

## Appendix I. Comment Summary Report

# **I-5 Rose Quarter Improvement Project**

## **COMMENT SUMMARY REPORT**

October 30, 2020

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## List of Acronyms and Abbreviations

|        |  |
|--------|--|
| AASHTO | American Association of State Highway and Transportation Officials |
| ADA    | Americans with Disabilities Act                                    |
| ADT    | average daily traffic  |
| API    | Area of Potential Impact   |
| APM    | Analysis Procedures Manual   |
| BMP    | best management practice   |
| BPS    | Portland Bureau of Planning and Sustainability                     |
| CE     | Categorical Exclusion  |
| CFR    | Code of Federal Regulations  |
| CO     | carbon monoxide  |
| COAC   | Community Opportunity Advisory Committee                           |
| CRC    | Columbia River Crossing  |
| dBA    | A-weighted decibel   |
| DBE    | Disadvantaged Business Enterprise                                  |
| DMV    | Department of Motor Vehicles                                       |
| DPM    | diesel particulate matter  |
| EA     | Environmental Assessment   |
| EBR    | Environmental Baseline Report                                      |
| EIS    | Environmental Impact Statement                                     |
| EPA    | U.S. Environmental Protection Agency                               |
| ESA    | Endangered Species Act   |
| ESC    | Executive Steering Committee                                       |
| ESU    | evolutionary significant unit                                      |
| FAHP   | Federal-Aid Highway Program  |
| FHWA   | Federal Highway Administration                                     |
| FONSI  | Finding of No Significant Impact                                   |
| GHG    | greenhouse gas   |
| HAAB   | Historic Albina Advisory Board                                     |
| HB     | House Bill   |
| HCM    | Highway Capacity Manual  |
| HSIP   | Federal Highway Safety Improvement Program                         |
| HSM    | Highway Safety Manual  |
| I-205  | Interstate 205   |
| I-405  | Interstate 405   |
| I-5    | Interstate 5   |
| I-84   | Interstate 84  |
| I5RQ   | I-5 Rose Quarter   |
| ICA    | Independent Highway Cover Assessment Team                          |
| ICE    | Infrastructure Carbon Estimator                                    |

|         |   |
|---------|---|
| ITS     | Intelligent Transportation Systems                    |
| LLC     | limited liability corporations                        |
| LOS     | level of service                                      |
| LTS     | level of traffic stress                               |
| MOVES   | Mobile Vehicle Emission Simulator                     |
| MSAT    | Mobile Source Air Toxics                              |
| N/NE    | North/Northeast                                       |
| NAAQS   | National Ambient Air Quality Standards                |
| NACTO   | National Association of City Transportation Officials |
| NEPA    | National Environmental Policy Act                     |
| NMFS    | National Marine Fisheries Service                     |
| ODOT    | Oregon Department of Transportation                   |
| OTC     | Oregon Transportation Commission                      |
| PBOT    | Portland Bureau of Transportation                     |
| PLTS    | Pedestrian Level of Traffic Stress                    |
| PM10    | particulate matter of 10 microns                      |
| PM2.5   | particulate matter of 2.5 microns                     |
| Project | I-5 Rose Quarter Improvement Project                  |
| ppm     | parts per million                                     |
| ROW     | right of way  |
| RTP     | Regional Transportation Plan                          |
| SAC     | Stakeholder Advisory Committee                        |
| SPIS    | Safety Priority Index System                          |
| TDM     | Transportation Demand Management                      |
| TNM     | Traffic Noise Model                                   |
| TOAS    | Traffic Operations Analysis Summary                   |
| TSM     | Transportation Systems Management                     |
| TSP     | Transportation System Plan                            |
| USACE   | United States Army Corps of Engineers                 |
| U.S.C.  | United States Code                                    |
| UWR     | Upper Willamette River                                |
| v/c     | volume to capacity                                    |
| VMT     | vehicle miles traveled                                |

## 1. Introduction

This report documents comments received by the Oregon Department of Transportation (ODOT) on the Environmental Assessment (EA) for the Interstate 5 (I-5) Rose Quarter Improvement Project (I5RQ, or Project). Comments were received during an official 45-day public comment period from February 15, 2019, through April 1, 2019.

### 1.1 Summary of Public Comment Submittals

Public comments were received via the following methods: I5RQ e-mail, in-person Open House, Online Open House, testimony provided at Public Hearing, handwritten letter, and phone message. A total of 1,942 public comment submittals were received from individuals, public agencies, advisory committees, community groups, non-government organizations, private industry and limited liability corporations (LLCs), and labor unions listed below. Appendix A includes the full list of all public comments received, inclusive of comment letters submitted by individuals or other entities.

#### Agencies

- City of Portland
  - Bureau of Development Services
  - Bureau of Planning and Sustainability
  - Bureau of Transportation
- Hillsboro Economic Community Development Department
- Oregon Metro
- Multnomah County Health Department
- Portland Development Commission
- Portland Parks Board
- Southwest Washington Regional Transportation Council
- United States Coast Guard
- Washington County Department of Land Use and Transportation
- Washington County

#### Advisory Committees

- City of Portland Bicycle Advisory Committee
- City of Portland Planning and Sustainability Commission
- City of Portland Freight Committee
- City of Portland Pedestrian Advisory Committee
- School Advisory Committee for the City of Portland

#### Community Organizations

- Albina Vision Trust
- Boise Neighborhood Board Land Use and Transportation committee member
- Brooklyn Action Corps Neighborhood Association
- Cully Association of Neighbors
- Eliot Livability Team
- Eliot Land Use and Transportation Committee Meeting
- Eliot Neighborhood Association
- Friends of the Green Loop
- Identity Clark County
- Irvington Community Association
- Neighbors for Clean Air
- North/Northeast I/5 Rose Quarter Stakeholders Advisory Committee Member
- North/Northeast Quadrant Advisory Committee
- Northeast Coalition of Neighborhoods

- Parents of Harriet Tubman Middle School Students
- Portland Bus Lane Project

- Portland Youth Climate Council
- Soul District Business Association Transportation Committee

#### Non-Government Organizations

- 350 PDX
- Association of Oregon Rail and Transit Advocates
- Audubon Society of Portland
- Bike Loud PDX
- Business for a Better Portland
- Center for Sustainable Economy
- Central City Concern
- City Observatory
- Climate Solutions
- Community Cycling Center
- Disability Rights Oregon
- Go Lloyd
- NECA-IBEW Electrical Training Center
- Neighbors for Clean Air
- No More Freeways
- OPAL – Environmental Justice Oregon

- Oregon Association of Rail and Transit Advocates
- Oregon League of Conservation Voters
- Oregon Trucking Associations
- Oregon Walks
- Oregon State Public Interest Research Group
- Pacific Northwest Regional Council of Carpenters
- Portland Institute for Contemporary Art
- Portland Streetcar
- Portland Streetcar Advisory Committee
- ROSE Community Development
- Safe Routes to School National Partnership
- Sierra Club
- Sightline Institute
- The Street Trust for Portland
- Urban Greenspaces Institute

#### Private Industry (Including LLCs)

- Cascadia High-Speed Rail
- PacWest Energy

- Blue Line Transportation
- Portland Trailblazers

#### Labor Unions

- Local 1503 Carpenters Union
- Operating Engineers Local 701 Union
- Columbia Pacific Building Trades Union
- United Brotherhood of Carpenters Union

## 2. Public Comment Analysis Process

The comment analysis was conducted using a systematic approach to process, archive, categorize, and summarize comments from members of public; non-governmental organizations; and local, regional, state, and federal agencies.

### 2.1 Archiving Comments

Comment submittals were archived using a standard Date-Name labeling convention (see Appendix A of this document). When comment submittals included an attachment, those documents or files were labeled using the same convention, with the code “ATT” added as a suffix. When more than one submittal was received from the same person or organization on the same day, a number was added as a suffix to the standard Date-Name label to distinguish submittals. Examples are as follows:

- Standard comment submittal label: 2019 0331 NAME
- Comment submittal labels for more than one submittal in a day: 2019 0328 Jane Doe; 2019 0328 Jane Doe 2
- Comment submittal back-up label: 2019 0331 Jane Doe ATT; 2019 0331 Jane Doe 2 ATT

For each submittal, the following information from the comment submittal was recorded:

- Submittal Label (i.e., 2019 0328 Jane Doe)
- Commenter Name
- Organization Code
- Organization Name
- E-mail
- Phone Number
- Address
- City
- Zip Code
- Add to Mailing List (Y/N)

### 2.2 Identification and Coding of Comments

A Microsoft Excel spreadsheet was used to record comments from each submittal. For each unique comment, a “1” was added in the cell corresponding to the relevant topic codes listed below (see Appendix B of this document). If a unique comment did not correspond to one of the topic codes listed below, the comment was coded as “Other” by adding a “1” to the cell in that column and recording in notes what that particular comment was focused on. Categories for unique comments are defined in Table 1.

**Table 1. List of Codes used in Comment Analysis**

| <b>Comment Codes</b>                | <b>Description</b>  |
|-------------------------------------|---|
| Access Management                   | Comments specific to access management.   |
| Active Transportation (Bicycle)     | Comments specific to active transportation, bicycles, and/or bikeway design.  |
| Active Transportation (Pedestrian)  | Comments specific to active transportation and/or pedestrian walkways.  |
| Air Quality                         | Comments that remark on air pollutant emissions and/or air quality.   |
| Aquatic Biology                     | Comments pertaining to aquatic biology, aquatic species, Endangered Species Act, habitat, and/or water quality (turbidity). |
| Archaeology                         | Comments specific to archaeological resources.  |
| Climate Change                      | Comments that remark on greenhouse gas emissions, Climate Action Plan, or global warming.                                   |
| Environmental Justice               | Comments pertaining to environmental justice and/or environmental justice populations (current or historical).              |
| Hazardous Materials                 | Comments specific to hazardous materials.   |
| Historic Resources/Section 106      | Comments specific to historic resources or the Section 106 process.   |
| Land Use                            | Comments specific to land use, land use plans, and/or regulations.  |
| Noise                               | Comments pertaining to noise (construction or operational).   |
| Right of Way                        | Comments pertaining to the right of way, acquisition, and/or easements (temporary and permanent).                           |
| Section 4(f) (Eastbank Esplanade)   | Comments on potential impacts to the Eastbank Esplanade or that are specific to the Section 4(f) analysis.                  |
| Socioeconomics                      | Comments pertaining to socioeconomics, local businesses, and/or commercial lots (for example).                              |
| Transit                             | Comments specific to transit (bus, streetcar), including transit operations.  |
| Transportation Operations (Highway) | Comments pertaining to transportation operations, VISSIM models, and/or traffic models on I-5.                              |
| Transportation Operations (Local)   | Comments pertaining to transportation operations, VISSIM models, and/or traffic models on local streets.                    |
| Transportation Safety (Local)       | Comments specific to transportation safety on local streets.  |
| Transportation Safety (Highway)     | Comments specific to transportation safety on I-5.  |
| Utilities                           | Comments pertaining to above- and below-ground utilities.   |
| Water Resources                     | Comments pertaining to water resources, water quality, and/or stormwater (for example).                                     |

