of this development. The numbers were inflated to seem higher than what they actually were. All the promises made were broken. Harm was done to businesses that believed the promises made. Drake/Turner was a joint venture and they eventually went out of business. People really did not get an opportunity to work on these projects (Rose Quarter) and they should have. Businesses inside the Rose Quarter (the vendors) had some opportunities, but it was very little in the end.
- This area was the center of the City (NE to NW Portland) prior to the Rose Quarter.

## **Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings**

- The Rose Quarter set goals for minority participation and jobs and I do think they did meet them.

### **Interstate 5 (I-5)**

- I-5 cut the community in half. This is a very sensitive area. It is an area that has experienced a lot of change and changes in demographics. The first African American church was where the Coliseum is now. I-5 separated and tore apart the community, dispersing people. People were forced out of their homes and businesses were forced to shut down. The community was disintegrated and people could no longer walk to relatives homes and did not get help to move into a new home. Their homes were acquired via eminent domain and many lost the value of the home. Trust was lost. Trust has never been built since. There were not jobs offered to people for the past development projects.
- It is a changing place and demographic. The Portland Housing Bureau's preference policy is being applied in this area.
- The Urban League study says, "We don't want to return" in reference to the African Americans who were displaced.
- I-5 brought fear of the unknown and divided people. The freeway brings disrepair and disillusionment and the other side was in better shape than NE Portland.
- Broadway/Hancock got cut off by I-5.
- Both the Coliseum and I-5 destroyed the African American community.
- ODOT and I-5: part of the freeway acts in the mid-to-late '50s, which divided the community and created a huge gash, splitting poor and Black communities because people and government wanted the land because it was a great location.

### **Coliseum**

- Prior to all the change of people in the area, people enjoyed entertainment and once the Coliseum moved in, there was a love/hate relationship with that structure.
- The Coliseum was a major project that separated people and tore apart the community, dispersing people.
- The veterans' preference for the Coliseum is pretty strong. They won't accept anything other than what is there now. They call it the Veterans American Coliseum. There is no agreement from all interested parties about what the Coliseum could be. It is a non-starter.
- Coliseum provided new opportunities for some to move.
- Friends and family of mine lived in this area for years. The Coliseum displaced people. Displaced people were given a modest stipend which was not enough to buy another home elsewhere.
- The Coliseum displaced people and people were unhappy. Poor people were displaced. African American men had worked on the railroad and on foundries and were now being displaced. Emanuel came in and more displacement happened. People watched their friends being moved out and displaced to East Portland. I am unsure if they were compensated for their move.

## Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings

### Redlining and Real Estate

- Homes became blighted and targeted for urban renewal. Public officials made decisions that impacted people without a lot of political power. Redlining was a big deal.
- Urban blight. We have to figure out how to make investments to increase housing, homeownership, retail development and create jobs and do it without displacing people. These are all factors we need to consider and we need to do something about. Can people who live here now continue to live here later?

### Urban Renewal

- The City and PDC actions targeted this area for urban renewal.
- Urban renewal: There were policy drivers, such as eminent domain. My grandfather's mother was given some small amount of money to move as a result of Emanuel Hospital, I-5 and the Memorial Coliseum. Did these developments really contribute to the common good? The freeway was bad news. These wrongs need to be righted.
- Urban renewal adversely impacted jobs, housing and businesses.
- The first casualties of displacement were renters and some homeowners who were bought out at a much lower rate than the value of the property would be afterward.
- The subject of gentrification has included complex conversations in the community.
- Former Mayor Charlie Hales recently led a bus tour around Portland looking at the displacement of African American residences and businesses.
- African Americans lost their homes. There were displaced by urban renewal. This was a systematic removal of people of color from the area and it appears to happen every 20 years. This area is now White upper-middle class and is the "new downtown." There is extreme resentment and frustration. For 25 years the community has been asking for this to be rectified.
- I have been a witness to affordability changes in the neighborhood which brought about urban blight on Union Avenue which is now Martin Luther King Jr. Blvd. The changes have impacted housing affordability, resulted in gentrification and increased housing costs.
- Urban renewal can be devastating for homeowners and people in their declining years. The value of homes appreciating rapidly combined with homeowners being retired with modest incomes meant that increased property taxes got out of control and when that knock on the door came for someone to buy them out, they took advantage of it because they could no longer afford to live here anymore.

### Other

- The medians down Martin Luther King Jr. Boulevard.
- Lack of education. If folks were financially savvy, this would have never happened.
- Poverty and displacement, but also in the '80s, crack cocaine. Followed by the Coliseum, Emanuel, and Vanport.
- Misinformation.
- Use lessons learned from the redevelopment effort regarding Trader Joes. It did not go well.
- White folks are using the history of this area to get what they want out of area projects.
- African American people did not feel empowered. History shows us they could not oppose what was happening in their neighborhood because they could lose their job, their houses could get torched and they had to prioritize the safety of their family, children, etc. Any pushback could result in family dismantlement. African Americans had no power.

## Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings

### Impacts and Consequences

- This area was a thriving jazz district. There was a social club on Williams near Emanuel. There was an area along Williams with clubs (near where the Urban League is now) called Jumptown, where people danced the jitterbug. There were dance halls, too. There was club called the Cotton Club. Black folks lived here and businesses thrived. People lived and thrived here. This area was all African American.
- This was an area you could walk to get services, such as Chuck's Market on Williams, dry cleaners, dentist offices, doctors, insurance agents, butchers, a post office; everything you needed was in walking distance. You could walk to get everything you wanted, needed and there was a sense of community. People knew one another, not just neighbors, but the store and business owners. That all changed with the construction of I-5 and all the development. People also got around by bike, but once I-5 went in, that no longer was the case. Dr. Unthank was known in this area and there were several Black dentists. Unthank Park is named for Dr. Unthank.
- There is sadness about the history of this area. There is concern about the neighborhood anytime there is an effort under foot to make improvements. The area needs to be serviceable to everyone. It is painful to look at how families who owned businesses and homes were cut out of the community.
- There was a pride about this area by Black families. Everyone knew everyone. It was a resilient area. Grandparents, generation of today's Gen Xers, these were the folks who were cut out.
- Prior to gentrification, for example, there was no garbage service on Albina. An African American man started a garbage company and picked up garbage every two weeks and everyone knew him.
- The area has poor air quality and no real elected leaders. Public transit inequity exists in the area and this inequity has been built into redevelopment.
- How investments were made were detrimental to African Americans and there is deep seeded anger, frustration, pain and disappointment.
- The Coliseum, Emanuel, I-5 and I-405 broke up families. The two (I-5 and I-405) freeways, Emanuel and the Coliseum all played a role in pushing out African Americans.
- The Albina Community Plan: This was a plan that all the governments signed off on, but the plan has never been realized. We were asked to participate and volunteer our time. We put our reputations on the line for this plan. We gave our voice. A document was created, but never acted upon.
- Horrible things come out of these decisions. History tells us in spurts and blurts that the result is devastating. Deliberate decisions were made to bring a certain amount of leisure and entertainment to the centrally-located area, but they had a devastating impact on the African American community. It was done on purpose and resulted in displacement.
- Growing up in a strong residential community was great. There are a lot of community scars due to improvements made at the expense of the African American community. Right now, the scarring of bringing people back via the City's housing preference policy is exacerbated because some do not want to come back.
- It is the area where there is a lot of work being done by the City of Portland on the housing preference policy. One of the problems is that many displaced do not want to return.
- Displacement had both positive and negative impacts. Most of the displacement happened from 1990-2000. Displacement was a mechanism to buy up and increase wealth for some African American families that were displaced. There was voluntary vs. involuntary displacement. There

## Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings

were real estate practices in place that played both a positive and negative role in displacement in N/NE.

- Greed. Some called it progress, but it was greed. The development of these structures (Rose Quarter, Memorial Coliseum and Emanuel Hospital) represented change. Changes are OK if done right. There was no respect for diversity and a real lack of inclusiveness.
- There is an Urban League study that the project team should utilize as research for this project.
- This area is referred to as a “Sacred Space.” It is known by others via this term, which was coined by former Senator Avel Gordly. There are challenges related to this space and you do not want to make similar mistakes as to those made in the past.
- This area has generated money into the economy.
- Past objectives for development moved people out utilizing eminent domain. Often “Grandma’s house” was subject to eminent domain. Some African American folks felt that they got sold out by their own because some folks chose to take the money and move out, move elsewhere.
- We used to be able to walk and bike everywhere in the neighborhood.
- There used to be more African Americans in the neighborhood and more homeowners and businesses.
- North Portland on Mississippi has really changed. Many in this area worked two to three jobs to make ends meet. You could get everywhere you needed to go – to church, school, to the store – it was a very walkable area.
- Development agencies, model cities and banks invested in this area to the detriment of others.
- Gentrification, urban renewal, Emanuel, I-5, Housing Market, redlining (racial segregation and economic concentration and confluence). Dr. Unthank and poor folks were all living in the same area. There was economic mobility thanks to the G.I. Bill.
- Unthank Park was a playground and then became afflicted with gangs and drugs.
- There has been no investment in schools and transit in this area.
- This project is not about restitution. We must go above what is the norm to recognize the past, but we cannot change the past.
- We do not want to become like the Westside.
- We cannot change the past; we should focus on the future. ODOT should ensure we are communicating this message consistently.
- There is some sense of reparation, acknowledgement of past harm, culturally rich and specific to African American places that reflect the culture through the built environment in the project.
- People remember things the way they remember things. It is very emotional for some members of the community.
- With every development, regardless of private or public, promises were broken resulting in a systematic obliteration of the African American community in this area.
- The area of Vancouver/Williams used to be very vibrant.
- There has been no or very little effort in this area resulting in a positive impact when it comes to the economic impact/jobs. The development and redevelopment eviscerated the African American community. If any efforts were made, they were negligible.
- Where the Coliseum and I-5 sit today, that was the Black community. We kept getting moved north.
- Property ownership in the Vernon neighborhood turned whole blocks from Black-owned properties to White-owned properties. Developers and others made property purchases and sat on them to await the right time to put the properties on the market and make a killing. This changed the face of the community.

## **Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings**

- Police corruption is a known fact in this area. The police were complicit in doing their part at the same time as the government and private developers were destroying the community.
- The way that the community changed and was impacted was by design, resulting in more accidents, prostitution and dope dealing.
- The descendants of people who were wronged carry the burden today. They have the possibility of wealth getting taken away (unable to buy homes or establish businesses).
- The Albina Community Plan had a robust public process. Promises were made but no follow-through.
- People felt so disenfranchised because people had things done to them (gentrification) and not done with them. Government and private developers were not up front and honest.

### **Shifts in Demographics**

- There are many more African American businesses in NE than ever before, but they are spread out in multiple areas and are non-retail related. There are 11 Black businesses in Vanport Plaza. Mt. Olivet has a huge congregation in Beaverton and champions diversity. They also have a large piece of property by Schuyler and a congregation there, too. Churches in this area are now more diverse and not just with African Americans, more multi-cultural.
- The average age for people of color is a younger demographic. The average age of African Americans is 31, 27 for Latinos and 41 for Whites. This means that many families of this demographic will have school age kids. Take this into consideration when devising and implementing outreach.
- Portland is cheaper than San Diego and Seattle, but Portland has been hit harder by recessions and hit differently. We had a 30 percent growth in every census, but we also get hit harder. We have a big share of baby boomers that moved from the suburbs to the City and in a recession people migrate to cheaper places. We have a younger demographic.
- In 2000-2010 the City of Portland got two-years younger. Fifty-four percent are eligible to retire from the City of Portland today.
- My perspective is that there are fewer Black businesses today than there were back in the day. Also, this area used to be very walkable. Now there are few Black folks left.
- Today, the area more represents middle-to-upper income White people.
- Boise-Eliot area may be 50 percent Black, but the project should look at school demographics.

### ***What is the public perception from folks in this area or with the African American community specific to ODOT, PDC, and City of Portland?***

The following comments are provided as directly stated by the interviewees.

- PBOT, PDC and ODOT are at risk because they all have a history in this area that is not viewed as very good.
- ODOT has a worse reputation than Portland. All of the disparity studies conducted and nothing changes.
- PDC is terrible. ODOT won't get beat up as bad.
- PDC's reputation is mud.
- I don't hear a lot about ODOT or the City.
- PBOT is not a good communicator or good at outreach. They do not communicate changes and those changes come quickly and unexpectedly and compromise the safety of others.
- ODOT: community wise there is not a lot of animosity.