| Comment Codes                        | Description   |
|--------------------------------------|---|
| Environmental Assessment Process     | Comments pertaining to the NEPA process, including classification of the evaluation as an EA and/or EIS and length of public comment period. Comments that questioned adequacy of data used in the environmental assessment or the resources included for review.                                 |
| Purpose and Need                     | Comments that are explicit and specific to the Project’s stated purpose and need. This category also included comments that requested clarification on Project goals.   |
| Range of Alternatives                | Comments that remark on past alternative development activities related to the Project or that specify alternatives the commenter wishes to be examined in the future (for example, as part of an EIS).   |
| Public Involvement                   | Comments pertaining to public involvement, outreach efforts, outreach format, outreach frequency, transparency, and/or responsiveness.  |
| Harriet Tubman Middle School         | Comments specific to Harriet Tubman Middle School, or that remark, generically, on a school or students located adjacent to Project.  |
| Highway Covers                       | Comments specific to the highway covers, the design of the highway covers, and future use of new space created by highway covers.   |
| Flint Street; Hancock-Dixon Crossing | Comments pertaining to the removal of Flint Street Bridge, new or lost north-south connections, the grade of the Hancock-Dixon Crossing, and/or the Hancock-Dixon multi-use path.   |
| Clackamas Crossing                   | Comments specific to the Clackamas Crossing, including its preliminary and conceptual design.   |
| Design                               | Comments pertaining to proposed design or suggestions for future design.  |
| Cost                                 | Comments that remark on cost, expenditures, or that make recommendation for funds to be allocated to other uses.  |
| Induced Demand                       | Comments pertaining to the concept of induced demand.   |
| Congestion Pricing                   | Comments pertaining to congestion pricing or tolling. Note that commenters also used terms such as value pricing and decongestion pricing.  |
| Columbia River Crossing              | Comments that remark on the Columbia River Crossing Project, either as a concern that it was included (along with other projects listed in the approved 2014 Regional Transportation Plan) in traffic modeling as it pertains to cumulative impacts or as a desired future project (for example). |
| ADA Accessibility                    | Comments specific to the ADA, access, design, and/or regulations.   |
| DBE/Jobs                             | Comments on DBEs, commercial opportunities, and/or jobs.  |
| Freight                              | Comments pertaining to freight, commercial transportation, and/or freight corridor (for example).   |
| Public Health                        | Comments pertaining to public health.   |
| Construction Impacts                 | Comments pertaining to construction, construction phasing, and/or mitigation of construction impacts.   |
| Other                                | “Other” was used to indicate when comments addressed topics other than those covered by this list of codes. Text was added in a “Notes” column to explain the issue the comment addressed. Comments only stating support or opposition to the Project were coded as “Other.”                      |

**Key:** ADA = Americans with Disabilities Act; DBE = Disadvantaged Business Enterprise; EA = Environmental Assessment; EIS = Environmental Impact Statement; I-5 = Interstate 5; NEPA = National Environmental Policy Act

## 2.3 Comment Summary Process

Unique comments were sorted by code and further reviewed to develop summary issue statements pertaining to specific resources (e.g., aquatic biology, air quality) or other topics (e.g., congestion pricing, induced demand). Responses to each issue statement were developed to address concerns identified by commenters.

### 3. Comment Summaries and Responses

Over 4,500 unique comments were evaluated from the submittals received. The number of comments associated with resources and/or topic areas is summarized in Table 2.

**Table 2. Number of Unique Comments received by Comment Category (Code)**

| <b>Comment Category (Code)</b>       | <b>Number of Comments<sup>1</sup></b> |
|--------------------------------------|---------------------------------------|
| Transit                              | 653                                   |
| Climate Change                       | 639                                   |
| Air Quality                          | 615                                   |
| Cost                                 | 562                                   |
| Active Transportation (Bicycle)      | 457                                   |
| Induced Demand                       | 442                                   |
| Congestion Pricing                   | 436                                   |
| Active Transportation (Pedestrian)   | 403                                   |
| Harriet Tubman School                | 315                                   |
| Environmental Assessment Process     | 246                                   |
| Transportation Safety (Local)        | 225                                   |
| Environmental Justice                | 195                                   |
| Public Health                        | 185                                   |
| Transportation Safety (Highway)      | 175                                   |
| Public Involvement                   | 141                                   |
| Range of Alternatives                | 139                                   |
| Transportation Operations (Local)    | 138                                   |
| Highway Covers                       | 135                                   |
| Columbia River Crossing              | 125                                   |
| Transportation Operations: Highway   | 91                                    |
| Flint Street; Hancock-Dixon Crossing | 87                                    |
| Design                               | 84                                    |
| Land Use                             | 70                                    |
| Construction Impacts                 | 67                                    |
| Section 4(f) (Eastbank Esplanade)    | 63                                    |
| Noise                                | 53                                    |
| Freight                              | 43                                    |
| Purpose and Need                     | 40                                    |

| <b>Comment Category (Code)</b> | <b>Number of Comments<sup>1</sup></b> |
|--------------------------------|---------------------------------------|
| Clackamas Bicycle Crossing     | 21                                    |
| ADA Accessibility              | 18                                    |
| Socioeconomics                 | 18                                    |
| Water Resources                | 12                                    |
| Right of Way                   | 6                                     |
| Aquatic Biology                | 5                                     |
| DBE/Jobs                       | 5                                     |
| Access Management              | 3                                     |
| Hazardous Materials            | 2                                     |
| Historic Resources/Section 106 | 2                                     |
| Archaeology                    | 0                                     |
| Utilities                      | 0                                     |

**Key:** ADA = Americans with Disabilities; DBE = Disadvantaged Business Enterprise

<sup>1</sup> The number of comments represents the number of unique substantive and non-substantive comments that were processed as part of the comment analysis. Note that one comment may pertain to more than one resource or topic area.

### 3.1 Substantive Comments on the Environmental Assessment

The following sections summarize issue statements derived from substantive comments received on the Project EA. Substantive comments are those that question the analysis in a specific way. Generally, they challenge the accuracy of information presented; challenge the adequacy, methodology, or assumptions of the environmental or social analysis (with supporting rationale); present new information relevant to the analysis; or recommend alternatives (including mitigation) other than those presented in the EA. Substantive comments were received on all resource topic categories addressed in the EA except for the following:

- Archaeology
- Historic Resources/Section 106
- Right of Way (ROW)<sup>1</sup>

Each of the substantive comments on the EA presented below is followed by a response that addresses the questions or concerns expressed in the comment.

#### 3.1.1 Purpose and Need

**Commenters expressed concern that baseline accident data do not justify the Project’s stated purpose and need regarding traffic safety. Specific assertions are made in the EA that the accident data show a high number of low-impact collisions (“fender benders”) but a very low number of injury crashes, serious injury crashes, and fatalities relative to the rest of the ODOT network.**

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<sup>1</sup> Note that substantive comments on ROW were received; however, they are applicable to specific property owners rather than the analysis presented in the EA. ODOT will follow up with individual landowners as design progresses and more specific discussions around ROW acquisition can be conducted.

As explained in Section 5.1 of the *Transportation Safety Technical Report*, although the crashes along I-5 are often of low severity, they occur at a high frequency (ODOT 2019a). For example, there were 755 reported highway mainline segment crashes in the corridor during the 5-year period from 2011 through 2015 or an average of approximately 151 crashes per year (approximately two crashes every 5 days). This high frequency of crashes results in unreliable travel times, puts first responders and other travelers at risk of injury, and encourages drivers to divert onto the local street network to avoid traffic. Statewide safety assessments conducted by ODOT regularly rank this segment of I-5 at or near the top of the urban highway project priority list for these reasons.<sup>2</sup>

**Commenters requested further clarification to distinguish between the Project's purpose and need and the Project's goals.**

Sections 1.2 and 1.3 of the EA provide a detailed description of the purpose and need for the Project. This description is consistent with National Environmental Policy Act (NEPA) regulations (Title 40 Code of Federal Regulations [CFR] 1502.13) and guidance issued by the Federal Highway Administration (FHWA) for preparing environmental documents (FHWA 1987).

Section 1.4 of the EA describes the Project's goals, which were developed by the City of Portland, ODOT, and a 30-member Stakeholder Advisory Committee (SAC) during a 2-year collaborative planning process to address land use, urban design, and local transportation issues for the North/Northeast (N/NE) Quadrant planning area in the City of Portland, including the I-5 corridor. A primary outcome of that process was the *I-5 Broadway/Weidler Interchange Improvements Report* (ODOT 2012a), which identified a recommended design concept for future improvements to I-5 intended to complement the long-term vision for the N/NE Quadrant planning area. The recommended design concept included a range of improvements to both I-5 and the local street network near the I-5 Broadway/Weidler interchange. This design concept was approved by the City of Portland and the Oregon Transportation Commission (OTC) as the *Facility Plan: I-5 Broadway/Weidler Interchange Improvements* (ODOT 2012b) and subsequently incorporated into the City of Portland's 2035 Transportation System Plan (TSP; City of Portland 2019a) and the Central City 2035 Plan (City of Portland 2018a), which was adopted by the Portland City Council on June 6, 2018.

**Commenters are concerned that one of the stated goals of the EA is to "improve freight reliability," yet the EA does not clearly describe how this would be accomplished.**

The Project's anticipated reduced hours of congestion and improved travel time would improve freight reliability and result in more efficient movement of goods due to reduced hours of congestion and improved travel time reliability, as reported in Section 2.3.1 of the EA and Section 6.2.2 of the *Traffic Analysis Technical Report* (ODOT 2019b). As summarized in Section 3.14.2.4 of the EA: "...the Build Alternative would improve traffic operations on I-5 in both the AM and PM analysis periods, and weaving segment operations would improve. Potential queue lengths would be reduced on I-5, and travel speeds and times would be improved for all I-5 segments as compared to the No-Build Alternative."

### 3.1.2 Project Alternatives

**Commenters expressed a desire for new alternatives to be considered that evaluate congestion pricing, tolling, Transportation Demand Management (TDM), removal of select urban ramps, mass transit, improved active transportation, tunneling of I-5, different highway cover scenarios, the addition of lanes to I-5, retention of both Hancock and Flint Crossings as overcrossings, and lower-cost options.**

Numerous design concepts similar to those mentioned above were considered during the initial planning phase of the Project. These designs are described in detail in Section 2.4 and Appendix A

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<sup>2</sup> See [https://www.oregon.gov/ODOT/Data/Documents/Crash\\_Rate\\_Tables\\_2015.pdf](https://www.oregon.gov/ODOT/Data/Documents/Crash_Rate_Tables_2015.pdf)

(*I-5 Broadway/Weidler Interchange Improvements Report*<sup>3</sup>) of the EA, as well as Section 3 of the Revised EA, and include many of the same types of design and TDM elements listed in the summary comment above. The City of Portland and the Project's SAC hosted a land use, local transportation, and urban design charrette in February 2011 to develop ideas for an evolving land use and urban design vision for the N/NE Quadrant planning area. In April 2011, ODOT hosted a design charrette that focused primarily on transportation improvements to I-5 and the surrounding local transportation system. The ODOT charrette resulted in specific ideas for improving operations and safety on I-5 and the local street network. More than 70 overall concepts and concept elements (individual components of an overall concept) were received from the SAC and the public during the transportation charrette process.

As described in Section 2.4 of the EA, ODOT, the City of Portland, and residents of the N/NE Portland community worked together to develop and evaluate a range of design concepts over the course of the planning process. Design concepts ranged from doing nothing (No-Build) to operational improvements on the highway (such as adding safety shoulders, braiding on- and off-ramps, and extending auxiliary lanes) to new interchange types that would be new to the Portland area (such as a roundabout-controlled diamond interchange or a diverging-diamond interchange). Some concepts also included de-coupling either the Broadway/Weidler or Vancouver/Williams couplets to simplify the interchange configuration.

In addition to various build alternatives considered during the alternatives development process, several Transportation System Management (TSM) and TDM Operations Management concepts were also considered to optimize the overall performance of the transportation system and to reduce vehicle demand, especially for commuter trips in the peak periods. TSM measures that were carried forward into the recommended design concept include the following:

- Traffic engineering measures (e.g., signal timing changes, provision of turn lanes, turn restrictions and restriction of on-street parking to increase the number of travel lanes without road widening) that improve the operations and efficiency of streets and intersections
- System monitoring and traveler information systems (e.g., Intelligent Transportation Systems [ITS], variable message signs, etc.)
- Facility management systems (e.g., ramp meters, special use lanes, signal priority for special users such as transit)
- Incident management systems (e.g., incident response and recovery teams)

TDM strategies are most effective in areas with high concentrations of employment and where a robust transit system exists. Generally, the strategies are easiest to implement where there are large employers or where a Transportation Management Association has been established to pool the efforts of many smaller employers. TDM measures include strategies that 1) shift modes, like carpooling, vanpooling, transit, bicycling and walking programs; 2) shift trips to non-peak periods, such as flexible work schedules and off-peak shifts; and 3) include telecommuting, which eliminates trips. Components of these TSM and TDM measures are in use today. The City of Portland and ODOT will continue to monitor, adjust, and implement the strategies as needed.

The planning efforts described above culminated in a single recommended design concept that was approved by the Portland City Council and the OTC in 2012. This recommended design concept was subsequently incorporated into the City's Adopted Central City 2035 Plan and Metro 2014 Regional Transportation Plan (RTP) and was carried forward as the Build Alternative for analysis in the EA. The 2014 RTP was used for the analysis because that planning document was relevant at the time the analysis was conducted. The Project remains included in the Metro 2018 RTP.<sup>4</sup> A detailed discussion of the concept screening and alternatives development process is presented in the *I-5*

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<sup>3</sup> Available at [https://www.i5rosequarter.org/wp-content/uploads/2019/02/App\\_A\\_20190215\\_I5RQ\\_Draft-EA\\_SCREEN\\_508-1.pdf](https://www.i5rosequarter.org/wp-content/uploads/2019/02/App_A_20190215_I5RQ_Draft-EA_SCREEN_508-1.pdf)

<sup>4</sup> Available at <https://www.oregonmetro.gov/public-projects/2018-regional-transportation-plan>

*Broadway/Weidler Interchange Improvements Report* (ODOT 2012a), which was included in Appendix A of the EA.

Regarding tolling, House Bill (HB) 2017, enacted in October 2017, directed the OTC to pursue and implement tolling on I-5 and Interstate 205 (I-205) in the Portland metropolitan region to help manage traffic congestion. Congestion pricing (i.e., tolling) was not included in the early design concepts for the Project because congestion pricing was not yet among the strategies in use as a tool for TDM in the Project Area. Potential start and end points (termini) for congestion pricing in the I-5 corridor had not been determined and were not included in the 2014 RTP. Therefore, congestion pricing along I-5 was not incorporated into the EA analysis. Congestion pricing along the I-5 in central Portland is currently being analyzed by ODOT and will be considered in a separate study in the future.

**Commenters are concerned that the EA violates NEPA because it does not develop and evaluate a TDM alternative as required by FHWA guidelines.**

While FHWA Technical Advisory T 6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents*, requires consideration of TSM and mass transit alternatives when determining the range of reasonable alternatives to be evaluated in an Environmental Impact Statement (EIS), the FHWA guidance does not include such a requirement for NEPA EAs (FHWA 1987). The TSM and TDM measures to improve highway operation and reduce automobile trips were important components of all final design concepts evaluated by the SAC during the alternatives development process (see EA Section 2.4 and Revised EA Section 3). While a separate TSM/TDM alternative was not included in the EA, it should be noted that both the Build Alternative and the No-Build Alternative carried forward for analysis in the EA assume continued aggressive promotion of TSM/TDM measures within the Project Area by both ODOT and the City of Portland.<sup>5</sup> These measures include TSM techniques to manage highway traffic using methods such as ramp meters, variable message signs, and potentially variable speed limits. TDM refers to strategies aimed at reducing the number of motor vehicle trips using roadway and highway facilities. Trip reductions are typically achieved by incentives that make carpooling or alternative modes (e.g., walking, biking, rolling, transit) more attractive. TDM strategies and policies are identified in Portland's TSP, Metro's RTP, the Oregon Transportation Plan and the Oregon Highway Plan. ODOT will continue to explore ways to cost-effectively maximize the ability of TDM measures, including congestion pricing and tolling, to reduce motor vehicle trips within the Project Area. Therefore, the evaluation of tolling would be considered as part of a separate study conducted in the future.

**Commenters are concerned that the EA does not provide the rationale for dismissing alternative design concepts.**

The alternatives development and screening process is described in Section 2.4 of the EA and in Section 3 of the Revised EA. Details on the screening process, including the rationale for eliminating alternative design concepts, is described in Sections 4 and 5 of the *I-5 Broadway/Weidler Interchange Improvements Report* (ODOT 2012a), which was included in Appendix A of the EA. The report provides details on the nearly 2-year process undertaken by ODOT, the Portland Bureau of Transportation (PBOT), and the Portland Bureau of Planning and Sustainability (BPS) to identify a preferred design concept to improve safety and operations on I-5 in the vicinity of the Broadway/Weidler interchange.

### 3.1.3 Air Quality

**Commenters lack confidence in the EA's air quality methodology and conclusions and are concerned that the Project would not improve air quality.**

As stated in the air quality analysis in Section 3.2 of the EA and in Section 6.0 of the *Air Quality Technical Report* (ODOT 2019c), the Build Alternative (Project) would result in temporary short-term

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<sup>5</sup> See EA Section 2.4 for more details about the inclusion of TSM and TDM during the alternatives development process.

emissions; however, these emissions are not expected to exceed ambient air quality standards in the Area of Potential Impact (API).

To analyze long-term air quality impacts, operational Mobile Source Air Toxics (MSAT) and greenhouse gas (GHG) emissions were calculated for existing conditions and future years for both the Build and No-Build Alternatives using the United States Environmental Protection Agency (EPA) Mobile Vehicle Emission Simulator (MOVES) model. This approach represents the most contemporary emissions model to estimate mobile sources at the project level for criteria air pollutants and air toxics. The MOVES model requires many input files and pre- and post-processing of data to estimate emission rates by scenario and analysis year. The air quality modeling was conducted following the FHWA guidance titled *Frequently asked Questions (FAQ) Conducting Quantitative MSAT Analysis for FHWA NEPA Documents* (FHWA 2017) as well as the MOVES2014a User Guide (EPA 2015). This methodology, though not specifically designed for GHG emissions, is an effective approach to compare GHG emissions from the No-Build and Build Alternatives. As long as the appropriate inputs are included in the model, a valid estimate of emissions under different scenarios is generated. In pre-processing the traffic data, only links (i.e., one-directional segments of surface streets or highways) with at least a 5 percent difference between volumes, travel time, or intersection delay for 2045 No-Build and Build conditions were selected for analysis. These links are shown in Figure 9 of the *Air Quality Technical Report* (ODOT 2019c).

Most inputs into the MOVES model were provided by Metro and are consistent with those used in Metro's regional transportation modeling. As described in Section 4.2.2.2 of the *Traffic Analysis Technical Report*, future traffic was projected using Metro's Regional Travel Demand Model, which is a sophisticated, four-step, computer-based procedure used for analyzing regional travel demand within the Portland metropolitan area consistent with best practices nationally and internationally. With oversight from Metro, the model was maintained, and assignments run by the City of Portland transportation modeler, and the results were provided to ODOT. The air quality analysis was performed based on the trip data from the Regional Travel Demand Model.

There are seven model inputs used for the MOVES emission analysis. Following the FHWA MSAT guidance (FHWA 2017), the analysis used the same inputs as Metro for five of the MOVES input files listed in Table 4 in the *Air Quality Technical Report* (ODOT 2019c). Two MOVES inputs required Project-specific data: vehicle miles traveled (VMT) by vehicle type in the Project Area and traffic speeds by road type, hour of day, and vehicle type. These data inputs were developed using traffic data for the Project Area provided by PBOT.

The input names are 'meteorological,' 'fuel,' 'inspection and maintenance,' 'age distribution,' 'source type population,' 'road type distribution,' 'average speed distribution,' and 'vehicle type vehicle miles travelled.' Additional information is provided below for each model input.

- The 'meteorological' (based on historical climate data), 'fuel' (provided by DEQ) and 'inspection and maintenance program' (provided by DEQ) inputs used by Metro for the regional model are representative of the Project Area.
- Metro's 'age distribution' input was developed from Department of Motor Vehicle (DMV) fleet data, which is the best source of data and is considered representative of the Project Area. The data includes how many of each vehicle type is 0-30 or more years old.
- Metro's 'source type population' input represents the overall number of each vehicle type in the analysis and is based on data from the DMV. EPA MOVES guidance states it is acceptable to use traffic volumes greater than project domain as long as the ratio of volumes to VMT reflects actual conditions. Therefore, using the Metro's 'source type population' input is acceptable because the ratio of those volumes to project VMT are similar.
- The 'road type distribution' input gives the mile fraction distance traveled by each of the seven vehicle categories included in the model. Metro developed this input by exporting the information from the regional traffic model. The MOVES guidance document only requires

that the distribution be reasonable, which supports using the Metro's 'road type distribution' input for the Project Area.

- The 'average speed distribution' input given by vehicle type, road type, and hour of the day was updated to represent Project-specific inputs. There are many speed changes by link (i.e., a one-directional segment of a surface street or highway) for this Project, as one of the purposes is to reduce congestion.
- The 'vehicle type vehicle miles traveled' is an input for vehicle miles traveled by year for the project area, which EPA MOVES guidance states is a unique input needed for each project run and would be very different from the Metro 'vehicle type vehicle miles traveled' input.

Table ES-1 in the *Air Quality Technical Report* (ODOT 2019c) summarizes the anticipated 3 to 7 percent reduction for all MSAT pollutants in 2045, on both highways and surface streets, except for benzene and polycyclic organic matter, which were estimated as a 0 percent change and a 1 percent increase, respectively. Table 9 in the *Air Quality Technical Report* (ODOT 2019c) estimates a 72 to 99 percent reduction in MSAT emissions between 2017 existing conditions and 2045 conditions for the Build Alternative for all MSAT modelled, except formaldehyde which was estimated to have a 58 percent reduction. Diesel particulate matter (DPM) emissions were calculated for all conditions and are summarized in Tables 5, 7, 8, and 9 in the *Air Quality Technical Report* (ODOT 2019c). DPM emissions are expected to decline substantially by 2045 with or without the Project. Oregon has an active program to promote and support ownership of zero-emitting vehicles. Since low- and zero-emitting vehicles are slated to be an increasing share of the vehicle fleet in the API, emissions from mobile sources (including DPM) are expected to be reduced over time.