## **Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings**

- PDC has it worst as well as PHB and the mayor's office.
- PDC is seen as not valuing multi-cultural efforts as much as they should. They have a reputation of not being a partner and do not see the benefits to relationships.
- I have nothing nice to say about ODOT. I have not been given a reason to think nicely about ODOT.
- PDC is pretty bad. You cannot undo damage overnight.
- The community paints all government with the same brush – not in a positive way.
- The City and ODOT are not viewed well. But the City is viewed more by some as not having trust with the community.
- ODOT, the City and PDC are all looked at with a level of mistrust by the community. They come to us afterward and don't care what we think. Lack of jurisdictional coordination results in community suffering.
- ODOT is known for mission of safety.
- Planning has a slightly better/improved reputation.
- PDC has the worst reputation but is reforming the most quickly.
- ODOT's reputation is not good as the word is ODOT has not taken advantage of involving Black contractors over the years and comes up with excuses.
- City of Portland is not good.
- PDC is not good and even worse because they have been involved in nearly every development/redevelopment and did the heavy lifting resulting in displacement.
- PDC's reputation is mixed. There are positives and negatives.
- The City of Portland is mixed. Portland Bureau of Transportation and Portland Housing Bureau and Portland Police Bureau have not been good. Intentions of past Mayors were the desire to do a great job and keep people together. What do we do today? We raise property values and force people out.
- ODOT is the single most recipient of federal dollars and those dollars are not translating to enough jobs in terms of contracting opportunities. From the contractors' perspective on the outside looking in, there is a real lack of opportunity.

### ***Outreach Thoughts***

Themes that emerged from our interviews in this area include transparency, what organizations and communities we should we be talking to, places to hold meetings, what level of agency participation is warranted for this project, perspectives on hosting community forums, and developing clear sideboards and setting expectations with public and stakeholders.

### **Stakeholder Engagement and how do we reach them?**

- Talk with people who breathe and live in the community.
- Involve smaller businesses first.
- The angriest and loudest will be people who moved here after 2005.
- Go to faith based organizations such as churches to talk to people who are still here.
- Talk with the affordable housing community.
- Remove barriers to participation: Provide childcare and make location convenient.
- Target families in the N/NE Williams and Lombard areas. Figure out who really lives in the area you are working in. You will find that those who still live in this area still like to patron local businesses and they utilize these businesses and they like to walk. People like to walk and we need more spaces available to walk. Take what the public says into consideration.

## **Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings**

- Reach out to Highland Church. They have a community room. With gentrification, many African Americans relocated to Parkrose and are in that area.
- At events you must have food.
- African Americans and people of color – all groups should be targeted.
- Throughout the project utilize ambassadors, African American newspapers, project websites, places and publications that target low income and African Americans. Employ online open houses.
- Seek out African American planners.
- PAALF (Portland African American Leadership Forum) is all over Portland but has an inner N/NE focus in the urban renewal area. We focus on anti-displacement, impacts on affordable housing, right to return policy, education. PAALF is a catalyst in this work and we push on to others and focus on leadership development.
- Consider outreach with groups that bring African Americans together from a cross sectors and agency leaders, community members like PCRI, Urban League, SEI, PAALF financial capabilities (program targeting folks ages 25 to 45) and the Elders Council (new this year).
- Engage Boise-Eliot neighborhood association, SEI.
- Identify every home within “x” amount of radius to engage and inform.
- When this project is further along, give a presentation for the Board of the NAACP to learn about and comment.
- Utilize the pastors to speak to congregations such as New Hope (Unthank area) Walter Hills, Life Change and Marantha, the AMA and Mt. Olivet.
- If you want to engage more Black folks, you need to hold the event at the Elks Club and invite select members of the Black community so they can help draw out others. Engage organizations like the Black United Fund and philanthropic community, sororities and fraternities.

### **Places/Venues for Meetings**

- The Elks Club is a good place to do outreach and to hold meetings (over 50 percent suggested this). Elks Club is symbolic and would mean a lot to folks if you used it as a venue.
- Elks Club is a good venue.
- The Elks club has a rich history. It was the only place where service men could go during segregation.
- There are not any real gathering places any more in this area, except for maybe the Elks Lodge. ODOT and the City must be intentional about targeting African Americans for engagement.
- Do not host events at Emanuel.
- Good ‘n the Hood (suggested by 8 interviewees).
- Juneteenth (suggested by 4 interviewees).
- African American Alliance for Homeownership (AAAH) Home Buying Fair (suggested by 5 interviewees).
- Tubman Middle School (suggested by 3 interviewees).
- Highland Church (suggested by 3 interviewees).
- Utilize churches, Emanuel Auditorium, Red Cross, Rose Quarter and Elks Lodge.
- Go where the people are: Highland Church.
- Churches, especially Mt. Olivet on Schuyler (they own half a block).
- Locations to hold public meetings are The Elks Club, Mt. Olivet and Urban League.
- Urban League, Coalition of Communities of Color, NAMC, MCIP.
- The Urban League Senior Center is very active. You should do a focus group with them.

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- African American Alliance for Homeownership Home buying Fair, The Gathering, churches.
- You should hold events at African American owned businesses like June Key Delta House. The Gordly House is an African American Cultural Center on Williams that involves a partnership with PSU, OHSU, and the Elks Lodge.
- Host joint meetings in buildings specific to public housing.
- Perhaps co-host event with African American organizations and schools (Boise-Elliott and MLK schools).
- Partner with the African American health coalition and their annual walk.
- The Gathering, a grouping of older African American people who convene informally and share stories and a meal every January.
- The newer development across from New Seasons may be a good outreach venue for the project for small group meeting.
- There are different methods of outreach. You should utilize the atrium at Emanuel over SEI. Elks Lodge would be a good location, the Urban League, Charles Jordan Community Center, etc. Perhaps a presentation of the history of race with NAACP and Urban League..
- Events could be held at Emanuel atrium and at New Song Church which is within the urban renewal zoning expansion area.

### **Level of Agency Participation: What level of agency participation is warranted for this project?**

Over 50 percent of respondents noted the importance of involving high-level agency staff during the community engagement process. Specific statements included:

- If you have some sort of listening session or forum, high-level decision makers should be present and authentically engaged, including elected officials and high level administrators. .
- Use forums and listening sessions and get high level representatives there from ODOT and the city.
- Higher levels need to hear from the community. The community needs to hear how ODOT and the City will avoid these mistakes going forward.
- High levels. They need to show up for the whole time and they need a role, need to participate, interject.

### **Community Forums**

Feedback regarding hosting community forums was mixed. Specific statements included:

- Forums are a good idea. You have to acknowledge the past but focus on the future.
- Consider a bit of a vent session but be clear it is not just venting. Come ready to talk about the project and lay down sideboards. Get all the concerns out.
- Set parameters. Is this project Information only? Make no promises. If you are seeking input and direction, then state that. Avoid “We Hope to or Aspire to.” Those are just words.
- Host a community forum and engage high level people from ODOT and the city to participate. They should be the decision makers that are present to listen. Target your outreach to avoid majority white rooms.
- What is the audience’s role and what are elected/appointed leaders role. They need to listen and not talk the party line.
- Explain how you will use feedback. Are you able to answer yes/no on the spot, or when/how will you loop back? If the audience and area is all White, how will you continue to hear other voices going forward?

## **Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings**

- People will share concerns pertaining to this project. The agencies must articulate that you do not intend to replicate the past sins and that nothing is a done deal.
- Listen to their feedback. Make them feel that you want their input. Look for themes. Be up front, such as, “We cannot do “x” for “x” reasons, but here is what we know about those things. Here is what we can do.”
- Everyone will be thinking about the things they have no control over. So, you need to listen to them, acknowledge their voice and make them feel listened to. Respond strategically and aim to bring people together.
- Utilize a person of color as facilitator(s) and that person should be African American.
- Local facilitators should be used.
- Forums should be tightly facilitated (with strong sideboards to guide conversation and action towards future vision).
- If you decide to do forums, they must be tightly facilitated. One good idea is to have whoever is facilitating have ODOT officials explain that they interviewed people in the African American community and here’s what they heard – provide a summary of this report as a way to acknowledge the past and then introduce the project. Letting people vent though is going to get you nowhere fast.
- Consider a roundtable discussion with organizations in a panel format to include Unite Oregon, NAYA and the immigrant/refugee communities.
- You need to establish a small group to bounce ideas off of. Make them your partners in the project.
- An advisory group is a good idea, but you must explain what their role is clearly and it should be diverse to include businesses, residents and bicyclists.
- Consider focus groups and listening sessions.
- Listening sessions that are held in a church community room on Russell or at SEI that includes high level decision makers with the city and ODOT (3).
- If you host a forum, you will get stuck in the past.
- Don’t do a forum. You cannot fix the past. Forums will rile up folks who will say, “What are you doing? Where are you going?”

### **Setting Expectations and Defining Sideboards**

When asked how to create a meaningful community engagement process, all respondents highlighted the importance of setting clear expectations with the public and defining the project/process parameters. Specific statements included:

- Do not over promise. Make no promises, but have level of understanding of what you can or cannot do and be clear with limitations.
- Set parameters (do this early on).
- Lay out non-negotiables as part of your outreach strategy (do this early on).
- Set sideboards and manage expectations.
- Focus your public meetings on a finite track.
- Agencies must do their job and set up-front clear sideboards.
- Design potential solutions and vet with the community.
- Consider how we preserve and provide a real benefit. What will it take?
- Be clear on what ODOT’s role is vs. PHB and PDC. “Here is what we do and our level of connection.”

## **Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings**

- Be clear about what ODOT's sideboards are around business development, wealth creation, housing and the connection of those things. Be very clear with the community to set the expectations.
- There will not be consensus among stakeholders (not even within the African American community) for this project when it comes to economic development and housing. Get a vision before you do a lot of outreach. ODOT/City, what are you trying to do? And then mold that vision as you go along.
- Be clear about what you want first or it can result in a nightmare.
- Lock agreements into the NEPA/environmental process. You want NEPA and the community both to say yes to the outcome.
- Understand what has happened and keep it from occurring. ODOT should be clear about what they can and cannot do.

### **Transparency**

All respondents also highlighted the need for a transparent, public process. Specific statements included:

- Make it easy to get involved with the project.
- Always be real and up front. Do not try to hide anything.
- We need people working on this project that know how to talk to people in the community. Be real and work both sides.
- Acknowledge that the people who are here now are not those who are coming. Be up front
- ODOT and the City must show and take action each step of the way. It will cost less in the long run.
- Be visible. Keep the project visible and retain a consistent project manager.

### **Messaging**

The majority of respondents stated that messaging will be a critical factor for project success. Specific statements included:

- Messaging is CRITICAL. This is more a redevelopment/redesign project than a transportation project.
- Communities of color are relational. The city, ODOT and PDC are more transactional, which does not work.
- Utilize Facebook platforms (spaces and links) including organizations that have their own Facebook pages such as NAACP, residents, business community, N/NE Business Association, Albina Ministerial Alliance and Urban League and post information.
- Utilize the 1480AM dial to engage people.
- There is not going to be agreement among all the African American community. We are diverse within our group – diversity of thought, philosophy, history etc.
- Create a culture of this project that says we apologize and create a mission statement that reflects the credo of every agenda in its tagline.
- Stare right into the project and learn from the past. Gather and listen, work toward consensus, work together.
- The project team should be prepared to have honest up-front conversation with the entire community about this project.
- There is an opportunity to help repair the area and relationships.

## **Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings**

- There is more diversity of thought in the African American community. It's not a monolithic community.
- We are not only talking about African Americans. We have many families in this area that are mixed, so create your outreach efforts to reach everyone.
- It will be hard to get people to engage because perhaps it is a generational thing. People have to put their hands on what we are talking about.
- The outreach needs to focus on relationship building. We are relational.
- There is no single African American community – we are not monolithic. We come with different world views and perspectives. Do not listen to only the loudest voices. Ensure your outreach and listening is balanced. You can acquire information and more voices through partnerships with culturally specific organizations. Do not assume we are all going to agree, because we won't.
- Focus on the opportunity and the benefit piece.
- We need to see Black faces as part of the project.
- Messaging is important. The safety message will resonate.
- Stay true to what you are doing now. Have good intentions. Be serious but remember, staff are not the decision-makers. Decisions will be made with others/directors within the organizations.
- Look to repair trust and provide opportunities.
- Be forward thinking.
- Ask yourselves what types of approach or benefits can this project bring? Try to ensure it helps and does not harm the communities.
- What is ODOT's view of this project? Do not let ODOT's views get hijacked by the past.
- The messaging is important and must be one of inclusivity. African Americans should be a priority in the planning and deciding of what gets implemented.
- The redevelopment of the Rose Quarter should tie together housing, economic development, jobs and more. It is likely the car lots on Broadway may be impacted. Look at this as a redevelopment project.
- Consider what kind of organization you want to be. Do you want to be a learning organization where decisions are made collaboratively with knowledge? Take a look at PBOT who had to step back on the N. Williams project. They finally heard the community from a historic perspective. The process system-wide is the issue and you need to leverage it to change outcomes.