Based on the modelling results described above, estimated 2045 MSAT emissions from operations on the highway under the Build Alternative would be lower than or equal to the emissions under the No-Build Alternative. This reduction is due to the higher speeds that would result from reduced congestion under the Build Alternative. Regarding emissions from operations on surface streets, 2045 MSAT emissions would either slightly decrease or remain the same under the Build Alternative when compared with the No-Build Alternative. Therefore, long-term air quality would be slightly improved under the Build Alternative compared to the No-Build Alternative, and MSAT emissions would be substantially lower in 2045 compared to 2017 existing conditions.

In Spring 2020, following publication of the February 2019 EA, ODOT hired an independent panel of six technical experts from across the country to evaluate the noise, air quality, and GHG emissions analyses conducted for the Project EA. The OTC directed ODOT to complete the Environmental Peer Review, and this panel was convened based on public comments expressing concern with the air quality, GHG, and noise findings in the EA. The panel evaluated the methodologies used for these analyses, the appropriateness of the analyses, and the proposed conclusions and mitigation measures for the Project. This peer review concluded the following:

- ODOT properly followed FHWA and EPA guidance to conduct the air quality analysis for the Project.
- ODOT exhibited best practices as it followed FHWA guidance on quantitative analysis of MSATs.
- ODOT's conclusion was technically correct in that there are no adverse long-term air quality impacts raised in the technical report.

The Environmental Peer Review Final Report is included as Appendix C. This final report and all supporting documents for the peer review are available on the Project website:

<https://www.i5rosequarter.org/library/>.

**Commenters expressed concern that traffic and air quality models for both the Build and No-Build scenarios assumed the Columbia River Crossing (CRC)<sup>6</sup> would be constructed during the analysis period, despite the fact that the CRC does not appear to be a reasonably foreseeable future action.**

The CRC is included in the 2014 RTP Financially Constrained Lists of Projects and Programs<sup>7</sup> from Metro and was therefore built into the baseline assumptions for the analysis contained in the EA. Because transportation impacts typically occur on a broader, system-wide scale, the Project team considered actions within and immediately beyond the Project Area.

As described in Appendix C of the *Traffic Analysis Technical Report* (ODOT 2019b), the evaluation of the transportation impacts of the Project considers land use outcome described in the TSP, the City's zoning code (which implements the comprehensive plan), and the Adopted Central City 2035 Plan, in addition to other reasonably foreseeable future actions. Therefore, the City of Portland has already considered and provided for potential cumulative land use impacts of the Build Alternative, including the CRC. Likewise, for transportation, the forecast of the performance and operation of the highway and local transportation system is based on Metro's Regional Travel Demand Model and on analysis tools that rely on the regional model data projected to the year 2040. The Regional Travel Demand Model is built on population and employment growth forecasts adopted by the Metro Council and the financially constrained project list included in the technical appendix to the RTP (Metro 2014). These growth forecasts and planned transportation projects incorporate the reasonably foreseeable future growth and major actions that would potentially impact transportation operations in the API. Consequently, these reasonably foreseeable future actions are analyzed as part of the Build Alternative for any resources that rely on traffic demand models: Air Quality, Climate Change, Active Transportation, Transportation Safety, Traffic, and Transit.

The 2014 RTP (Metro 2014) was used in the environmental review and analysis of the Project because that planning document, not the 2018 RTP (Metro 2018a),<sup>8</sup> was applicable when the environmental review was conducted. Note that the CRC is also included in the 2018 RTP but does not have committed funding. The Washington State legislature has authorized funding to begin a re-evaluation of the I-5 crossing of the Columbia River between Portland, Oregon, and Vancouver, Washington. Both the Washington Department of Transportation and ODOT have recently begun a re-evaluation process on this river crossing project.

**Commenters are concerned that Project-related air quality impacts were not assessed at the local level and did not consider site-specific conditions that could impact criteria pollutant concentrations (topography, meteorology, and buildings) in a manner sufficient for determining impacts to human health.**

As described in Section 4 of the *Air Quality Technical Report* (ODOT 2019c), the methodology used for analysis of air quality impacts for the Project was developed in review and consultation with FHWA and ODOT to ensure compliance with applicable agency guidelines and regulatory requirements of the Clean Air Act (42 United States Code [U.S.C.] 7506). A localized "hot spot" analysis (which includes consideration of topography, meteorology, and surrounding structures) is required for federally funded or approved highway and transit projects that occur in areas that do not meet, or previously have not met, air quality standards for ozone, carbon monoxide (CO), particulate matter, or nitrogen dioxide. These areas are known as "nonattainment areas" or "maintenance areas," respectively. A hot spot analysis calculates the concentration of pollutants in the Project Area with background concentrations in the applicable time period of concern (8-hour, 24-hour, or annual) and compares it to the National Ambient Air Quality Standards (NAAQS). NAAQS were established to provide public health protection, including protecting the health of "sensitive" populations such as

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<sup>6</sup> Note the Columbia River Crossing Project is currently referred to as the Interstate Bridge Replacement Project.

<sup>7</sup> Available at <https://www.oregonmetro.gov/sites/default/files/2014/08/20/2014%20RTP%20Appendix.pdf>.

<sup>8</sup> Available at <https://www.oregonmetro.gov/sites/default/files/2019/04/02/2018-RTP-Appendices-A-and-B-Constrained-Project-List.pdf>.

asthmatics, children, and the elderly. As described in Section 3.1 of the *Air Quality Technical Report*, EPA currently designates the Portland metropolitan region as an attainment area for all NAAQS, including CO, particulate matter of 10 microns (PM10), and particulate matter of 2.5 microns (PM2.5). Therefore, this Project does not require a hot spot analysis to demonstrate conformity with the Clean Air Act and the state air quality implementation plan.

As described in Section 6.2.2.1 of the *Air Quality Technical Report* (ODOT 2019c), modeling results for other projects in the Portland metropolitan area were used to establish that the Build Alternative is unlikely to result in CO impacts. Four project-level CO hotspot analyses performed for other projects in Portland were considered: the I-5 Southbound Off-Ramp at North Broadway Project (ODOT 2015a), the US 26 Outer Powell Transportation Safety Project (ODOT 2016a), the Foster Road Streetscape–Southeast 50th to Southeast 84th Avenue (ODOT 2016b), and the US 26 Southeast 20th to Southeast 34th Avenue Project (ODOT 2016c). In all cases, the worst-case intersections had CO concentrations well below the 8-hour CO NAAQS of 9 parts per million (ppm) and the 1-hour NAAQS of 35 ppm for all modeled scenarios. All intersections were projected to operate at level of service (LOS) of F (failing operations). One of the analyzed intersections is in the Project Area, and all represent typical Portland area CO analysis results. The results of hot spot analyses for these projects indicate that CO concentrations near poorly performing intersections in the Project Area are expected to remain well below the CO NAAQS.

As described in Section 3.2 of the *Air Quality Technical Report* (ODOT 2019c), the EPA also regulates air toxics, which are pollutants known or suspected to cause cancer or other serious health effects. Most air toxics originate from human-made sources, including on-road mobile sources, nonroad mobile sources (e.g., airplanes), area sources (e.g., dry cleaners), and stationary sources (e.g., factories). MSATs are those that are emitted by on-road vehicles and mobile nonroad equipment. As described in Section 4.3.2 of the *Air Quality Technical Report* (ODOT 2019c), Project-related MSAT emissions were estimated for the existing and future Build and No-Build cases, using MOVES (EPA 2015, 2019). The purpose of the analysis was to compare local emissions trends of the priority MSAT emissions and how they may be affected by the Project. Section 6.2.2.2 of the *Air Quality Technical Report* (ODOT 2019c) summarizes the results of estimated Project-related MSAT emissions for both highway and surface streets. MSAT emissions for the 2045 Build condition from operations on the highway are projected to be lower than or equal to emissions for the No-Build condition. This reduction is due to the higher speeds that congestion reduction allows. MSAT emissions also show a slight decrease or remain the same for operations on surface streets.

In Spring 2020, following publication of the February 2019 EA, ODOT hired an independent panel of six technical experts from across the country to evaluate the noise, air quality, and GHG emissions analyses conducted for the Project EA. The OTC directed ODOT to complete the Environmental Peer Review, and this panel was convened based on public comments expressing concern with the air quality, GHG, and noise findings in the EA. The panel evaluated the methodologies used for these analyses, the appropriateness of the analyses, and the proposed conclusions and mitigation measures for the Project. This peer review concluded the following:

- ODOT properly followed FHWA and EPA guidance to conduct the air quality analysis for the Project.
- ODOT exhibited best practices as it followed FHWA guidance on quantitative analysis of MSATs.
- ODOT's conclusion was technically correct in that there are no adverse long-term air quality impacts raised in the technical report.

The Environmental Peer Review Final Report is included as Appendix C. This final report and all supporting documents for the peer review are available on the Project website:

<https://www.i5rosequarter.org/library/>.

**Commenters are concerned about air quality on the proposed highway covers.**

Persons using highway covers would be in close proximity to highways and associated highway emissions. However, air quality on the proposed highway covers is not expected to exceed ambient air quality standards and reach unhealthy levels based on findings of the air quality analysis. Air quality in the API is actually expected to improve over the next 25 years as a result of tighter emissions standards, regional efforts to control emissions, and state efforts to promote and support ownership of zero-emitting vehicles. Further, when compared to the No-Build Alternative, the Build Alternative would slightly improve air quality due to reduced congestion and higher speeds on I-5.

**Commenters are concerned that expanding the highway will invite more vehicle usage and further degrade air quality.**

While the traffic analysis predicts a 9 to 14 percent increase in trips on the highway in the northbound direction and a 5 to 10 percent increase in trips in the southbound direction during the 4:00 to 5:00 PM peak hour time period in 2045, these trips are largely the result of shifting use from the local transportation network to the highway (for additional information on the concept of induced demand, see Section 3.2.3, Induced Demand). Therefore, the Project itself is not expected to cause a significant net increase in vehicle trips and associated emissions in the Project Area. Additionally, long-term emissions of MSAT and NAAQS criteria pollutants for the Build Alternative in 2045 would be substantially lower compared to existing conditions (2017), as discussed in the *Air Quality Technical Report* (ODOT 2019c). Vehicle emissions are expected to continue to decline over time as newer vehicles with lower emissions become a larger percentage of the vehicle fleet and reformulated fuels that emit less benzene and other air toxics become more widely used. Further, the Build Alternative would slightly improve air quality due to higher speeds and less congestion on I-5. Therefore, adding auxiliary lanes and shoulders to I-5 between Interstate 84 (I-84) and Interstate 405 (I-405) as part of the Project is not expected to degrade local or regional air quality.

**Commenters are concerned that air quality impacts will disproportionately affect people of color in neighborhoods directly surrounding I-5, particularly students at Harriet Tubman Middle School.**

The impact of emissions associated with the Project on people of color and Harriet Tubman Middle School was assessed in the Section 3.6 of the EA. As explained therein, a substantial number of Black residents live within the API; the proportion of Black residents within the API is higher compared to the proportion of Black residents living in the City of Portland and the Portland metropolitan area. Most Black residents within the API live in the Albina neighborhood located north of NE Broadway and east of I-5. Many notable Black-owned businesses and civic organizations are located in the API, along with Harriet Tubman Middle School, located adjacent to I-5, which is attended by a substantial number of students of color.

The Project's impact on vehicle emissions is presented in Section 3.2 of the EA and shows that for the environmental justice neighborhoods along the I-5 corridor, the Project would result in short-term air quality impacts, including the release of small particulate emissions (fugitive dust) and exhaust emissions from construction equipment and delayed vehicles. However, these emissions would be temporary and are not expected to exceed NAAQS. Further, dust emission control measures will be implemented during construction, consistent with Oregon Administrative Rule 340-208-0210, Requirements for Fugitive Emissions. ODOT will monitor construction contractors to ensure compliance with ODOT Standard Specifications Section 290, Environmental Protection, which limits the idling time of trucks and other diesel-powered equipment to 5 minutes when not in use or in motion, requires truck staging areas to be located in areas where emissions would have a minimum impact on sensitive populations (such as schools and residences), and requires the removal of all loose dirt and debris from trucks prior to leaving the construction areas (ODOT 2018a). In addition, road or lane closures will be restricted to non-peak traffic periods, when possible, to reduce the impact of construction delays on traffic flow and resultant vehicle emissions.

In determining whether an effect on environmental justice populations (i.e., minority and low-income) is disproportionately high and adverse, FHWA may consider planned mitigation measures and

offsetting benefits to the affected minority and low-income populations. As described above, with proposed mitigation, short-term air quality impacts would be minimal and low-income populations and communities of color living and working within the API would not be disproportionately affected by adverse air quality impacts. Potential construction phase impacts to students, faculty, and administrators at Harriet Tubman Middle School will be further mitigated by conducting construction activities on I-5 near the school during the summer months, as described in Section 7 of the Revised EA, under the “Socioeconomics” heading.

The Project is not expected to result in long-term air quality impacts to environmental justice populations. As described in Section 3.2.2.2 of the EA, a highway-only emissions analysis was conducted for I-5 comparing 2017 Existing, 2045 No-Build, and 2045 Build conditions within the API due to heightened public concern surrounding MSAT emissions near Harriet Tubman Middle School. The data showed a large decrease in estimated MSAT emissions over time for both alternatives and a slightly larger decrease for the Build Alternative in 2045 (75 percent) when compared to the No-Build Alternative (73 percent). Future air pollutant emissions in the API in 2045 are estimated to be substantially lower than existing conditions and nearly identical between the No-Build and Build Alternatives. Air quality within the API would improve slightly under the Build Alternative. Trends indicate that current concentrations of these pollutants, including in the vicinity of Harriet Tubman Middle School and low-income and minority communities within the API, would continue to decline over time as more restrictive tailpipe emission standards are implemented and the vehicle fleet transitions to newer, less-polluting vehicles. Therefore, people of color are not expected to be disproportionately affected by long-term adverse air quality impacts as a result of the Project.

### 3.1.4 Aquatic Biology

**Commenters expressed concern that the Project’s API overlaps with five National Marine Fisheries Service (NMFS) Endangered Species Act (ESA)-designated Columbia River basin evolutionary significant units (ESUs). These include Upper Willamette River Chinook salmon and steelhead trout and Lower Columbia River Chinook salmon, coho salmon, and steelhead trout. Research has also indicated that individuals from out-of-basin populations use the Project Area, including mid-Oregon Coast, Middle-Upper Columbia River, and Southern British Columbia mainland stocks, and probably others.**

ODOT addressed the potential construction effects of the Project on the above-mentioned ESUs through use of the 2012 *Endangered Species Act Programmatic Biological Opinion and Magnuson-Stevens Act Essential Fish Habitat Response for the Federal-Aid Highway Program in the State of Oregon* (FAHP PBO) (NMFS 2012).<sup>9</sup> On October 19, 2020, NMFS notified ODOT in writing that the Project was consistent with the FAHP PBO. The approved notification commits ODOT to implement a range of conservation measures, general construction measures, and best management practices (BMPs) to minimize impacts to water quality and aquatic habitat in and near the Willamette River during construction and operation of the Project.

Since issuance of the EA in February 2019 and consultation with NMFS in September 2019, ODOT has modified the proposed Project design to avoid the need for any in-water work associated with Project improvements. Several comments on the EA, including comments from the City of Portland, were received expressing concern about potential impacts to the Eastbank Esplanade resulting from the proposed I-5 southbound mainline improvements south of I-84, including widening of the existing viaduct to accommodate the I-5 southbound auxiliary lane and shoulders near the Project’s southern boundary. Following receipt of and in response to these comments, this portion of the Project design was reconsidered and modified.

The proposed Project design has been modified to no longer widen the viaduct immediately east of the Eastbank Esplanade between the I-84 off-ramp to the Morrison Bridge/SE Portland/Oregon Museum of Science and Industry off-ramp. Under the modified design, the I-5 southbound auxiliary

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<sup>9</sup> Available at [https://www.oregon.gov/ODOT/GeoEnvironmental/Documents/FAHP\\_NMFS-Bio-Opinion.pdf](https://www.oregon.gov/ODOT/GeoEnvironmental/Documents/FAHP_NMFS-Bio-Opinion.pdf).

lane in this segment would be added by re-stripping the I-5 mainline in both the northbound and southbound directions. The I-5 center median would be shifted to the east, and the existing shoulders on I-5 in the approximately 1,200-foot segment between the two off-ramps would be narrowed to approximately 3 to 9 feet in both the northbound and southbound directions. No structures would be added south of the I-84 off-ramp in the Project Area. The design modification avoids the need for any in-water work associated with Project improvements. With these changes, no substantial impacts to fish and other species that use the Willamette River are expected. The Project will continue to provide water quality treatment measures for new impervious surface area created by the proposed improvements to avoid potential impacts to the Willamette River.

**Commenters are concerned that ESA Section 7 consultation with NMFS and the U.S. Fish and Wildlife Service has not been completed for the Build Alternative and fully documented in the EA (including a final Programmatic Agreement). Additional specific concerns assert that, because of this, insufficient information is available to evaluate potential effects and mitigation measures on listed species.**

Compliance with the ESA and the Magnuson-Stevens Fishery Conservation and Management Act is documented in a completed notification form prepared by ODOT and submitted to the NMFS on October 13, 2020, for coverage under the FAHP PBO (NMFS 2012). The FAHP PBO issued on November 28, 2012, covers capital improvements of the transportation system in the State of Oregon funded in whole or in part by the FAHP (see Appendix E in the Revised EA). The notification form requests that the NMFS verify that the Project is consistent with the November 2012 FAHP PBO in regard to Project elements that have an on-site stormwater treatment deficit, as well as other modifications to FAHP design standards. On October 19, 2020, NMFS notified ODOT in writing that the Project was consistent with the FAHP PBO.

Since issuance of the EA in February 2019 and consultation with NMFS in September 2019, ODOT has modified the proposed Project design to avoid the need for any in-water work associated with Project improvements. Several comments on the EA, including comments from the City of Portland, were received expressing concern about potential impacts to the Eastbank Esplanade resulting from the proposed I-5 southbound mainline improvements south of I-84, including widening of the existing viaduct to accommodate the I-5 southbound auxiliary lane and shoulders near the Project's southern boundary. Following receipt of and in response to these comments, this portion of the Project design was reconsidered and modified.

The proposed Project design has been modified to no longer widen the viaduct immediately east of the Eastbank Esplanade between the I-84 off-ramp to the Morrison Bridge/SE Portland/Oregon Museum of Science and Industry off-ramp. Under the modified design, the I-5 southbound auxiliary lane in this segment would be added by re-stripping the I-5 mainline in both the northbound and southbound directions. The I-5 center median would be shifted to the east, and the existing shoulders on I-5 in the approximately 1,200-foot segment between the two off-ramps would be narrowed to approximately 3 to 9 feet in both the northbound and southbound directions. No structures would be added south of the I-84 off-ramp in the Project Area. The design modification avoids the need for any in-water work associated with Project improvements. With these changes, no substantial impacts to fish and other species that use the Willamette River are expected. The Project will continue to provide water quality treatment measures for new impervious surface area created by the proposed improvements to avoid potential impacts to the Willamette River.

**Commenters are concerned that construction-related avoidance and minimization measures would not sufficiently protect aquatic species.**

Since issuance of the EA in February 2019 and consultation with NMFS in September 2019, ODOT has modified the proposed Project design to avoid the need for any in-water work associated with Project improvements. Several comments on the EA, including comments from the City of Portland, were received expressing concern about potential impacts to the Eastbank Esplanade resulting from the proposed I-5 southbound mainline improvements south of I-84, including widening of the existing viaduct to accommodate the I-5 southbound auxiliary lane and shoulders near the Project's southern

boundary. Following receipt of and in response to these comments, this portion of the Project design was reconsidered and modified.

The proposed Project design has been modified to no longer widen the viaduct immediately east of the Eastbank Esplanade between the I-84 off-ramp to the Morrison Bridge/SE Portland/Oregon Museum of Science and Industry off-ramp. Under the modified design, the I-5 southbound auxiliary lane in this segment would be added by re-striping the I-5 mainline in both the northbound and southbound directions. The I-5 center median would be shifted to the east, and the existing shoulders on I-5 in the approximately 1,200-foot segment between the two off-ramps would be narrowed to approximately 3 to 9 feet in both the northbound and southbound directions. No structures would be added south of the I-84 off-ramp in the Project Area. The design modification avoids the need for any in-water work associated with Project improvements. With these changes, no substantial impacts to fish and other species that use the Willamette River are expected. The Project will continue to provide water quality treatment measures for new impervious surface area created by the proposed improvements to avoid potential impacts to the Willamette River.

As described in Section 7 of the *Water Resources Technical Report* (ODOT 2019d) and Section 7 of the Revised EA, under the “Water Resources” heading, ODOT is committed to implement a range of conservation measures, general construction measures, and BMPs to minimize impacts to water quality in the Willamette River during construction and operation of the Project.

**Commenters are concerned that the displacement of shallow water habitat by permanent structures and the existence of temporary in-water structures may not constitute temporary impacts. The U.S. Army Corps of Engineers (USACE) and Oregon Department of State Lands categorize in-water construction activity that impacts aquatic habitat for more than 24 months as permanent when calculating cumulative impact mitigation.**

Since issuance of the EA in February 2019, ODOT has modified the proposed Project design to avoid the need for any in-water work associated with Project improvements. All work on the southbound highway ramp that would have encroached upon the air space over the Eastbank Esplanade to the west and would have necessitated in-water work in the Willamette River and permit approvals from the USACE and the Oregon Department of State Lands has been eliminated.