### ***What should the project team consider?***

#### **Outreach Tactics/Structure and what are we asking of folks?**

- Be clear about what you are asking of the community. What's the time commitment? Break down the process, and if there will be advisory committees and their role. Include voices that need to be heard and be that liaison to decision-makers for the project.
- Get involved with surrounding businesses.
- You need to engage the Soul District.
- Sometimes it's the smaller groups that are the most effective in outreach.
- Leave the door open to reach us via email. Always follow-through and get back to people.
- A small, mainly people of color, advisory committee would be a good idea.
- Follow TriMet's example on Interstate MAX to do business outreach during construction.
- Keep ongoing communication with stakeholders.

## **Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings**

- We are not monolithic. We are all different. Just because we are Black does not mean I speak for the African American community. We are diverse in our understanding and experience.
- Form an advisory board that remains closer to the project and keep it small. The church at Vancouver and Williams, where people will live in the community. Feel free to drop Serena Stoudamire's name when you reach out. These churches have bigger churches and congregations attracting hundreds of multi-cultural parishioners each week. They have been involved in gang outreach efforts and formed a group called We Care. The younger pastors group is called 1145.
- You should build a small advisory board made up of about 5 people in the African American community who can guide you as the project advances.
- Organizations have a long-term connectedness in this area including many elders. Empower people to ask for what they want and avoid just going to any gatekeepers. Get to the people.
- Don't identify any one gatekeeper to access the community. Don't exclude poor people.
- Schedule meetings at a location, time and place that are convenient. Provide childcare, food and \$25 Fred Meyer gift cards.
- Make events intergenerational.
- Look for some early easy wins such as utilizing a splash page on a website, Sending SMS/Text alerts, utilize mobile apps to reach local folks.
- Utilize all social media tools: webpage, Facebook, The Portland Observer, The Scanner, go to places where you can connect with people.
- A 'majority communities of color' advisory board is a good idea, but ODOT and the City must listen to them. If they feel you are not listening, they will feel discounted. Your advisory committee should help people understand the expectations and sideboards. The project will be discredited if the advisory group is utilized or viewed as just a token group.
- Create a small advisory committee to hold ODOT and the City accountable to ensure you stay true to the project and the people.
- Canvassing door to door will be important.
- Consider smaller, little gatherings.
- Provide free food utilizing neighborhood and minority caterers such as Mississippi Chef (caters).
- Utilize what is already there in the community and seek to partner.
- ODOT and others need to know the history. Watch the OPB production of "Life Every Voice."
- Check out the documentary "Forums Sing the Blues." It is a jazz documentary and also hits on Vanport. You will hear directly from the people in testimony about what has happened.
- Look for upfront partnerships and LISTEN. People will demand a lot and you need to be able to clearly respond and have all agencies at the table. Articulate your principles and work with those principles to mold it to more or less.

### **Project Approach & Partnership Opportunities**

- What about the funding? Can part of the money be distributed to benefit the community? Is there money for a new building or to build something in our community? Can the project owners access or make money off of the improvements? Can we build some additional community capacity back in with this project?
- Add a few pilot projects and work with the Disadvantaged Business Enterprise (DBE) community to do a piece. Consider joint ventures and mentorship opportunities such as Colas and R&H.
- Utilize the tool of a joint venture.

## **Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings**

- I worked on a project via Emanuel – the more recent expansion when Vera Katz was in office. Through that project, we put on a construction fair. I had all the big primes there with booths and all the subcontractors were invited along with Legacy, OHSU, CAWS. There was food and a reception and I told the primes what Emanuel expected and I told the subs to seek out what is available and to have their game on. Out of that effort people got jobs. They were part of the project and Legacy Emanuel was able to tell that story. There was no opposition in the community.
- Right the wrong. Be intentional. Be inclusive. Include people who are medium-to-low income.
- What about some partnerships with the project and energy justice? There is a collaborative called Just Energy that includes Verde, NAYA, NAACP, 350 Degrees PDX (climate justice), Sierra Club and Coalition of Communities of Color that are building a coalition around climate justice. They will work on a 1 percent business tax on retailers generating \$20 million or more in sales within the City of Portland to support workforce development, clean energy. If the tax passes, it will generate \$200-400 million every year available to invest in new energy such as weatherization for low income workforce training and businesses.
- Ensure no displacements (housing or businesses).
- We can ensure equity and be a catalyst for equity – ODOT has the opportunity to be a leading star and to bring part of the community back.

### **Workforce Development, Wealth Creation & Contracting**

- Be prepared to explain how the project will use MINORITY businesses, not just women-owned and small businesses.
- Develop “x” number of scopes and fill in with certified firms. Break down into scopes of work to employ more minority firms as a way for capacity building.
- Look at the county labor agreement specific to the county courthouse.
- Workforce and jobs, contracting people should be included in the projects and the team should look for ways to identify specific benefits for contracting, jobs, partners in development. Maybe there should be two blocks set aside for the Soul District. There should be concrete opportunities.
- Add a training program that targets journey-level folks and incentivize graduation and success.
- Contractors will make big money. Make every step intentional and be inclusive of equity groups because of the history. Ask yourselves, “How can we address the equity on this project?”
- Contracting, including education and training dollars to train apprentices.
- Workforce and local hiring. Workforce benefits at the apprentice level and up.
- Jobs for people in the community, workforce training, housing and development that is affordable.
- If you are not active with the Association of General Contractors (AGC), you do not get ODOT work.
- Give people jobs and opportunities. Break off contracting opportunities into pieces so minority firms can get a piece of the work.
- Utilize historically underutilized businesses specific to the creation of jobs, construction contracts and apprentices. You can specify zip codes as to where to acquire workers which can include areas outside the project area and can utilize City of Portland data to identify these zip codes. You can also designate an area as a hub zone, which is a federal designation where you can recruit workers and contractors from a given area to work on the project.
- There should be significant business development and support for business opportunities.

## **Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings**

- You are not going to rebuild what was there before in this area. Ask yourself, “How can we create wealth?” This project should be about wealth creation, preserving people in their homes, investments and businesses. When you do construction, include local workers and look for ways to infuse some economic development back into the community.
- Workforce and contractor/subcontractor opportunities will be key.
- This project is about wealth creation. It is about looking at minority community wealth creation through requiring the RFP stipulate a high percentage of minority workers and contractors. The DBE program can and should set higher goals for the project. Look at joint ventures to include Hispanic, African American developers to boost percentages.
- Be clear about what are the financial opportunities to benefit the community. Have some real opportunities to plug them into. Maybe a partnership with OAME in Delta Park. They have weekly meetings with contractors and partner with NAMC and PBDG.
- Business opportunities to generate revenue for public interest. Partnership with BICEP, and a community organization to meet a need in the community.
- For developers, be clear and lay out parameters and expectations of the project owners for this project. Acknowledge here is our policy for the I-5: Rose Quarter project and look at lessons learned for I-5 Delta Park, Interstate and SW Corridor. Work with ODOT’s Office of Civil Rights (OCR) on this.
- Utilize temporary help to do outreach, such as on the job training by the Urban League Young Adult Network to help shape the area.
- Look at providing a percentage of the project go to minority contractors.

### **Key Challenges/Barriers**

- The N/NE Coalition of neighbors is against density and new people moving in.
- People in this area are overwhelmed by the amount of growth and fear of change.
- There will be community discord vs. working together. That is a given.
- We are a relationship oriented community. Your organizations have no relationship with the community and are looking to exact a community impact.
- Folks close in to the Coliseum will feel squeezed by a world above the lids that they don’t participate in.
- On the N. Williams project that the City initiated, the City had its own ideas and tried to convince us as stakeholders via a public process by presenting unattractive options to get the community to the option the City wanted. We felt manipulated from start to finish.
- Government is at a tremendous disadvantage given the history and the recent projects gone away such as N. Williams.
- PBOT’s financial contribution is of concern. If the price tag on this project continues to increase, so does PBOT’s share. So what does PBOT not invest in that also has a transportation equity benefit in other parts of the City? Council members will be engaged as well as Planning Commission. This is not ODOT’s fight, but it does have to be figured out.
- Environmental Justice is a risk. There are lawsuits out there such as in Houston on the highway widening project catering to freight. There was a finding folks “could be displaced.” It is a 1-mile-long highway widening and the project team did not address the 1-mile radius in each direction and is now paying a hefty financial price to address replacement.
- Consider jobs, contracting, development, housing, and bike lanes, and traffic impacts.
- There may be resistance for this project to look and feel like downtown.

## Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings

- ODOT is not accustomed to initiating projects like this, where there is so much history, emotion and animosity. We must be prepared to listen and acknowledge at several levels of the agency.
- There is no predicting who is going to be vocal and how vocal. But it does not matter, just be clear about what you will do.

### ***What about bikes?***

As the project proposes bicycle facilities, including the Clackamas Bicycle and Pedestrian Overcrossing, several respondents provided feedback on bicycling and the current focus on active transportation.

- Not everyone rides a bike. In fact people do not like bikes in this area.
- N. Williams is a mess. Who was this project for exactly? There are more back-ups. Most African Americans get around by transit and car. Across the board, this was a shared sentiment.
- People hate bikes. The bike lane on Williams where you have one lane of auto traffic has resulted in congestion at peak hours. There is new development and they are still building
- Bikes are seen as an imposition of fulfilling bike cultures needs in certain areas.
- There is a market study for County site relative to move bike riders in NE and it indicates that young professionals have a higher bike ridership.
- Some people who live in the community do not own bikes.
- This project may be an opportunity to make it safer for bikes, but bikes need to abide by the rules of the road and stop at stop signs and signals. And they should pay a fee for being users of the road.
- Perhaps the project could look at a reduced rate for bike share for whatever is developed atop the lids to encourage utilization of bike share.
- Bicyclists are seen as a bringing gentrification.
- Black people do not do bikes. Bikes are cultural and an urbanite thing.
- N/NE hates bikes.
- There will be possible conflicts with bikes.
- Williams was just plain bad. Removal of the travel lane on Williams causes more congestion. People should be able to cycle, but Blacks do not get around by bike. So Williams, for our community did not make any sense.
- Ninety-eight percent of the cyclists are White.
- Most Black folks get around via public transportation or car.
- The N. Williams bike lanes are a sore spot for people. People who bike have attitudes.
- People of color have attitudes about bikes, saying that most bicyclists are white and that cyclists have attitudes, cuss people out, don't abide by the rules of the road and have a sense of entitlement.
- Bikes should have license plates.
- The issue of bikes in N/NE takes on a racial tone. The arrogance of bicyclists is offensive. It takes on a "we are the ones here now and we will win this thing," in reference to how the N. Williams project was implemented.
- People's perception of bikes is not very good. The majority of African Americans are not avid bicyclists. There is too much transportation happening in this area with competition from all modes including bicyclists, pedestrians, transit and cars.
- Cars back up regularly in this area.
- Many bicyclists are extremely rude and do not act as if anyone matters other than themselves and they do not abide by any rules of the road.

## **Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings**

- I am a polite driver and give others consideration and yet I am challenged because I have to pull out far on a side street because of parked cars and bicyclists to make turn movements. I have to nose out far to see if a bicyclist is actually coming. It is scary. I am scared I may unintentionally hit a bicyclist.
- Bicyclists and some pedestrians have a righteous indignation that they have the right to own the street regardless of the color of light per the signal.

### ***Future Partner Opportunities***

At least 3 interviewees mentioned the potential partnership with the proposed Coliseum development:

- The Coliseum is going to get remodeled and financed by the Portland Winterhawks. Let's look at the remodel of the Coliseum to create a memorial for the red tails, African Americans who fought in the war. They were pilots that had to fly as a unit because of segregation. There are also others to honor such as those who fought in the Korean and Vietnam War. Maybe a monument would also be appropriate. Maybe PDC or the Winterhawks could subsidize it?

**Attachment A**  
***Interview Questions***

## **Rose Quarter: I-5/Broadway-Weidler Project Environmental Justice-Oriented Interviews Summary of Findings**

### Area History / Perspective

- 1) Tell me about your background and history with N/NE Portland and the Rose Quarter area?
- 2) What can you tell us about the history of the Rose Quarter area? Was there a presence of more African American residents and businesses than there are today? Can you explain what that area was like historically?
- 3) What were the drivers for changes and shifts in demographics, and what were the contributing factors in your opinion?

### Personal/Organizational Interests

- 4) Tell us about the organizations you work with/for and efforts you support. Who do you serve and what issues are you passionate about?
- 5) Do you find your work and efforts to be concentrated into one or several geographic areas? If so, where?
- 6) What services and programs does your organization provide and administer and who is your target clientele?

### Targeted Outreach

- 7) What do you see as gathering events/places that attract people you serve where we might have a presence for project outreach?
- 8) ODOT has a budget for attending community events where we get the word out about our Rose Quarter project. What events should we attend if we want to reach the African American, other non-White communities, and/or low-income communities? Do any of these gathering events/places take place within the vicinity of Rose Quarter?