**Commenters are concerned that employing a marine mammal observer to implement shutdowns in specific months may not adequately protect marine mammals during in-water construction. Similarly, commenters expressed concern that salmon observers are not being considered to ensure protection of those species during construction.**

Since issuance of the EA in February 2019, ODOT has modified the proposed Project design to avoid the need for any in-water work associated with Project improvements. All work on the southbound highway ramp that would have encroached upon the air space over the Eastbank Esplanade to the west and would have necessitated in-water work in the Willamette River and permit approvals from the USACE and the Oregon Department of State Lands has been eliminated. Therefore, ODOT is no longer proposing the use of marine mammal observers or salmon observers during the construction phase of the Project.

### 3.1.5 Climate Change

**Commenters are concerned that the Project is not consistent with State of Oregon, City of Portland, and Metro commitments to reduce GHG emissions.**

The Project is consistent with many of the policy recommendations and GHG reduction strategies enacted at the state and local level;<sup>10,11</sup> these are described in Section 3.2 and 3.3 of the *Climate*

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<sup>10</sup> See [https://beta.portland.gov/sites/default/files/2019-07/cap-summary-june30-2015\\_web.pdf](https://beta.portland.gov/sites/default/files/2019-07/cap-summary-june30-2015_web.pdf)

<sup>11</sup> See <https://www.oregonmetro.gov/climate-smart-strategy>

*Change Technical Report* (ODOT 2019e). Table 6 of the *Climate Change Technical Report* documents an approximate 22 percent decrease in operational GHG emissions under the Build Alternative as compared to 2017 emissions.

With regard to state policy recommendations, the Oregon Statewide Transportation Strategy (OSTI 2013) outlines plausible measures to achieve a 60 percent reduction below 1990 emission levels. Specific measures include increasing the proportion of fuel-efficient vehicles, implementing ITS technology, and innovatively financing a cleaner transportation system. Estimated 2045 GHG emissions under the Build Alternative were compared for both highway and surface streets; Build Alternative emissions are projected to decrease by approximate 0.2 percent when compared to the 2045 No-Build Alternative. This slight decrease can be attributed to reduced congestion and fewer starts and stops across the API. The Project would reduce congestion and thereby improve fuel efficiency of existing vehicles, resulting in a cleaner transportation system and fewer GHG emissions.

With regard to local policy recommendations, Multnomah County and the City of Portland adopted a Climate Action Plan that outlines local strategies to address climate change with the overarching goal to reduce carbon emissions by 80 percent below 1990 levels by 2050 (City of Portland 2015a). The Climate Action Plan includes targeted strategies to reduce transportation system emissions, such as increasing the fuel efficiency of passenger vehicles to 40 miles per gallon and managing the road system to minimize emissions. As described above, the Project would reduce congestion and thereby improve fuel efficiency of existing vehicles, resulting in a cleaner transportation system and fewer GHG (carbon-equivalent) emissions.

In addition, Metro published the 2014 Climate Smart Strategy that outlined nine key policy recommendations to reduce GHG emissions of cars and small trucks by 2035.<sup>12</sup> Recommended policies include making biking and walking safe and convenient; making streets and highways safe, reliable, and connected; and making transit convenient, frequent, accessible, and affordable. The Project proposes multiple additional travel route options for people walking and biking, including a new crossing to extend N/NE Hancock west across I-5, a new multi-use path between the new Hancock-Dixon connection and Broadway, and a new pedestrian- and bicycle-only bridge over I-5 to connect NE Clackamas Street near NE 2nd Avenue to the N Williams/N Ramsay area. These improvements would make biking and walking safer and more convenient and would also improve the safety of streets and highways by separating motor vehicles from biking and pedestrian areas. Further, the Project's addition of transit boarding islands on N/NE Broadway, N/NE Weidler, and Multnomah would provide a more accessible and comfortable transit stop environment. This, in combination with improved physical connections to areas east and west of I-5 provided by the new highway covers and the Clackamas bicycle/pedestrian overcrossing, would make transit more convenient and accessible. In summary, Project elements promote walking, biking, rolling, and transit, and the Build Alternative is projected to reduce GHG emissions by 0.2 percent when compared with the No-Build Alternative. Therefore, the Project would be consistent with state and local commitments to reduce GHG emissions.

On March 10, 2020, after the February 2019 publication of the EA, Oregon Governor Kate Brown issued Executive Order No. 20-04,<sup>13</sup> directing state agencies, including ODOT, to take actions to reduce and regulate GHG emissions. Executive Order No. 20-04 established new science-based emissions reduction goals for Oregon and directs certain state agencies to take specific actions to reduce emissions and mitigate impacts of climate change. The Executive Order also provides direction to state agencies to exercise their statutory authority to help achieve Oregon's climate goals.

While consideration of GHG emissions and the effects of climate change has not been a NEPA requirement for EAs and EISs since the Council on Environmental Quality withdrew its previous guidance on April 5, 2017, ODOT included an analysis of climate change in the Project EA due to the high level of agency and stakeholder interest in these issues. As reported in Section 3.5 of the EA,

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<sup>12</sup> Available at <https://www.oregonmetro.gov/climate-smart-strategy>.

<sup>13</sup> Executive Order No. 02.04, [https://www.oregon.gov/gov/Documents/executive\\_orders/eo\\_20-04.pdf](https://www.oregon.gov/gov/Documents/executive_orders/eo_20-04.pdf)

the 2045 operational GHG emission total for the Build Alternative is projected to decrease by approximately 22 percent compared to the 2017 emission total due to federal, state, and local efforts to develop more stringent fuel economy standards and vehicle inspection and maintenance programs and the transition to cleaner low-carbon fuels for motor vehicles. These trends are expected to continue over the life of the Build Alternative. The Build Alternative would contribute to this reduction due to higher speeds, less stop-and-go traffic, and less idling on I-5.

In Spring 2020, following publication of the February 2019 EA, ODOT hired an independent panel of six technical experts from across the country to evaluate the noise, air quality, and GHG emissions analyses conducted for the Project EA. The OTC directed ODOT to complete the Environmental Peer Review, and this panel was convened based on public comments expressing concern with the air quality, GHG, and noise findings in the EA. The panel evaluated the methodologies used for these analyses, the appropriateness of the analyses, and the proposed conclusions and mitigation measures for the Project. This peer review concluded that ODOT went above and beyond NEPA requirements in conducting the GHG analysis in the *Climate Change Technical Report*. The use of the MOVES, FHWA fuel cycle factors, and Infrastructure Carbon Estimator (ICE) models showed genuine effort to understand how transportation projects address the concern for reduction of GHG emissions in the context of global climate change.

The Environmental Peer Review Final Report is included as Appendix C. This final report and all supporting documents for the peer review are available on the Project website:

<https://www.i5rosequarter.org/library/>.

### **Commenters requested additional clarity on how the Project addresses elements of the OTC-adopted state-wide Transportation Strategy for Greenhouse Gas Emissions.**

As described in Section 3.5.2.2 of the EA, estimated 2045 GHG emissions under the Build Alternative were compared for both highway and surface streets; Build Alternative emissions are projected to decrease approximate 0.2 percent when compared to the 2045 No-Build Alternative. This slight decrease can be attributed to reduced congestion and fewer starts and stops across the API. The Project would reduce congestion and thereby improve fuel efficiency of existing vehicles, resulting in a cleaner transportation system and fewer GHG emissions consistent with the Oregon Statewide Transportation Strategy.

### **3.1.6 Environmental Justice**

#### **Commenters are concerned that the EA does not adequately recognize the potential disproportionate impacts to minority and low-income populations, including the displacement of the businesses on which these populations depend.**

Potential disproportionate impacts to minority and low-income populations are addressed in the Environmental Justice analyses: Section 3.6 of the EA and the *Environmental Justice Technical Report* (ODOT 2019f). The environmental justice analysis was conducted following guidance in FHWA Order 6640.23A, *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (FHWA 2015). As described Section 3.6.1 of the EA, a substantial number of Black residents live within the API; the proportion of Black residents within the API is higher compared to the proportion of Black residents living in the City of Portland and the Portland metropolitan area. Most Black residents within the API live in the Albina neighborhood located north of NE Broadway and east of I-5. Many notable Black-owned businesses and civic organizations are located in the API, along with Harriet Tubman Middle School, located adjacent to I-5, which is attended by a substantial number of students of color.

The analysis provided in the *Environmental Justice Technical Report* (ODOT 2019f) concluded that the Project could cause small, short-term, adverse impacts to minority and low-income populations. These small, short-term impacts may result from the temporary relocation of bus routes and adjustments to streetcar service in the API during the multi-year construction period and temporary closures of key walking and bicycling routes. The Project also has the potential to marginally

accelerate the ongoing displacement of Black and low-income residents from the neighborhood north of Broadway and east of I-5 as a result of gentrification. However, this effect would be small compared to other factors that are driving gentrification in the area, including rapid growth in the City of Portland, the neighborhood's central location, and its high level of transportation access.

In determining whether an effect on environmental justice populations is disproportionately high and adverse, FHWA may consider planned mitigation measures and offsetting benefits to the affected minority and low-income populations. As described in Section 7 of the Revised EA, potential impacts to minority or low-income populations will be avoided or minimized by developing alternative bus routes to maintain access to employment and services, as well as identifying safe alternative walking and bicycling routes and providing free shuttle service through areas of construction. Potential benefits the Build Alternative would provide to environmental justice populations in the API include enhanced east-west connectivity across I-5, the creation of new pedestrian and bicycle facilities, improved safety measures that would benefit all travel modes, and the creation of new public open space on the highway covers over I-5. Therefore, the Build Alternative would not cause disproportionate high and adverse effects on any minority or low-income populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23A.

Regarding business displacement, the Build Alternative is consistent with planned land use and would support growth consistent with adopted plans and policies and would therefore not have a long-term adverse effect on population, demographics, housing, or income beyond what is already planned for in the API. As stated in the *Environmental Justice Technical Report* (ODOT 2019f), the Build Alternative was conceived and developed with a deep sensitivity to the detrimental effects past public infrastructure projects have had on Black residents in the API. For example, the proposed concept for the Build Alternative was developed concurrently with City of Portland's Central City 2035 N/NE Quadrant Plan, which attempts to correct damage done in the past in the Lloyd and Lower Albina subdistricts related to neighborhood connectivity, housing production, and preservation of historic and cultural resources. The Plan includes policies that discourage displacement while allowing for significant new development (like the Build Alternative).

As stated in Section 3.11.2.2 of the EA, the Build Alternative would displace and relocate four commercial retail or service-related businesses, three landlord-only businesses, four outdoor advertising signs, and eight personal-only properties. No residential displacements are anticipated. For those properties displaced by the Build Alternative, ODOT will provide a relocation assistance program consistent with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Therefore, impacts from displacement would not be significant.

**Commenters are concerned the environmental justice analysis did not clearly describe how vehicle emissions could affect environmental justice populations in neighborhoods along the I-5 corridor.**

The Project's impact on vehicle emissions is presented in Section 3.2 of the EA and shows that for the environmental justice neighborhoods along the I-5 corridor, the Project would result in short-term air quality impacts, including the release of small particulate emissions (fugitive dust) and exhaust emissions from construction equipment and delayed vehicles. However, these emissions would be temporary and are not expected to exceed NAAQS. Further, dust emission control measures will be implemented during construction, consistent with Oregon Administrative Rule 340-208-0210, Requirements for Fugitive Emissions. ODOT will monitor construction contractors to ensure compliance with ODOT Standard Specifications Section 290, Environmental Protection, which limits the idling time of trucks and other diesel-powered equipment to 5 minutes when not in use or in motion, requires truck staging areas to be located in areas where emissions would have a minimum impact on sensitive populations (such as schools and residences), and requires the removal of all loose dirt and debris from trucks prior to leaving the construction areas (ODOT 2018a). In addition, road or lane closures will be restricted to non-peak traffic periods, when possible, to reduce the impact of construction delays on traffic flow and resultant vehicle emissions.

In determining whether an effect on environmental justice populations (i.e., minority and low-income) is disproportionately high and adverse, FHWA may consider planned mitigation measures and offsetting benefits to the affected minority and low-income populations. As described above, with proposed mitigation, short-term air quality impacts would be minimal, and low-income populations and communities of color living and working within the API would not be disproportionately affected by adverse air quality impacts. Potential construction-phase impacts to students, faculty, and administrators at Harriet Tubman Middle School will be further mitigated by conducting construction activities on I-5 near the school during the summer months, as described in Section 7 of the Revised EA, under the "Socioeconomics" heading.

The Project is not expected to result in long-term adverse air quality impacts to environmental justice populations. As described in Section 3.2.2.2 of the EA, a highway-only emissions analysis was conducted for I-5 comparing 2017 Existing, 2045 No-Build, and 2045 Build conditions within the API due to heightened public concern surrounding MSAT emissions (which include vehicle emissions) near Harriet Tubman Middle School. The data showed a large decrease in estimated MSAT emissions over time for both alternatives and a slightly larger decrease for the Build Alternative in 2045 (75 percent) when compared to the No-Build Alternative (73 percent). Future air pollutant emissions in the API in 2045 are estimated to be substantially lower than existing conditions and nearly identical between the No-Build and Build Alternatives. Air quality within the API would improve slightly under the Build Alternative. Trends indicate that current concentrations of these pollutants, including in the vicinity of Harriet Tubman Middle School and Black communities within the API, would continue to decline over time as more restrictive tailpipe emission standards are implemented and the vehicle fleet transitions to newer, less-polluting vehicles. These findings were evaluated by an independent panel of six technical experts from across the country hired by ODOT in Spring 2020. The panel concluded that the air quality analysis was properly conducted and followed FHWA and EPA guidance correctly, and that the text in the EA accurately reflects the results of the air quality analysis. Therefore, environmental justice populations in neighborhoods along the I-5 corridor are not expected to be disproportionately and adversely affected by long-term vehicle emissions.

### **Commenters are concerned about environmental justice impacts (air quality, noise, public health) at Harriet Tubman Middle School.**

Potential Project-related environmental justice impacts at Harriet Tubman Middle School are discussed in Section 3.6.2.2 of the EA and Section 6.2 of the *Environmental Justice Technical Report* (ODOT 2019f).

Air quality and its related impact on public health at Harriet Tubman Middle have been evaluated through air quality studies conducted by EPA and Portland State University (PSU). Between 2009 and 2011, EPA conducted air quality monitoring at the Harriet Tubman Middle School as part of a nationwide effort to protect children's health.<sup>14</sup> EPA screened for each air emission monitored at the school and determined levels to be below the long-term non-cancer risk or long-term cancer screening level. EPA concluded that, given the programs currently in place, MSAT emissions from motor vehicles would decrease substantially over time due to decreased tailpipe emissions.

PSU's study, conducted in Fall 2018 and Spring 2019 on behalf of Portland Public Schools, showed that criteria pollutant concentrations were below the NAAQS (PSU 2018, 2019). This study also showed that the school's new 2018 air filtration system is able to keep indoor air pollutant concentrations substantially below background concentrations. As reported by Portland Public Schools, the studies found that: "...indoor concentrations (of pollutants) were very low and protective of student health. Pollution from I-5 is elevated in the outdoor areas surrounding the school, but levels of the major regulated pollutants were always below Federal air quality standards, supporting the safety of outdoor air on the school grounds and the adjacent park" (PPS n.d.). A summary of the air quality monitoring results for Harriet Tubman Middle School is presented in Table 3.

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<sup>14</sup> See <https://www3.epa.gov/air/sat/HarrietTubFinal.html>

**Table 3. Air Quality Concentrations near Harriet Tubman Middle School**

| <b>Pollutant</b> | <b>EPA 2009<br/>(µg/m³)</b> | <b>PSU 2018<br/>(µg/m³)</b> | <b>Oregon<br/>Benchmark<br/>(µg/m³)</b> | <b>Background<br/>Level<br/>(µg/m³)</b> |
|------------------|-----------------------------|-----------------------------|---|---|
| Manganese        | 0.0139                      | 0.023                       | 0.09                                    | -                                       |
| Nickel           | 0.002                       | 0.0019                      | 0.004                                   | -                                       |
| Benzene          | 1.07                        | 1.22                        | 0.13                                    | 0.59                                    |
| 1,3 Butadiene    | 0.12                        | Traces                      | 0.03                                    | -                                       |

Key: µg/m3 = microgram per cubic meter; EPA = U.S. Environmental Protection Agency; PSU = Portland State University

Sources: EPA 2016; PSU 2018, 2019

The results of the Project’s air quality analysis presented in the EA and the *Air Quality Technical Report* (ODOT 2019c) predict a slight long-term improvement in air quality under the Build Alternative compared to the No-Build Alternative. As described in Section 3.2.2.2 of the EA, a highway-only emissions analysis was conducted for I-5 comparing 2017 Existing, 2045 No-Build, and 2045 Build conditions within the API due to heightened public concern surrounding MSAT emissions near Harriet Tubman Middle School. The data showed a large decrease in estimated MSAT emissions over time for both alternatives and a slightly larger decrease for the Build Alternative in 2045 (75 percent) when compared to the No-Build Alternative (73 percent). Future air pollutant emissions in the API in 2045 are estimated to be substantially lower than existing conditions and nearly identical between the No-Build and Build Alternatives. Trends indicate that current concentrations of these pollutants, including in the vicinity of Harriet Tubman Middle School and Black communities within the API, would continue to decline over time as more restrictive tailpipe emission standards are implemented and the vehicle fleet transitions to newer, less-polluting vehicles. These findings were evaluated by an independent panel of six technical experts from across the country hired by ODOT in Spring 2020. The panel concluded that the air quality analysis was properly conducted and followed FHWA and EPA guidance correctly, and that the text in the EA accurately reflects the results of the air quality analysis. Therefore, disproportionate high and adverse long-term air quality impacts to environmental justice populations, including students and staff at Harriet Tubman Middle School, are not anticipated.

The Project EA and the *Noise Technical Report* (ODOT 2019g) evaluated potential noise-related impacts at the Harriet Tubman Middle School. Based on this analysis, ODOT is proposing to install a 22-foot high, approximately 1,011-foot-long noise wall between the school and I-5 that would reduce traffic-related noise levels below current levels (see the *Noise Technical Report* [ODOT 2019g]). An independent panel of six technical experts hired by ODOT in Spring 2020 concluded that the proposed noise wall installed along the ROW line between I-5 and Harriet Tubman Middle School is feasible and reasonable and should effectively reduce potential noise impacts from the Project. Construction of this noise wall would help ensure that disproportionate high and adverse long-term noise impacts to environmental justice populations, including students and staff at Harriet Tubman Middle School, do not occur.

The accidental release of hazardous materials in the vicinity of Harriet Tubman Middle School could pose a potential public health concern if the release were to occur near the school when it is occupied. ODOT will address this concern by monitoring contractor activities to ensure applicable Health and Safety Plans, Project-specific Pollution Control Plans, and Contaminated Media Management Plans are implemented to avoid the inadvertent discovery or accidental release of hazardous materials into the environmental during construction. As described in Section 3.7.2.2 of the EA and the *Hazardous Material Technical Report* (ODOT 2019h), more in-depth studies also will be conducted to determine the extent of hazardous materials within the API, including a full Hazardous Materials Corridor Study, a Phase I Environmental Site Assessment, and a Phase II Environmental Site Assessment (if necessary). ODOT will monitor construction contractors to ensure that all applicable regulations regarding the transport, use, and storage of hazardous materials are followed.

These measures would help ensure that disproportionate high and adverse public health impacts to environmental justice populations at Harriet Tubman Middle School are avoided.

In addition to the measures described above, potential air quality, noise, and public health impacts to students, faculty, and administrators at Harriet Tubman Middle School will be further avoided by conducting construction activities on I-5 near the school only during the summer months, as described in Section 7 of the Revised EA, under the “Socioeconomics” heading.

**Commenters are concerned that the Project does not meaningfully mitigate the past impacts from the construction of I-5 on the African-American community of Lower Albina.**

The City of Portland and ODOT engaged in a collaborative multi-year transportation/urban planning process to develop a design concept for the I-5 Broadway/Weidler interchange that would complement the land use, urban design, and transportation system envisioned for the planning districts of Lower Albina and Lloyd in the City’s Adopted Central City 2035 Plan. A key element of the Central City 2035 Plan is the acknowledgment of the role the construction of I-5 and other past public infrastructure projects had in fragmenting the community of Lower Albina and the resulting displacement of large numbers of its predominantly Black population.

The community engagement approach for the Project’s design phase is both broad-based and specific to the Project Area, notably the historic Albina community. Project information and input opportunities are shared regionally and beyond through the Project website ([www.i5rosequarter.org](http://www.i5rosequarter.org)) and via social media, news media outlets, online open houses, and community forums and tabling events throughout the Portland metropolitan region. A major focus of the Project’s community engagement activities is centered on Black Portlanders and people living in, working in, or with historic ties to the Albina neighborhood and broader N/NE Portland area (Albina diaspora). For example, the Historic Albina Advisory Board (HAAB) has been engaged to provide recommendations to the Executive Steering Committee (ESC). The HAAB reflects the voices of Black Portlanders and people with deep ties to historic Albina in Project decisions. The HAAB is currently focused on providing recommendations to the ESC regarding Project design details that support a reconnected Albina community, with a focus on wealth generation for communities of color.

ODOT is committed to ensuring that members of this community are able to participate and actively shape the Project, so that design decisions reflect their interests and the resulting Project serves to reconnect and rejuvenate historic Albina, with partnership opportunities for economic development and wealth generation. ODOT is committed to ensuring that those who have been harmed by past decisions directly benefit from the investments of this Project.

The Project’s design includes a number of specific design elements intended to help mitigate for the impacts of I-5’s original construction. For example, the design concept for the Project includes transit, bicycle, and pedestrian facility enhancements and surface street improvements in and around the Broadway/Weidler interchange. These improvements reflect a commitment on the part of ODOT and the City of Portland to restore connectivity between the neighborhoods of Lower Albina and Lloyd that were harmed by actions of the past.

This early recognition of environmental justice issues in the Project Area also led to substantial targeted outreach efforts to raise awareness about the Build Alternative and the environmental studies during the development of the EA.

As the Project is designed, ODOT will intentionally listen, inform, and engage historically impacted Black communities, as well as other communities of color. A Project of this size will create many contracting opportunities.

With this Project, ODOT has the opportunity to design a process to actively engage affected communities to find design solutions that reduce some of the barriers created by the construction of these historic projects. ODOT anticipates the Project will generate more opportunities for economic development and redevelopment in the Albina neighborhood.