### Messaging & Feedback

- 9) How do we talk about our project in a way that compels people to listen and engage?
- 10) How do we do meaningful outreach that attracts people to learn about the project and to provide input?
- 11) What do you see as effective ways for us to report back on how your community's input has been incorporated into the project planning and decision-making process?

### Project-Specific Input

- 12) What barriers do you think we face for this project and how do we overcome them?
- 13) What are any specific concerns or interests you see emerging from the African American community for this project? What are opportunities or pitfalls you see for the project and do you have ideas on how to capitalize or minimize/avoid them?
- 14) What do you think, given the history of the Rose Quarter area, we should be prepared for in terms of shaping this project in a way that makes the African American community feel included and valued and that the project, process and design is one that they can accept and/or embrace?

### Other

- 15) What other advice do you have for us?
- 16) Are websites, electronic media, Facebook effective?

## **Attachment B**

### ***Relevant News Articles on Rose Quarter History***

# City policy cost 98-year-old black woman her home. Here's why she won't get it back



By **Casey Parks** | [The Oregonian/OregonLive](#)

[Follow on Twitter](#)

on January 14, 2017 at 7:06 AM, updated January 14, 2017 at 8:12 AM

Thelma Glover worked the phones.

In the living room, a spotless space with good light and four dozen photographs, she used the cordless to dial a friend. The call went to voicemail.

"This is Thelma," she said. "Is someone going to pick me up? I don't have no way to get there."

Glover needed a ride to the bank, the grocery and Mt. Olivet Baptist Church, where she's been a member for six decades. She had stopped driving three months before. At 98, she supposed, it was time.

"Hello?" she said into another answering machine. "Don't forget me."

Glover carried a wooden cane from room to room but leaned on it only once. Even at her age, she's too stubborn to stoop.

Before she gave up the 1964 Chevy Malibu wagon, Glover made regular trips to her old North Portland neighborhood just to look at what she lost. She drove down Williams Avenue and imagined the jazz clubs that used to dot the stretch. She curled along Commercial Avenue, peered up at the hospital high rise that replaced her house.

"That was my first home," she said. "I was living close to everything that I was accustomed to. But they came and took the place. I had to give up my life."

Hers had been a quintessential black experience. She came to Portland from the South in 1941, expecting a better, safer community. Instead, Glover found what African Americans in Chicago and Detroit and San Francisco did: Black communities anywhere were expendable.

Government officials across the country penned African Americans into less-desirable areas. Later, when white people wanted the land, planners declared the communities blighted and forced African Americans out.

The bulldozers came for Glover and 200 other families -- mostly black -- in 1970 when Emanuel Hospital officials decided they needed their properties. Glover found a place in East Portland, eight miles and two interstates from her church, her bank and her friends. She has given it 45 years, but the pink-and-white house at the end of a cul-de-sac has never felt like home.

She put down the phone, smoothed her wig and adjusted two necklaces around the pink cowl-neck sweater she guessed no one

would get to see. Without a ride, she couldn't even visit the neighborhood that held her best memories.

Most cities haven't tried to make amends for the ways they systematically pushed black people out of neighborhoods. But last year, Portland leaders decided to try. They announced a **multi-million dollar program** aimed at bringing back people pushed or priced out of close-in neighborhoods. This winter, they'll begin doling out down payments.

Glover won't get one. For her, it's too late.

## The Great Migration

Glover's life began exceptionally. Her family owned 40 acres in North Louisiana at a time when most black farmers were sharecroppers. She attended Grambling State University, then known as the Louisiana Negro Normal and Industrial Institute, the first year it awarded teaching certificates to black women. If the girl in Glover's graduation photo hoped for success, the straight line of her mouth conceals it.

"Black people in Louisiana didn't smile then," she said.

Those were the days of Jim Crow laws and the Great Depression. More African Americans were **lynched in nearby Caddo Parish** between 1877 and 1950 than all but one other county in the United States. Black men struggled to find work.

When she married Cephas Glover in 1940, the soldier suggested they do what black people across the region were doing: Flee.

More than 1.4 million African Americans left the South that decade. Most from Louisiana headed to California or Oregon. In the 1940s alone, Portland's African American population increased tenfold, from 2,000 to 20,000.

The Glovers were among the first. The train ride took four days. There was no air conditioning, Glover said, and the conductor kept the windows closed in their car. They arrived dirty and sweaty with no place to stay. The hotels and restaurants near Union Station posted signs in their windows: "We cater to white trade only."

Portland, the Glovers soon learned, was no promised land.

Cephas labored on the railroad. Portland didn't employ black teachers then, so Thelma toughed it out in jobs she hated. She worked for Meier & Frank, praying every morning her mother would never learn the department store made her wear a black-and-white maid's uniform.

Only one landlord would rent to them. They spent their honeymoon living with 12 other African Americans near the foot of the Broadway Bridge. The second-floor apartment didn't have running water, Glover said, so all 12 took turns bathing in the same tub of water.

"I was afraid I would get germs," she said. "I lived like that, because that's where we had to be."

They looked for their own place. Glover wouldn't have children until they owned a home. But the Portland Realty Board forbade its members from selling to blacks or Asians. Banks also refused to lend African Americans money for mortgages.

The discrimination was so prevalent that in 1942, industrialist Henry Kaiser platted an entirely new city, Vanport, to house African Americans who came to build ships for World War II.

The Glovers moved into Vanport, erected on a Columbia River floodplain, in 1943. The walls were so thin Thelma Glover could hear

her neighbors whispering next door.

She worked in a cannery and in a rich couple's home. She saved pennies in a jar.

By the fall of 1945, they had saved almost enough to afford a house the newspaper ad described as a home. The wood frame on North Commercial had five bedrooms, an enclosed porch and apple trees in the backyard. It was \$4,990 and just a block from Emanuel Hospital.

The Glovers secured an off-the-books loan and rented the house out while they paid it off. To earn cash faster, Thelma and Cephas left Vanport and worked as live-in domestics for a Jewish couple in Southwest Portland. A few years after they left, **a flood destroyed Vanport.**

By the time the Glovers moved into their home in 1948, Thelma was 30. She visited a doctor to ask about finally having children.

"But I had a growth as big as an orange," she said. "I couldn't have them anymore."

The Glovers spent their 30s and 40s blocks from jazz clubs and black churches. They hosted parties in the living room and picnics in the yard. They kept the hedges trimmed. They grew tomatoes and collard greens. They finished the basement and built a garage.

"We had put lots of money in it," Glover said. "It was fixed up nice."

Then, in 1970, two white men showed up at her door. The city had declared the neighborhood "blighted," they said. The hospital needed the land.

Thelma Glover, her husband and all her friends had 90 days to leave.

## **Booted**

The story was similar across the country. Throughout the 1950s and '60s, city leaders from San Francisco to New York leveraged a new federal program called "urban renewal" to transform areas they considered slums. In Portland and elsewhere, those neighborhoods were often home to African Americans.

"Urban renewal," **James Baldwin said in 1963**, "means Negro removal."

Eliot, the inner-city neighborhood where Glover lived, was 70 percent black when Portland leaders began eyeing it for redevelopment.

Plans to seize Glover's home and others had taken shape in 1960, years before the men came to her door. Emanuel Hospital leaders told Portland planners they wanted to expand. Consultants found 55 acres -- land occupied by black homes and businesses -- that the hospital thought it needed for new facilities.

The community was home to barbecue restaurants, record stores and grocery shops. Photos from the time show the Glovers and their neighbors kept their homes looking immaculate.

But urban renewal gave Portland planners the power -- and the money -- to bulldoze. Portland detailed everything wrong about the neighborhood in a 1966 federal grant application. The community contained high rates of substandard housing and unemployment, officials wrote.

"This area contains the highest concentration of low-income families and experiences the highest incidence rate of crime in the City of Portland," they wrote in the application. "Approximately 75 percent to 80 percent of Portland's Negro population live within the area."

Portland officials deemed Glover's neighborhood "beyond rehabilitation." In 1970, the federal government offered \$5 million to demolish and rebuild.

Glover and others tried to fight. They formed the Emanuel Displaced Persons Association to petition to keep their houses. Glover served as treasurer. They hired lawyers and accused city leaders of lying about how much housing was available for African Americans in other parts of the city. They asked to be paid more for the homes they were losing.

"I just didn't think we got the money we should have," Glover said.

Portland paid \$5,000 for her land, Glover said, about the same she and her husband had paid 25 years earlier, before they added the garage and redid the basement.

Two years later, the Emanuel Displaced Persons group surveyed the old neighborhood. The federal money had run out, and the hospital decided against immediate expansion. Twenty-two blocks -- including Glover's lot -- sat empty.

"What's maddening is people could have stayed here," chairwoman Ina Warren told The Oregonian in 1973. "The community is destroyed forever."

### **Starting over**

Even in the 1970s, Glover said, Portlanders weren't keen on integration. Some African Americans bought homes in Northeast Portland. But the only place the Glovers could find was on an East Portland cul-de-sac with no streetlamp posts.

"It was dark, dark," she said. "They called this 'out in the rural.' I was the onliest black out here."

For the first time, Thelma Glover lived in a white neighborhood. She was 53.

The neighborhood wasn't in city limits when they moved in. Even now, East Portland has fewer sidewalks and public transit options than the inner city.

Little things annoyed her. The dining room looked into the kitchen; proper homes kept them separate, she believed. And the living room was too small to host a party. But the couple made do. They decorated the basement with shag carpet and a bear rug. They built a bar in the corner. Most of her friends didn't have cars, though, so they couldn't visit.

"You can live in a gold house, but there's something missing without your friends and everything," she said. "I'm out here with nothing but strangers."

A few years after they moved in, Cephas Glover died of cancer. Relatives visited, but Glover spent the next three decades more or less alone. She assumed people forgot what happened to black folks like her.

Then in 2011, officials at Legacy Emanuel Medical Center called. The hospital was about to celebrate its 100th anniversary. But first, they wanted to publicly apologize.

## Emanuel apologizes

Hospital leaders called it their **reconciliation project**. They spent a year interviewing Glover and others who lost their homes. By then, many had died.

When Emanuel leaders organized **an apology breakfast** in 2012, only four of the 200 who lost their homes could attend. The hospital invited a few dozen black community leaders to fill out the audience.

Glover, then 94, drove herself there. She wore a dress of many colors and had a table in the front.

"I still miss it," she told community leaders who stopped to hug her. "But I'm glad to visit today, and I hope we can get something good going for all of us."

A historian recounted the story. Dr. Lori Morgan, the hospital's chief administrative officer, said it was "past time" to address the demolition.

"It's a part of Emanuel's history," Morgan told the crowd. "It's not a proud part, but it's one that I'm quite determined we are going to own."

Glover didn't speak, but some black leaders in the audience did. They wanted more than an apology. They wanted reparations.

"I walked into this room knowing you did wrong," said Lorenzo Poe, then board chair of the Urban League. "What's far more important is what you're going to do about it."

Emanuel leaders didn't offer money. But a few months later, they **affixed 10 giant panels** to the main atrium, detailing the havoc the hospital wreaked.

One 47-x-60-inch panel names every person, including Glover, who lost a home. Another shows a picture of her house in 1969. The lawn is mowed. A tree shades the walkway. A car sits out front, a luxury when everything she loved had been steps away.

In 2012, Glover drove back to look at the exhibit. She ran a finger over the picture of her house. It was a nice gesture, she thought. But it couldn't undo what happened. It didn't bring black people back.

"I'm alone," she said recently. "I like to ride over there and look. But it's not the same, even when I look."

## The city atones

The land that Glover left sat empty for decades. Even as other close-in neighborhoods gentrified, Glover's old neighborhood remained a collection of empty storefronts and vacant lots, a place people from Irvington or Alameda drove through on their way downtown.

Emanuel Medical Center eventually expanded. In 2011, it built a state-of-the-art children's hospital on Glover's old block. The neighborhood around it, fueled by a more recent round of urban renewal, has become one of Portland's most desirable for the creative class. The number of black residents continues to decline.

A few years ago, amid criticism that city policies gentrified the heart of the African American community, Portland leaders followed Emanuel's lead and acknowledged they had helped displace hundreds of black families.

Last year, city officials decided to take another, bolder step. They created programs to bring residents back.

Over the next decade, **Portland urban renewal officials plan to spend \$96 million** on "right to return" programs for families either pushed or priced out of the inner city. They'll subsidize apartment rentals and help older residents hold on to properties. They'll also provide down payments to buy homes, some of them new, in North and Northeast Portland.

When Portland housing officials announced the first round of down payment grants last May, more than 1,000 people applied for 65 spots. To choose who gets the money, the city created a "preference policy." Applicants are ranked based on the degree that city actions pushed them from the inner city.

"If families have evidence that they had their property taken by the city, they move directly to the top of the list," said Matthew Tschabold, the Portland Housing Bureau's equity and policy manager.

Glover's past should guarantee her a top spot. In meetings announcing the programs, city officials set up posters that showed her old house.

But fliers for the down payments didn't mention the minimum requirements: Applicants must earn at least \$31,000 to qualify for a mortgage. Those who earn less can volunteer 300 to 500 hours to help build their homes.

At 98, Glover lives off Social Security, not enough to qualify for a loan in a red-hot market. Though she tries to walk a mile a day, she's not in shape to put in sweat equity.

"So if you don't have nothing they can't help you?" she asked when a friend explained the program last fall. "Do they know they the reason I don't have nothing?"

Glover is a joyful woman, given to high-pitched peals of laughter and a gentle teasing of her visitors. She pushes back against self-pity and repeats, often, "I'm just doing the best I can."

But that day, she stewed after her friend left. Hours later, she worked out the math as she washed dishes. Her East Portland home is worth about \$250,000 now. Smaller homes in her old neighborhood sell for half a million dollars.

"I heard them say at Emanuel that they didn't do right," she said. "I thought they were going to do something for us. I have to save and skimp and do the best I can. But see, Emanuel and the city doesn't have to do the best they can. They making good money off the property they got from me."

### **'Do it like I want to'**

Just before Christmas, Glover microwaved plates from Meals on Wheels for lunch. She missed fried fish and good salads. She longed for a rotisserie chicken and ice cream.

If she lived close-in, Glover thought, she could walk to the store. The white people on her cul-de-sac were nice, but they didn't take care of one another the way black communities did. Younger African Americans looked after the elders.

Glover ate in front of a television on the kitchen counter. She watched "The View," then stood to wash the plate.

"If I keep living, I'm going to have to have somebody to help me," she said. "Then I wonder can I afford it."

Glover had nowhere to be, so she started on a tour of her photographs. She picked up her cane and headed for the hallway.

She drifted past pictures from Louisiana, portraits from when she and Cephas met. Old friends from Portland beamed from the walls. She stopped to wipe dust off a framed image of her mother. Glover smiled at Cephas, forever smoking a cigar in the bedroom.

"You know how come I put pictures everywhere, on the floor and everywhere?" she said. "So I can see my family and I won't be so lonely. I just do it like I want to."

She left the cane behind and continued searching. She squealed when she discovered a wallet-size image of her old kitchen. Glover shook her head. In the photo, she was smiling.

"Look at me," she said. She stared at her 30-year-old self for a few minutes, a housewife washing dishes, a woman who didn't know what she would lose.

She moved to another room. For all of the hundreds of pictures, she couldn't find what she wanted most: a snapshot of her old home. She knew Emanuel had a photo in its exhibit. Portland keeps a small copy in its archives.

Glover combed her albums but couldn't find one of her own. In the end, the hospital and city had taken hold of Thelma Glover's memories, too.

-- Casey Parks

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# Albina 1996: North Williams Avenue, portrait of a once-thriving Portland jazz scene



By [The Oregonian/OregonLive](#)

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on August 24, 2014 at 12:08 PM, updated August 25, 2014 at 8:51 PM

*On Sept. 8, 1996, The Oregonian published a 6,000-word story by reporters Jim Barnett and Steve Suo titled "Albina: Up or out?" The article, serialized here, identified evidence that after decades of neglect and disinvestment, the neighborhoods of inner North and Northeast Portland were on the cusp of frenetic growth in home values and rents.*

Sunday at last. The young shipping clerk rushed up North Williams Avenue, past strolling couples, the men's hair slicked back, the women's legs swishing forward under their skirts, past musicians gathered on the sidewalk, smoking cigarettes and looking cool, past the smell of sweet baby-back ribs from Mallie's and through the door to Paul's Paradise, straight into the tingling vibration of red-hot jazz.

That afternoon in July 1954, when 12 Seattle musicians came to jam at Paul's, was a zenith for Portland's jazz scene and for its African-American community.

The shipping clerk went on to become a cop, a television newscaster and a Portland city commissioner. Dick Bogle says the music still has the same effect on him.

But little else is the same. Two decades later, the black community was scattered by urban renewal and ravaged by economic decline. Paul's was a paradise lost.

"It was always hard for me to understand what happened," says Bogle, 65. "There used to be restaurants and clubs. All of a sudden, as blacks had broken the color line, some of the nitty-gritty stuff we always took for granted disappeared."

Albina has been a central home to Portland's African-American community since just after World War II. Thousands of blacks, drawn from the South to wartime shipyard jobs, were left homeless by a 1948 flood that destroyed barracks housing in Vanport, along the Columbia River near what is now Delta Park. Many moved where they were steered by real estate agents -- the old city of Albina.

A bustling, independent railroad town in the 1880s, Albina already showed signs of decline. In the teens and '20s, the wealthy left their Victorian homes in the urban core for new suburbs accessible by car. The community also was Portland's first home to waves of European immigrants, who secured a foothold with blue-collar jobs and, by World War II, had moved up and out.

## ALBINA UP OR OUT: 1996

[Albina 1996: Early signs of North and NE Portland's economic transformation](#)

[Albina 1996: Bill Leigh, portrait of a NE Portland real estate investor](#)

[Albina 1996: Jeff and Susan Hartnett, portrait of NE Portland urban pioneers](#)

[Albina 1996: North Williams Avenue, portrait of a once-thriving Portland jazz scene](#)

[Albina 1996: Trina Barber, who braved 'crack alley,' portrait of a NE Portland homeowner](#)

[Albina 1996: Selmene Rodriguez, squeezed by rising rents, portrait of a lost NE Portland neighbor](#)

[Albina 1996: Felicia Moffett, portrait of the uncertain race to keep up in North, NE Portland](#)

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Blacks filled in behind. By 1950, their numbers in Lower Albina had grown about 3,500 while the white population had declined an equal amount.

Although Albina was underscored by poverty and substandard housing, it was, in the '50s, a vibrant community. Black barbershops, dry cleaners and restaurants served neighbors shut out of white businesses downtown. A half-dozen black-owned music clubs stood within walking distance of North Williams, known as "The Stem."

But in the 1960s, the black majority neighborhoods in Albina were tagged as Portland's ghetto. And, in an era of urban policy that was played out across the nation, city leaders devised programs to rid the core of "blight."

To the government, it was urban renewal. To residents facing bulldozers, it was "urban removal."

The prime targets were dilapidated homes and businesses in what are now the Rose Quarter and the Emanuel Hospital complex. Like a modern-day Atlantis, old Albina was swamped beneath a sea of concrete.

Between 1950 and 1980, the number of housing units in Albina's core -- west of 8th Avenue and south of Fremont Street -- declined 57 percent, from 5,072 to 2,169. Memorial Coliseum, built in 1957, and Interstate 5, opened in 1964, each displaced about 300 people.

"We destroyed more enterprise zones than we could ever hope to create -- in the name of progress," says Ed Washington, a Metro councilor who grew up in Albina.

At the height of urban renewal efforts in the early 1970s, Emanuel Hospital wanted to expand. Standing in its way: The historic Albina business district at Williams Avenue and Russell Street.

With \$3.7 million in federal money, the Portland Development Commission leveled 22 city blocks, displacing and relocating 162 families.

Two years later, Emanuel canceled the expansion, citing insufficient funds.

The wave of construction drove black families further north and east in Albina, which spurred a new round of white flight. The geographic heart of the black community also moved north and centered around Skidmore and MLK.

And in that heart, poverty found a home. Between 1970 and 1990, the poverty rate among Albina families increased from 10.9 percent to 16.5 percent. In the worst pockets, straddling MLK, the rate topped 36 percent in 1990.

Chastened by the past, city officials now are working to recreate a vibrant artery that maintains a strong African-American identity.

The Portland Development Commission has loaned \$2.8 million to 61 inner North and Northeast businesses since 1992 -- nearly two-thirds of them owned by African-Americans. The city has issued \$204,000 in federal block grants to spruce up store entrances.

Banks are boosting commercial lending. In the late 1980s, the U.S. Small Business Administration guaranteed about \$600,000 annually in new bank loans in inner North and Northeast; in the early 1990s, that annual average more than doubled, to \$1.4 million.

And after a long slide, the boulevard is pulsing with new life.

Coral salvias and lavender daisies bloom in the garden that gives Roslyn's Garden Coffee House its name. The corrugated aluminum facade of the tiny building on 14th Place went up with an \$8,000 city grant. Inside, Roslyn Hill brews lattes with equipment bought with \$35,000 of her own money and \$32,450 from the city.

Doris' Cafe, a barbecue spot at Russell Street, opened with a city loan. Steen's Coffee House next door made it without government help.

And Phyliss Gaines used private funds to open the nearby Vessels, a dinnerware boutique featuring African designs.

"I had an idea, and MLK was the perfect location for it," says Gaines, who also is an assistant vice president and consumer loan officer at Key Bank of Oregon. "The fact that there was a lot of development going on encouraged me."

The sour memory of earlier renewal policy leaves some veteran residents skeptical.

Much of the business property Emanuel acquired remains vacant; the hospital transformed some of the land to parks and affordable housing and hopes to dust off expansion blueprints sometime in the next 30 years. Since the Fred Meyer on MLK closed in 1989, Albina has made do with one major grocery, the Safeway at Ainsworth.

"It ain't going to work," says barber Willie Harris, 54, who for decades has run businesses in the ragged remains of the old Albina core. "It's a program again. America don't operate on no program. America operates on being capitalist, ambitious and educated."

But others think the joint efforts of government and private enterprise can override history.

Back in the '60s, Paul Knauls Sr. owned the Cotton Club, a music house on North Vancouver Avenue. Now he and his wife, Geneva, run Geneva's Shear Perfection salon on MLK.

"The avenue is on the move," Knauls says.

***NEXT: [Portrait of a homeowner](#)***

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# City of Portland reveals plan to ease wounds of gentrification

Maggie Vespa, KGW 6:53 PM. PST December 23, 2015



(Photo: KGW)

PORTLAND, Ore. -- It's been dubbed the "right to return," an unfamiliar concept in a city, all too familiar with the pains of growth.

Portland housing officials confirmed Wednesday they are moving forward with a complex, [multifaceted vision](https://www.portlandoregon.gov/phb/article/495097) (<https://www.portlandoregon.gov/phb/article/495097>) in an attempt to ease decades-old wounds of gentrification and prevent new ones.

Among their plans is a program that would give previously displaced families preference when applying for city-owned affordable housing.

"They will move to the top of the line for access to housing that we help fund or down payment on home purchases, in the North-Northeast area," said housing Commissioner Dan Saltzman.

Video: [Housing director on affordable housing](http://legacy.kgw.com/videos/news/local/2015/09/11/72096782/)  
(<http://legacy.kgw.com/videos/news/local/2015/09/11/72096782/>)

Specifically, the city is focusing on families forced out of their North Portland homes in the 1970s to make room for the expansion of Emanuel Hospital. The complex is now called Legacy Emanuel Medical Center.

"A lot of it's really just social justice. I mean there are still very real memories of the displacement that occurred," said Saltzman. "This area has, historically, been sort of the heart of the African American community, and it's still where people come to worship. There are still businesses they come to patronize, and I think there's a very real desire, as people are being priced out of that area, there's a very real desire for families who used to live in that area to return to that area."

Related: [Portland housing prices up 19 percent since 2013](http://legacy.kgw.com/story/news/local/2015/08/03/portland-home-prices-up-19-percent-since-2013/31086421/)  
(<http://legacy.kgw.com/story/news/local/2015/08/03/portland-home-prices-up-19-percent-since-2013/31086421/>)

Officials are also zeroing in on those caught in a similar cycle, in the 1950s, ahead of the construction of Veterans Memorial Coliseum.

"You're talking about a community of people who have been impacted by their roots," said Bishop Steven Holt. "If you uproot a tree, what happens? If you don't replant it, the tree is going to die."

For Holt and his family, the policy is personal.

He says his mother and aunt were forced out of their North Portland home, to make room for the Emanuel Hospital project.

Related: [Can Multnomah Village stay small?](http://legacy.kgw.com/story/news/investigations/2015/07/15/last-neighborhood-standing-multnomah-village-fights-growth/30164201/)  
(<http://legacy.kgw.com/story/news/investigations/2015/07/15/last-neighborhood-standing-multnomah-village-fights-growth/30164201/>)

Holt, who now works with the city on housing issues, says the wounds run deep.

"You're impacting relationships. You're impacting friendships. You're impacting a sense of community and identity," he said. "It is almost a direct inference that says 'you're not wanted here.'"

"It's not a homerun, but it's getting on base," Holt continued about the new policy.

He says he doesn't plan to take advantage, but he hopes others do.

"It's good work. It's just hard work, and it's ongoing work. We're not going to solve the pain of yesterday. It's not going to happen," Holt said. "But we can try to make some things right for tomorrow and today."

The city will spend \$96 million over 10 years to execute the plan.

If you believe you or your family should be considered under the city's 'preference plan,' [contact the office \(https://www.portlandoregon.gov/saltzman/\)](https://www.portlandoregon.gov/saltzman/) of Commissioner Dan Saltzman.

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# Urban renewal hurt African Americans, officials say. Now Portland leaders want to make amends



Nearby businesses are divided as Trader Joe's plans to build a new store in the King neighborhood. (Casey Parks/The Oregonian)



By **Casey Parks | The Oregonian/OregonLive**

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on November 05, 2016 at 7:04 AM, updated November 07, 2016 at 10:59 AM

Urban renewal had decimated Portland's African American neighborhoods before. But, in 2000, city leaders promised this time would be different. This time, they said, money spent in North and Northeast Portland would benefit the poor, the elderly and people of color.

Sixteen years later, that still hasn't happened.

"We over-promised and under-delivered," said Kimberly Branam, the executive director of the Portland Development Commission, which oversees the city's urban renewal projects. The plan's intended beneficiaries, Branam said, "were, in fact, those who were most harmed."

White developers leveraged that city cash into multimillion-dollar apartment projects, and rising prices pushed African Americans and poor white people out. And now, Branam said, the city has five years and \$32 million left in its [Interstate Corridor Urban Renewal Area](#) to make amends.

The money will be spent helping African American businesses and homeowners, adding to millions of dollars already set aside to help those who were displaced. Still, the city's pledge might not be enough.

While Portland's housing and economic development agencies have funneled \$159 million into the area since 2000, private investors pulled in by a new TriMet MAX line have spent nearly \$1 billion bringing offices, restaurants and high-end housing to what was a neglected and deteriorating place.

"What impact we thought we would have has really been dwarfed by these major market forces," Branam told more than 100 African Americans gathered at a Northeast Portland church in October.

The \$32 million might not make a noticeable difference, Branam told the crowd, but city leaders had learned from the past. This time, they would do better, she said.

Audience members shifted in their seats. They'd watched promises crumble before. Would this time be any different? And even if it was, was it too small to matter?

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Urban renewal is a complex tax-collecting tool with a simple premise: City officials redirect property taxes into "blighted" neighborhoods, hoping to kick-start growth and seed long-term revival.

Over time, Portland's African Americans learned to associate urban renewal with a darker truth: When cities pledge to make neighborhood improvements, they often end up pushing existing residents out.

City leaders used urban renewal in the 1960s to build Veterans Memorial Coliseum, evicting thousands of African Americans in the process. They used it in 1970 to kick another 300 North and Northeast Portland homeowners out when **Emanuel Hospital leaders proposed an expansion**.

That "negative legacy" still lingered, city leaders acknowledged when proposing another round in 2000. But officials had learned their lessons: They wouldn't evict North and Northeast Portlanders. They would help them thrive.

Urban renewal dollars **paid for the MAX Yellow Line and improvements at Dawson Park**. They helped build condos and affordable housing on North Killingsworth Street and a food cart pod in Kenton.

Some of those projects, including the Vanport Square on Northeast Martin Luther King Jr. Boulevard, did benefit ethnic minorities.

Property values soared. But the city's promise to help minorities prosper didn't pan out: Between 2000 and 2013, the median income for African Americans still in the neighborhood decreased 31 percent, to \$24,322.

By 2014, more than 10,000 African Americans had left the inner city. The city-funded "better" neighborhood was also unmistakably whiter.

When city leaders offered a \$2.4 million discount to developers hoping to build a Trader Joe's on a vacant lot at Northeast Martin Luther King Jr. and Alberta, African Americans said that was the last straw.

The dust-up became national news. Conan O'Brien joked about it in a monologue, and Trader Joe's pulled out.

In the aftermath, Mayor Charlie Hales promised to spend \$20 million on new affordable housing or help for existing homeowners. A year later, Hales said the city would spend \$67 million more to subsidize affordable housing in the the Pearl District and parts of North and Northeast Portland.

Money for both proposals, Hales said, would come out of the city's urban renewal budgets. That left less money for small business loans and projects such as improving North Lombard Street.

Development officials who had banked on having \$60 million to spend in the Interstate corridor now had only \$32 million. Before moving forward with the reduced budget, they studied the work they'd done since 2000.

"We found over and over and over again," said Tory Campbell, the interim economic development director, "that the African American community has been by far the most disadvantaged in all of those efforts."

\*\*\*

In early 2016, the development commission appointed 11 people - 10 of them African American -- to script a plan for the area's remaining millions.

They tapped Roslyn Hill, who turned a blighted stretch of Northeast Alberta Street into an arts district, and Stephen Green, a venture capitalist working to rebrand the inner city as a "[Soul District](#)," along with other business and civic leaders.

The group proposed spending \$2 million in grants and \$6 million on loans to help property owners fix up homes and businesses. They suggested setting aside nearly \$2 million to help people build in-law cottages in their yards and more than \$10 million for "vibrant, culturally relevant spaces."

City leaders presented a near-final draft at two meetings in October. Free food lined one wall. Posters depicting the harm urban renewal had dealt African Americans in 1970 stretched along another.

"We have been really upfront about our past," Branam said. "We're not delighted with ourselves and the \$32 million. This feels like the work that needs to be done."

The meetings showed how challenging that work could become without more trust. Conversations stalled when city workers used acronyms unfamiliar to the crowd. But what the attendees lacked in wonky know-how, they made up for with lived experiences.

City officials scrapped one goal - awarding \$2.5 million to business owners who commit to hiring minorities - after black attendees suggested it wouldn't work. They'd had bosses who'd hired minorities to fulfill a pledge but then did nothing to help them succeed.

A proposal to use some money on loans instead of grants worried others, Campbell said, because loans require collateral.

"What happens if it doesn't work?" Campbell, an African American business owner himself, asked a crowd attending the second meeting. "I can do what?"

"Lose my house," many called back.

"Very legitimate concerns," he said. "And it's based on a history, too, right?"

"Mmmhmm," audience members said.

Loans would allow the city do more with the smaller budget, he explained. The \$32 million wouldn't go far if they gave it all out in grants.

"If you get a loan then pay it back," Campbell said, "those dollars are reinvested to create more opportunities beyond just yourself."

At the previous meeting, audience members had warned against spending \$10 million on big "culturally relevant" projects. They feared the city would build an African American history museum.

"If that's how you feel, we will roll with that," Campbell said. "But I wanted to pause and say what we are talking about is places where there is business, where the property and things there are owned by black folks or folks of color."

With that, he broke the crowd into groups to pore over the plan. In one church classroom, about a dozen people met to evaluate the line items. The crowd was skeptical the money could close the gap between whites and African Americans.

Locally, the group said, they faced repeated discrimination. They talked about racism that persists in construction unions and the struggle felons face finding work. They said the state didn't employ enough African Americans in its civil rights division.

A woman groused about black people who sell their homes to white people. Another said Portland's black population is too spread out now to limit investment to the inner city. If someone has been pushed out to Gresham, why should they commute to North Portland to open a business?

Dana DeKlyen, a program manager for the development commission, explained that urban renewal money is restricted. The \$32 million might make a bigger difference in the underdeveloped eastern stretches of the city, but it has to be spent in same area where it's collected.

"Where is the Interstate Corridor?" another woman asked. DeKlyen looked around the room, but there was no map showing the boundaries -- a large, but patchy area that stretches from Northeast Broadway Street to St. Johns.

"It starts at MLK," DeKlyen said.

"MLK and what, though?" the woman asked.

As people packed up to go, Hill, the developer who remade Alberta Street, suggested \$8 million might not be enough for anchor projects in what have become some of Portland's hottest neighborhoods. The city spent more to build Vanport Square, the Northeast Portland hub for minority business owners. And that was a decade ago. Land is more expensive now.

"We wouldn't even be able to do one with this cost," Hill said.

"And how many in Vanport are still businesses of color?" a woman asked. "How many sold to white people?"

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## **GENTRIFICATION SPOTLIGHT: How Portland is Pushing Out Its Black Residents**

Between its alarming legacy of racism and its skyrocketing rents, Portland, Oregon, has become one of the country's worst examples of Black displacement and gentrification. What will it take for this hipster heartland to live up to its warm and fuzzy reputation?

*Abigail Savitch-Lew (/writers/abigail-savitch-lew)* | APR 18, 2016 1:35PM EDT



Anti-gentrification graffiti in Portland, Oregon

Photo: Tony Webster/Flickr

(<https://www.facebook.com/sharer/sharer.php?>

[u=http%3A%2F%2Fwww.colorlines.com%2Farticles%2Fgentrification-spotlight-how-portland-pushing-out-its-black-residents](http%3A%2F%2Fwww.colorlines.com%2Farticles%2Fgentrification-spotlight-how-portland-pushing-out-its-black-residents))

([https://twitter.com/intent/tweet?url=http%3A%2F%2Fwww.colorlines.com%2Farticles%2Fgentrification-spotlight-](https://twitter.com/intent/tweet?url=http%3A%2F%2Fwww.colorlines.com%2Farticles%2Fgentrification-spotlight-how-portland-pushing-out-its-black-residents&via=colorlines)

[how-portland-pushing-out-its-black-residents&via=colorlines](https://twitter.com/intent/tweet?url=http%3A%2F%2Fwww.colorlines.com%2Farticles%2Fgentrification-spotlight-how-portland-pushing-out-its-black-residents&via=colorlines))

Update on 4-20-16: Portland native Marih Alyn-Claire has notified Colorlines that after months of searching she has found an affordable apartment in the city.

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Marih Alyn-Claire, a Black 64-year-old Portland, Oregon, native, is afraid she will soon be homeless. Last summer, she learned that her rent would rise by several hundred dollars in June 2016, but so far she hasn't found a decent apartment that she can afford. "I've watched the redlining here. I've lived through discrimination myself," she said at an emergency housing forum

(<https://www.oregonhousingalliance.org/portland-area-emergency-housing-forum/>) with state representatives and senators in January. "But I've always been able to get a place."

Until now.

Alyn-Claire lives on Social Security Disability insurance and pays for part of her housing costs with a federal Section 8 voucher. In recent years, though, Portland rents have skyrocketed and the federal government's voucher program hasn't kept apace—leaving tenants like her to shoulder the cost or meet the streets.

There is no one story of displacement in Portland. Among the 30 others who testified at the January emergency housing hearing was a working-class mother pushed out, a copywriter evicted and grappling with doubled rent costs, and a domestic violence service provider having trouble finding emergency housing for clients.

Despite what's happening, Portland is not widely known as an expensive city. Rather, it is seen as a haven for creatives and nonconformists, the place that the popular comedy "Portlandia" famously deemed "the city where young people go to retire." The New York Times encourages tourists ([http://www.nytimes.com/2015/09/13/travel/what-to-do-in-36-hours-in-portland.html?\\_r=0](http://www.nytimes.com/2015/09/13/travel/what-to-do-in-36-hours-in-portland.html?_r=0)) to "ignore the hype, and indulge in the city's simple pleasures—from \$4 films to a puppet museum" or enjoy "shockingly affordable" (<http://www.nytimes.com/2014/09/04/travel/8-portland-ore-meals-for-8-or-under.html>) delicious eats. Yet Portland is quickly becoming accessible only to the wealthiest iconoclasts. Since 2010, rents have increased an average of 20 percent ([http://www.oregonlive.com/front-porch/index.ssf/2015/03/portlands\\_rents\\_rose\\_at\\_nation.html](http://www.oregonlive.com/front-porch/index.ssf/2015/03/portlands_rents_rose_at_nation.html)), the sixth-fastest rise in the nation after cities like New York and San Jose. In 2015, Portland ranked first in the country (<http://www.governing.com/gov-data/census/gentrification-in-cities-governing-report.html>) for the percentage of land tracts identified as gentrifying by Governing Magazine.

With rent hikes of more than 15 percent ([http://www.oregonlive.com/portland/index.ssf/2015/10/portland\\_oks\\_90-day\\_notice\\_for.html](http://www.oregonlive.com/portland/index.ssf/2015/10/portland_oks_90-day_notice_for.html)) in the third quarter of 2015, tenant organizations began calling the months of July and August "the summer of evictions." There's been a vast increase in the number of single-person households living in Central City, the urban core—often college graduates attracted by Portland's relative affordability and hip reputation. And thanks to state laws that prohibit policies used to regulate other pricey cities, Portland tenants are vulnerable to limitless rent increases.



Flyer advertising a rally for fair rents in the Northend neighborhood of Portland, Oregon.

## **New White Majorities in Traditionally Black Neighborhoods**

The media has paid a lot of attention to the White artists affected by the rent crisis, the “urban pioneers (<http://www.golocalpdx.com/news/why-portlands-urban-pioneers-are-moving-to-detroit>)” ditching Portland in search of greater affordability and a more authentic cultural scene. But Portland’s people of color—and particularly, Black residents—have been hardest hit.

While White Portland has more than rebounded since the last recession, poverty in the Black community has worsened. From 2000 to 2013, White incomes grew from about \$55,000 to \$60,000; Black incomes fell from \$35,000 to less than \$30,000. A report published last April by the Portland Housing Bureau revealed there is not a single neighborhood in the city where an average African-American can afford a two-bedroom apartment.

Black Portlanders suffer enormously from this catastrophic combination of falling incomes and rising housing costs. In 2015, the number of homeless Black people grew by **48 percent**. Though they make up only 7 percent of Portland residents, Black people constitute a disproportionate 25 percent of the homeless population.

While the entire city is facing the stress of rising rents, Portland's Black community has grappled with gentrification for more than a decade. From 2000 to 2010, the city's core lost 10,000 Black residents ([http://www.oregonlive.com/pacific-northwest-news/index.ssf/2011/04/in\\_portlands\\_heart\\_diversity\\_dwindles.html](http://www.oregonlive.com/pacific-northwest-news/index.ssf/2011/04/in_portlands_heart_diversity_dwindles.html)). In the historically Black neighborhoods of the Northeast such as King, Woodlawn and Boise-Eliot, Whites became the new majority in most census tracts.

“This is a critical moment for us as a state ... as we're faced with quite possibly the most far-reaching and devastating housing crisis in Oregon's history due to unprecedented rent increases,” Katrina Holland, deputy director of the Community Alliance of Tenants, said at the January hearing with politicians. The crisis, she said, ravages “people who look like me, African-American, and Native Americans, on top of generations of racially motivated, dramatic displacements.”

## **The Racial Failure of 'New Urbanism'**

The housing crunch Portland is suffering is happening in cities across the country. White millennials, eager to live close to where they work and access the cultural vibrancy of city life, are driving up demand for housing and displace Black and Latino residents from the neighborhoods they helped to build. One study of 11 metropolitan areas

([http://www.detroitpeoplesplatform.org/download/land/BlackDisplacement\\_JSullivan](http://www.detroitpeoplesplatform.org/download/land/BlackDisplacement_JSullivan)) found that from 2000 to 2010 there was an increase in the Black population living outside the urban core in each city. While some Black homeowners may sell their houses and leave the city for better opportunities, tenants are often unable to afford to live in rejuvenated neighborhoods. Other Black homeowners are bought out by eager investors, only to find that they are unable to rent or purchase housing elsewhere.

Portland, a city already abnormally White due to a history (<https://multco.us/file/15283/download>) of racial exclusion and forced removal of Black residents, is a dramatic example of a nationwide problem.

With its municipal compost system and bike-friendly streets, Portland is a model for the nation of “new urbanism (<http://www.friends.org/about/profiles/Jeff-Speck-On-Great-Urban-Places>)”—a vision of thriving neighborhoods with low carbon footprints. Yet some say that the city has failed to invest sufficiently in the livelihoods of Black residents, depriving them of the opportunity to enjoy recent public investments in the landscape.

“If Portland is trying to be this model of sustainable, livable, walkable, 20-minute cities, and it’s not racially diverse and it’s not class diverse, we’ve got big problems about what that means for anywhere else,” says Lisa Bates, a professor of urban planning at Portland State University. “Is it only viable to use public resources to create a favorable environment if you get rid of all the undesirable people?”

Portland officials say they value class and racial diversity, and are making efforts to address the larger city crisis. Last October, the city, along with Los Angeles, Seattle and the state of Hawaii, declared a housing and homeless state of emergency, enacting measures to open new shelters, legalize homeless encampments and set aside funding for affordable housing. In Portland, the ordinance allowed the city to broaden its current focus on homeless veterans to the city’s growing number of women and families with no place to live. Affordable housing advocates recognize the declaration as a step toward addressing the rent crisis.

Yet will Portland actually get to the roots of housing displacement in Portland’s Black community—roots that run deep, that go back centuries?



A mural commemorating the 1948 flooding of the Vandport, a Black community in Portland. City officials failed to tell residents that sea levels were rising and the neighborhood flooded.. Thirteen people died.

## **Jim Crow, Portland Style**

Michelle Lewis, a therapist with connections to Black residents throughout Portland, can see the links between the city’s history of racial exclusion, her clients’ housing instability and her own hardship. Since she and her husband lost their home to predatory lending during the recession, she says, they have been forced to move five times—most recently, beyond the city limits—as a result of rent increases and racial discrimination.

“We’ve felt like nomads,” she says.

Oregon’s first Black residents may have felt similarly. In the 1840s, the territory passed laws prohibiting Blacks from living in the state and punishing those who tried to remain with whiplashes and expulsion. In 1858, Oregon became the only

state in the country admitted with a clause in its constitution excluding Blacks. As a result, Oregon's Black population grew slowly—and those who stayed navigated Jim Crow-style segregation.

Lewis' grandfather came to Portland during World War II. During that time, the Kaiser Company imported thousands of Whites and Blacks from across the country to build tanks and cargo ships. White Portlanders, averse to the growing Black population, confined most of the migrants to a new development called Vanport, built on a flood plane by the Columbia River.

“That's where we had to live at,” Lewis recalls her grandparents explaining. “If you worked downtown, you had to be over in that area by a certain time, or else you could be fined, you could be jailed.” (While there is no official record of the so-called “sundown laws” in Oregon, there is a rich oral history detailing how towns jailed Black people for appearing after dark, especially in southern Oregon.)

After the war, Portland residents wanted to get rid of Vanport and developers hoped to reclaim the property for parkland and manufacturing use. In 1948, they got their wishes: After city officials failed to warn residents of rising river levels, the dikes broke, flooding Vanport and killing 13 people. Lewis' family lost their home in the flood.

Like many other Black residents of Vanport, the Lewis family settled in the Albina neighborhood of the Northeast, one of the only areas of the city where realtors would sell to Blacks. As White residents fled to the suburbs, banks redlined the neighborhood, depriving Black tenants of the opportunity to obtain mortgages and build home equity, while investors purchased homes with cash and let them sit empty. With the city turning a blind eye and rising poverty, crime and unemployment, White Portlanders began to view Albina as a dangerous slum.

Yet when Lewis looks back on her childhood in Albina, she remembers a close-knit community and good times spent on friends' porches, climbing fruit trees and playing four-corner kickball. “We would play outside all day ‘til the streetlights

came on,” she recalls. “You could go and knock on your neighbors door—my mom would say, go and knock Mrs. Shirley’s [door], I need an egg. ... You knew everybody in the neighborhood.”

Instead of nurturing this community, the Portland Development Commission launched numerous “urban renewal ([http://kingneighborhood.org/wp-content/uploads/2015/03/BLEEDING-ALBINA\\_-A-HISTORY-OF-COMMUNITY-DISINVESTMENT-1940%E2%80%932000.pdf](http://kingneighborhood.org/wp-content/uploads/2015/03/BLEEDING-ALBINA_-A-HISTORY-OF-COMMUNITY-DISINVESTMENT-1940%E2%80%932000.pdf))” projects with the purported goal of addressing blight. Aiming to convert the land to commercial and industrial uses, the city displaced hundreds of residents to build a sports arena, expand a hospital, and construct two new highways.

By the 1970s, public outcry against “urban renewal” caused officials to change course: The city let the area remain residential and supported local initiatives to revitalize housing and streetscapes. Yet Black Portlanders were still shut out. White people with higher incomes returned to the Northend, causing rents to rise and uprooting many Black businesses and about one in every four Black residents.

With the loss of many members of this community has come the loss of history, leading to the false perception that Portland is naturally White, or that uncontrollable market forces bear sole responsibility for the displacement. For Lewis, the erasure is painful.

“It’s a horrible feeling, to come to a neighborhood where you grow up in, and have the people there look at you as if you don’t belong,” she says. She recalls Little Chapel of the Chimes, the funeral home where she buried her grandfather.

Little Chapel of the Chimes is now a craft beer pub.

***Find out what Portland's people of color are doing about the city's runaway rents in Part 2 of this gentrification spotlight.***

# The Atlantic

## The Racist History of Portland, the Whitest City in America

It's known as a modern-day hub of progressivism, but its past is one of exclusion.



A Ku Klux Klan March in Ashland, Oregon (Date unknown; estimated to be from the 1920s)

Oregon Historical Society

ALANA SEMUELS | JUL 22, 2016 | BUSINESS

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PORTLAND, Ore.— Victor Pierce has worked on the assembly line of a Daimler Trucks North America plant here since 1994. But he says that in recent years he’s experienced things that seem straight out of another time. White co-workers have challenged him to fights, mounted “hangman’s nooses” around the factory, referred to him as “boy” on a daily basis, sabotaged his work station by hiding his tools, carved swastikas in the bathroom, and written the word “nigger” on walls in the factory, according to allegations filed in a complaint to the Multnomah County Circuit Court in February of 2015.

Pierce is one of six African Americans working in the Portland plant whom the lawyer Mark Morrell is representing in a series of lawsuits against Daimler Trucks North America. The cases have been combined and a trial is scheduled for January of 2017.

“They have all complained about being treated poorly because of their race,” Morrell told me. “It’s a sad story—it’s pretty ugly on the floor there.” (Daimler said it could not comment on pending litigation, but spokesman David Giroux said that the company prohibits discrimination and investigates any allegations of harassment.)

The allegations may seem at odds with the reputation of this city known for its progressivism. But many African Americans in Portland say they’re not surprised when they hear about racial incidents in this city and state. That’s because racism has been entrenched in Oregon, maybe more than any state in the north, for nearly two centuries. When the state entered the union in 1859, for example, Oregon explicitly forbade black people from living in its borders, the [only state](#) to do so. In more recent times, the city repeatedly undertook “urban renewal” projects (such as [the construction](#) of Legacy Emanuel Hospital) that decimated the small black community that existed here. And racism persists today. A [2011 audit](#) found that landlords and leasing agents here discriminated against black and Latino renters 64 percent of the time, citing them higher rents or deposits and adding on additional fees. In area schools, African American students are [suspended](#) and expelled at a rate four to five times higher than that of their white peers.

All in all, historians and residents say, Oregon has never been particularly welcoming to minorities. Perhaps that’s why there have never been very many. Portland is the

[whitest big city](#) in America, with a population that is 72.2 percent white and only 6.3 percent African American.

“I think that Portland has, in many ways, perfected neoliberal racism,” Walidah Imarisha, an African American educator and expert on black history in Oregon, told me. Yes, the city is politically progressive, she said, but its government has facilitated the dominance of whites in business, housing, and culture. And white-supremacist sentiment is not uncommon in the state. Imarisha travels around Oregon teaching about black history, and she says neo-Nazis and others spewing sexually explicit comments or death threats frequently protest her events.

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A protester at a Portland rally against the reinstatement of a police officer who shot a black man  
(Rick Bowmer / AP)

Violence is not the only obstacle faced by black people in Oregon. A [2014 report](#) by Portland State University and the Coalition of Communities of Color, a Portland non-profit, shows black families lag far behind whites in the Portland region in employment, health outcomes, and high-school graduation rates. They also lag behind black families nationally. While annual incomes for whites nationally and in Multnomah County, where Portland is located, were around \$70,000 in 2009, blacks in Multnomah County made just \$34,000, compared to \$41,000 for blacks nationally. Almost two-thirds of black single mothers in Multnomah County with kids under five lived in poverty in 2010, compared to half of black single mothers with kids under five nationally. And just 32 percent of African Americans in Multnomah County owned

homes in 2010, compared to 60 percent of whites in the county and 45 percent of blacks nationally.

“Oregon has been slow to dismantle overtly racist policies,” the report concluded. As a result, “African Americans in Multnomah County continue to live with the effects of racialized policies, practices, and decision-making.”

Whether this history can be overcome is another matter. Because Oregon, and specifically Portland, its biggest city, are not very diverse, many white people may not even begin to think about, let alone understand, the inequalities. A [blog](#), “Shit White People Say to Black and Brown Folks in PDX,” details how racist Portland residents can be to people of color. “Most of the people who live here in Portland have never had to directly, physically and/or emotionally interact with PoC in their life cycle,” one post begins.

As the city becomes [more popular](#) and real-estate prices rise, it is Portland’s tiny African American population that is being displaced to the far-off fringes of the city, leading to even less diversity in the city’s center. There are around 38,000 African Americans in the city in Portland, according to Lisa K. Bates of Portland State University; in recent years, 10,000 of those 38,000 have had to [move](#) from the center city to its fringes because of rising prices. The gentrification of the historically black neighborhood in central Portland, Albina, has led to conflicts between white Portlanders and long-time black residents over things like widening bicycle lanes and the construction of a new [Trader Joe’s](#). And the spate of alleged incidents at Daimler Trucks is evidence of tensions that are far less subtle.

“Portland’s tactic when it comes to race up until now, has been to ignore it,” said Zev Nicholson, an African American resident who was, until recently, the Organizing Director of the Urban League of Portland. But can it continue to do so?

\* \* \*

From its very beginning, Oregon was an inhospitable place for black people. In 1844, the provisional government of the territory passed a law banning slavery, and at the same time required any African American in Oregon leave the territory. Any black person remaining would be flogged publicly every six months until he left. Five years

later, another law was passed that forbade free African Americans from entering into Oregon, according to the [Communities of Color](#) report.

In 1857, Oregon adopted a state constitution that banned black people from coming to the state, residing in the state, or holding property in the state. During this time, any white male settler could receive 650 acres of land and another 650 if he was married. This, of course, was land taken from native people who had been living here for centuries.

This early history proves, to Imarisha, that “the founding idea of the state was as a racist white utopia. The idea was to come to Oregon territory and build the perfect white society you dreamed of.” (Matt Novak detailed Oregon’s heritage as a white utopia in [this 2015 Gizmodo](#) essay.)

With the passage of the 13th, 14th, and 15th amendments, Oregon’s laws preventing black people from living in the state and owning property were superseded by national law. But Oregon itself didn’t ratify the 14th Amendment—the Equal Protection Clause—until 1973. (Or, more exactly, the state ratified the amendment in 1866, rescinded its ratification in 1868, and then finally ratified it for good in 1973.) It didn’t ratify the 15th Amendment, which gave black people the right to vote, until 1959, making it one of only [six states](#) that refused to ratify that amendment when it passed.

The Champoeg meetings organized early government in Oregon. (Joseph Gaston / The Centennial History of Oregon)

This history resulted in a very white state. Technically, after 1868, black people could come to Oregon. But the black-exclusion laws had sent a very clear message nationwide, says Darrell Millner, a professor of black studies at Portland State University. “What those exclusion laws did was broadcast very broadly and loudly was that Oregon wasn’t a place where blacks would be welcome or comfortable,” he told me. By 1890, there were slightly more than 1,000 black people in the whole state of Oregon. By 1920, there were about 2,000.

The rise of the Ku Klux Klan made Oregon even more inhospitable for black people. The state had the highest per capita Klan membership in the country, according to Imarisha. Democrat Walter M. Pierce was elected to the governorship of the state in 1922 with the vocal support of the Klan, and photos in the local paper show the Portland chief of police, sheriff, district attorney, U.S. attorney, and mayor posing with Klansmen, accompanied by an article saying the men were taking advice from the Klan. Some of the laws passed during that time included [literacy tests](#) for anyone who wanted to vote in the state and compulsory public school for Oregonians, a measure targeted at Catholics.

It wasn’t until World War II that a sizable black population moved to Oregon, lured by jobs in the shipyards, Millner said. The black population grew from 2,000 to [20,000](#) during the war, and the majority of the new residents lived in a place called Vanport, a city of houses nestled between Portland and Vancouver, Washington, constructed for the new residents. Yet after the war, blacks were encouraged to leave Oregon, Millner said, with the mayor of Portland commenting in a newspaper article that black people were not welcome. The Housing Authority of Portland mulled [dismantling Vanport](#), and jobs for black people disappeared as white soldiers returned from war and displaced the men and women who had found jobs in the shipyards.

Dismantling Vanport proved unnecessary. In May of 1948, the Columbia River flooded, [wiping out](#) Vanport in a single day. Residents had been assured that the dikes protecting the housing were safe, and some lost everything in the flood. At least [15 residents](#) died, though some locals formulated a [theory](#) that the housing authority had quietly disposed of hundreds more bodies to cover up its slow response. The 18,500 residents of Vanport—6,300 of whom were black—had to find somewhere else to live.

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Men wade through the Vanport flood in 1948 (AP photo)

For black residents, the only choice, if they wanted to stay in Portland, was a neighborhood called Albina that had emerged as a popular place to live for the black porters who worked in nearby Union Station. It was the only place black people were allowed to buy homes, after, in 1919, the Realty Board of Portland had approved a Code of Ethics forbidding realtors and bankers from selling or giving loans to minorities for properties located in white neighborhoods.

As black people moved into Albina, whites moved out; by the end of the 1950s, there were 23,000 fewer white residents and 7,000 more black residents than there [had been](#) at the beginning of the decade.

The neighborhood of Albina began to be the center of black life in Portland. But for outsiders, it was something else: a blighted slum in need of repair.

\* \* \*

Today, North Williams Avenue, which cuts through the heart of what was once Albina, is emblematic of the “new” Portland. Fancy condos with balconies line the street, next

to juice stores and hipster bars with shuffleboard courts. Ed Washington remembers when this was a majority black neighborhood more than a half a century ago, when his parents moved their family to Portland during the war in order to get jobs in the shipyard. He says every house on his street, save one, was owned by black families.

“All these people on the streets, they used to be black people,” he told me, gesturing at a couple with sleeve tattoos, white people pushing baby strollers up the street.

Since the postwar population boom, Albina has been the target of a decades of “renewal” and redevelopment plans, like many [black neighborhoods](#) across the country.

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Imarisha says she is often the only black person in Portland establishments. (Alana Semuels / The Atlantic)

In 1956, voters approved the construction of an arena in the area, which destroyed 476 homes, half of them inhabited by black people, according to “[Bleeding Albina: A History of Community Disinvestment, 1940-2000](#),” a paper by the Portland State scholar Karen J. Gibson. This forced many people to move from what was considered “lower Albina” to “upper Albina.” But upper Albina was soon targeted for development, too, first when the Federal Aid Highway Act of 1956 provided funds for Portland to build Interstate 5 and Highway 99. Then a local hospital expansion was

approved, clearing 76 acres, including 300 African American-owned homes and businesses and many shops at the junction of North Williams Avenue and Russell Street, the black “Main Street.”

The urban-renewal efforts made it difficult for black residents to maintain a close-knit community; the institutions that they frequented kept getting displaced. In Portland, according to Gibson, a generation of black people had grown up hearing about the “wicked white people who took away their neighborhoods.” In the meantime, displaced African Americans couldn’t acquire new property or land. Redlining, the process of denying loans to people who lived in certain areas, flourished in Portland in the 1970s and 1980s. An investigation by *The Oregonian* published in 1990 revealed that all the banks in Portland together had made just 10 mortgage loans in a four-census-tract area in the heart of Albina in the course of a year. That was one-tenth the average number of loans in similarly-sized census tracts in the rest of the city. The lack of available capital gave way to scams: A predatory lending institution called Dominion Capital, *The Oregonian* alleged, also “sold” dilapidated homes to buyers in Albina, though the text of the contracts revealed that Dominion actually kept ownership of the properties, and most of the contracts were structured as balloon mortgages that allowed Dominion to evict buyers shortly after they’d moved in. Other lenders simply refused to give loans on properties worth less than \$40,000. (The state’s attorney general sued Dominion’s owners after *The Oregonian*’s story ran; the AP reported that the parties reached a settlement in 1993 in which Dominion’s owners agreed to pay fines and to limit their business activity in the state. The company filed for bankruptcy a few days after the state lawsuit was filed; U.S. bankruptcy court handed control of the company to a trustee in 1991.)

The inability of blacks to get mortgages to buy homes in Albina led, once again, to the further decimation of the black community, Gibson argues. Homes were abandoned, and residents couldn’t get mortgages to buy them and fix them up. As more and more houses fell into decay, values plummeted, and those who could left the neighborhood. By the 1980s, the value of homes in Albina reached 58 percent of the city’s median.

“In Portland, there is evidence supporting the notion that housing market actors helped sections of the Albina District reach an advanced stage of decay, making the area ripe for reinvestment,” she writes.



Construction in Portland along the Willamette River (Don Ryan / AP)

By 1988, Albina was a neighborhood known for its housing abandonment, crack-cocaine activity, and gang warfare. Absentee landlordism was rampant, with just 44 percent of homes in the neighborhood owner-occupied.

It was then, when real estate prices were at rock bottom, that white people moved in and started buying up homes and businesses, kicking off a process that would make Albina one of the more valuable neighborhoods in Portland. The city finally began to invest in Albina then, chasing out absentee landlords and working to redevelop abandoned and foreclosed homes.

Much of Albina's African American population would not benefit from this process, though. Some could not afford to pay for upkeep and taxes on their homes when values started to rise again; others who rented slowly saw prices reach levels they could not afford. Even those who owned started to leave; by 1999, blacks owned 36 percent fewer homes than they had a decade earlier, while whites owned 43 percent more.

This gave rise to racial tensions once again. Black residents felt they had been shouting for decades for better city policy in Albina, but it wasn't until white residents moved in that the city started to pay attention.

"We fought like mad to keep crime out of the area," Gibson quotes one long-time resident, Charles Ford, as saying. "But the newcomers haven't given us credit for it...We never envisioned the government would come in and mainly assist whites...I didn't envision that those young people would come in with what I perceived as an

attitude. They didn't come in [saying] 'We want to be a part of you.' They came in with this idea, 'we're here and we're in charge' ...It's like the revitalization of racism."

\* \* \*

Many might think that, as a progressive city known for its hyper-consciousness about its own problems, Portland would be addressing its racial history or at least its current problems with racial inequality and displacement. But Portland only recently became a progressive city, said Millner, the professor, and its past still dominates some parts of government and society.

Until the 1980s, "Portland was firmly in the hands of the status quo—the old, conservative, scratch-my-back, old-boys white network," he said. The city had a series of police shootings of black men in the 1970s, and in the 1980s, the police department was investigated after officers [ran over possums](#) and then put the dead animals in front of black-owned restaurants.

Yet as the city became more progressive and "weird," full of artists and techies and bikers, it did not have a conversation about its racist past. It still tends not to, even as gentrification and displacement continue in Albina and other neighborhoods.

"If you were living here and you decided you wanted to have a conversation about race, you'd get the shock of your life," Ed Washington, the longtime Portland resident, told me. "Because people in Oregon just don't like to talk about it."

The overt racism of the past has abated, residents say, but it can still be uncomfortable to traverse the city as a minority. Paul Knauls, who is African American, moved to Portland to open a nightclub in the 1960s. He used to face the specter of "whites-only" signs in stores, prohibitions on buying real estate and once, even a bomb threat in his jazz club because of its black patrons. Now, he says he notices racial tensions when he walks into a restaurant full of white people and it goes silent, or when he tries to visit friends who once lived in Albina and who have now been displaced to "the numbers," which is what Portlanders call the low-income far-off neighborhoods on the outskirts of town.

"Everything is kind of under the carpet," he said. "The racism is still very, very subtle."

Ignoring the issue of race can mean that the legacies of Oregon's racial history aren't addressed. Nicholson, of the Urban League of Portland, says that when the black community has tried to organize meetings on racial issues, community members haven't been able to fit into the room because "60 white environmental activists" have showed up, too, hoping to speak about something marginally related.

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Protesters at a ruling about a police shooting in Portland (Rick Bowmer / AP)

If the city talked about race, though, it might acknowledge that it's mostly minorities who get displaced and would put in place mechanisms for addressing gentrification, Imarisha said. Instead, said Bates, the city celebrated when, in the early 2000s, census data showed it had a decline in black-white segregation. The reason? Black people in Albina were being displaced to far-off neighborhoods that had traditionally been white.

One incident captures how residents are failing to hear one another or have any sympathy for one another: In 2014, Trader Joe's was in negotiations to open a new store in Albina. The Portland Development Commission, the city's urban-renewal agency, offered the company a [steep discount](#) on a patch of land to entice them to seal the deal. But the Portland African American Leadership Forum [wrote a letter](#) protesting the development, arguing that the Trader Joe's was the latest attempt to profit from the displacement of African Americans in the city. By spending money incentivizing Trader

Joe's to locate in the area, the city was creating further gentrification without working to help locals stay in the neighborhood, the group argued. Trader Joe's pulled out of the plan, and people in Portland and across the country [scorned](#) the black community for opposing the retailer.

Imarisha, Bates, and others say that during that incident, critics of the African American community failed to take into account the history of Albina, which saw black families and businesses displaced again and again when whites wanted to move in. That history was an important and ignored part of the story. "People are like, 'Why do you bring up this history? It's gone, it's in the past, it's dead.'" Imarisha said. "While the mechanisms may have changed, if the outcome is the same, then actually has anything changed? Obviously that ideology of a racist white utopia is still very much in effect."

#### READ FOLLOW-UP

[Albina residents discuss gentrification](#)

[Readers debate the Trader Joe's row](#)

[Are black Portlanders more likely to commit crime?](#)

Talking constructively about race can be hard, especially in a place like Portland where residents have so little exposure to people who look differently than they do. Perhaps as a result, Portland, and indeed Oregon, have failed to come to terms with their ugly past. This isn't the sole reason for incidents like the alleged racial abuse at Daimler Trucks, or for the threats Imarisha faces when she traverses the state. But it may be part of

it.

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