For the Project, ODOT is changing the way it does business with minority-owned Disadvantaged Business Enterprises (DBEs) by setting goals and working to achieve values-based outcomes on how the Project will contract with minority-owned DBEs and engage with the community. ODOT will be setting contracting and workforce goals to hire members of the Black community and people of color and wants to be held accountable for doing so. ODOT is implementing numerous strategies to position DBEs for success and build a pipeline for future minority workers. Some of these strategies include holding “Meet the Primes” matchmaking DBE events, strengthening small business capacity, and developing technical assistance and robust performance metrics to hold the construction contractor accountable. Additional strategies include a clear vision and guiding principles, along with engaging a Community Opportunity Advisory Committee (COAC) to help design the workforce development approach. The COAC, convened March 2019, provides constructive feedback and recommendations that will be essential to developing a successful program that would maximize DBE contracting opportunities. ODOT is committed to ensuring non-discrimination in ODOT contracting, which will help address past events and reduce barriers for DBEs, including Black-owned DBEs and other minority-owned businesses to bid on construction projects. For more information, see the ODOT “Workforce and Business Opportunities” page on the I5RQ website (<https://www.i5rosequarter.org/workforce-business/>).

**Commenters suggested that, given significant historical context surrounding the Rose Quarter area, a community-centered approach to Project design should be implemented.**

ODOT agrees that a community-centered approach is critical for Project design. The design phase of the Project will include substantial opportunities for input from the local community. The Project’s ESC, composed of local government officials and pertinent community- and interest-based organizations in the region and state, developed values to guide the future Project work. The values include:

- restorative justice, with the aim to advance social and racial equity resulting in positive change;
- community input and transparent decision-making, with the aim to provide community-informed and involved decision-making through a community-connected, transparent, and inclusionary process;
- mobility, with an aim to increase connectivity for the traveling public and local community; and
- climate action and improved public health, with an aim to reduce GHG emissions and meet local, regional, and statewide climate action goals.

The values were defined to demonstrate commitment to moving forward in creating a Project that is integrated into the vision of a safer, more just and inclusive Albina community and greater Portland region. The ESC is working to establish a more predictable international transport system that supports the resiliency of rural and urban Oregon while managing demand in the I-5 corridor. The ESC also is working to ensure historically marginalized communities benefit from the investment of the Project. With the values, the ESC seeks to build trust and foster collaborative partnerships. For a successful Project and complementary investment in the Albina community, organizations with transportation, land use, and development authority will need to build and maintain strong partnerships with each other and the community.

Activities that occurred prior to close of public comment on the Draft EA include the following:

- Conducting 17 interviews with individuals representing a cross section of people from the private, public, and non-profit industries who possess knowledge, background, and experience with the Project Area as members of the Black community and/or individuals who have studied and researched this Project Area and impacts to the Black community
- Hearing from Community Liaisons Groups to inform public engagement

- Intentionally outreaching to the Black community and people of color via briefings and events
- Providing and participating in over 100 presentations, outreach events, and activities (including two Project-sponsored open houses and a hearing on the EA)
- Conducting door-to-door outreach to approximately 60 businesses in the Project Area
- Hosting walking and bike tours in the Project Area
- Distributing information regularly about Project progress
  - Development of fact sheets to summarize technical findings
  - Development of a Project Website
  - Email and mailed newsletters
  - Video with visualizations of the finished Project

Activities that have occurred since publishing the Draft EA include the following:

- At least four discussion groups with members of the Black community, two of which will be conducted with people historically displaced from the Project Area
- Outreach to businesses and churches with ties to the Black community and communities of color
- Engagement with Native American communities
- Formation of a community advisory committee in early 2020 through an open application process, to advise ODOT regarding design aspects, meaningful engagement, and equitable Project outcomes
- Hosting open houses or interactive public events, online open houses and questionnaires, and design charrettes to gain broad input on design details for the covers and multimodal street connections
- Community and legislative tours of the Project Area
- Interviews and presentations with community groups
- Distributing information regularly about Project progress via fact sheets, Project website, monthly e-newsletters, and videos

**Commenters are concerned that highway covers as conceived at this design stage are counter to the goals of Albina Vision<sup>15</sup> of having highway covers that could support infill development and reconnect the neighborhoods located east and west of I-5.**

Albina Vision's goal of "honoring the neighborhoods' past by transforming what exists today into a socially and economically inclusive community of residents, businesses, artists, makers, and visitors....anchored by intentionally conceived parks, plazas, combined with civic and cultural event spaces of different size and use....that is seamlessly connected to the Willamette River and its surrounding neighborhoods" informed the design of the highway covers intended to foster reconnection of the pieces of the neighborhood that were separated by the construction of I-5.

The EA evaluated a highway cover design consistent with what was shown in the Broadway/Weidler Facility Plan. This concept was considered and developed to minimize potential ROW impacts or property takes that could result from a larger structure. As conceived of during the planning phase of the Project, the highway covers were intended to provide improved physical connections between neighborhood areas that were severed by highway construction in the 1960s, which is a goal of the Albina Vision Trust. This element of the Project was identified as a restorative action to improve

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<sup>15</sup> Available at <https://www.albinavisioninc.com/>

community connections, including to the Lower Albina community, that were affected by past highway construction. As such, the Project supports this goal of the Albina Vision Trust.

The primary design phase of the Project will follow environmental review. Future design of the proposed highway covers will reflect community engagement through a community advisory committee, design charrettes, and other intentional engagement. This process may identify additional features for the highway covers that could further goals for restorative justice important to the community and all Project stakeholders, including members of the Albina Vision Trust.

Following publication of the February 2019 EA, in January 2020, the OTC directed ODOT to conduct an independent evaluation of the highway covers. This direction was provided in response to specific requests from partner agencies and stakeholders. The purpose of the independent evaluation is to provide the OTC with recommendations about how ODOT can, within the scope of its authority, support the development of a transportation connection over I-5 in the Project Area that promotes redevelopment of, and economic opportunities for, the Albina neighborhood. ODOT, with support from the City of Portland, Albina Vision Trust, Metro, and Portland Public Schools, hired a third-party consultant team to conduct and complete the Independent Highway Cover Assessment. The Independent Highway Cover Assessment will:

- Discuss what accommodations the highway covers can offer for community development on the covers and immediately around them;
- Describe how the current preliminary designs may be modified to reflect a broader community vision for development; and
- Determine how the design of the covers can promote economic development in the area in line with the marketplace.

The Independent Highway Cover Assessment kicked off in June 2020, bringing in architecture, engineering, and market/real estate experts to develop alternative design options for the highway covers. This work will be performed independently from the ODOT Project team and will involve extensive community engagement and coordination with the ESC. The ESC will direct the work of the Independent Highway Cover Assessment team. Based on the direction and recommendations from the ESC, a final report with highway cover design recommendations will be provided to the OTC by Spring 2021. The OTC will then provide direction to the Project team regarding the highway cover design option.

If the need for additional environmental review is discovered as a result of the highway cover design direction, ODOT will coordinate with FHWA on the scope and format for that review. If additional environmental review is required, ODOT and FHWA will ensure that appropriate public involvement is included and is consistent with NEPA regulations.

### 3.1.7 Hazardous Materials

#### **Commenters are concerned that the potential for significant impacts from hazardous materials discovery is not understood in detail at the current design stage.**

Section 3.7 of the EA examines the potential impacts from hazardous materials based on what is known now and recognizes that additional, ongoing measures will need to be taken as more information about potential hazardous materials becomes known through the design and construction process. To preliminarily assess the potential of hazardous material discovery during Project construction, “Sites of Concern” were identified within the API, which are properties with known or suspected hazardous materials contamination based on a search of state and federal databases. Eleven Sites of Concern are located on properties that would be acquired by ODOT for Project construction. Of these sites, six are reported to have soil contamination, one is reported to have both soil and groundwater contamination, and three are occupied by buildings that likely have lead-based paint and asbestos-containing building materials. Therefore, construction activities on these sites have the potential to unearth/accidentally release hazardous materials.

However, as discussed in EA Section 3.7.2.3 and Section 7 of the *Hazardous Material Technical Report* (ODOT 2019h), a full Hazardous Materials Corridor Study will be completed prior to conducting property acquisitions (and prior to completing site-specific Phase I and II Environmental Site Assessments). The Hazardous Materials Corridor Study will be a more intensive investigation than the Sites of Concern review described above and will include review of historical aerial photos, Sanborn Fire Insurance Maps, and city directories to determine historical development of the Project Area indicating the presence of potential hazardous materials. The study will also include review of Oregon Department of Environmental Quality environmental program databases and the Oregon State Fire Marshall's spills database to identify point sources of potential hazardous materials within the Project Area, as well as point sources of potential hazardous materials impacting the Project Area from surrounding properties (ODOT 2010).

A Phase I Environmental Site Assessment will then be conducted consistent with ASTM International Standard 1527-13 for any property that is planned for acquisition. This assessment will evaluate the properties containing the 11 Sites of Concern and provide more information as to exact quantities and locations of underground storage tanks/leaking underground storage tanks; on-site inspections and interviews with property owners and operators; review of historical aerial photos, Sanborn Fire Insurance Maps, and city directories; and review of state and federal regulatory databases. A Phase II Environmental Site Assessment (which involves sampling to evaluate the presence of on-site contamination) will be conducted for properties where the Phase I Environmental Site Assessment indicates that potential contamination may be present. This additional investigation will be necessary to establish the presence (or absence) of on-site contamination to 1) satisfy due diligence requirements under federal law, 2) qualify for landowner liability protections (under the ASTM standard), and 3) prevent exposure of workers or the environment to hazardous materials during construction, demolition, or waste disposal.

Therefore, the inadvertent discovery of hazardous materials will be avoided through thorough investigation and testing of construction areas via the Hazardous Materials Corridor Study, site-specific Phase I Environmental Site Assessments, and site-specific Phase II Environmental Site Assessments (if necessary) prior to construction. ODOT will monitor contractor activities to ensure regulations regarding the transport, use, and storage of hazardous materials are followed. The contractor will be required to develop a Health and Safety Plan for all construction activities consistent with applicable laws and best practices in effect at the time of construction.

### 3.1.8 Water Resources

**Commenters expressed a desire for more detail on how green infrastructure can be directly incorporated into the Project to provide stormwater benefits.**

The Project intends to incorporate green infrastructure into its stormwater system. As described in Section 6.1 of the *Water Resources Technical Report* (ODOT 2019d), approximately 0.68 acre of impervious area within the API currently receives treatment via City-owned green street facilities. Existing stormwater planters located between the curb and sidewalk along Broadway and NE Weidler manage approximately 6 percent of the contributing impervious area within the City ROW. Water quality treatment for stormwater runoff from City ROW will be accomplished with additional stormwater planters located between the curb and sidewalk along N Center Court Street and N Williams. Stormwater planters located at all feasible locations will provide green water quality treatment of approximately 7.95 acres of arterial street impervious area. Choosing exact locations for stormwater treatment facilities requires soil testing, infiltration testing, and coordination with local, state, and federal agencies. ODOT will assess the optimum location for green stormwater treatment.

### 3.1.9 Utilities

**Commenters asked that ODOT avoid impacts to critical sewer infrastructure, including the Sullivan Pump Station, the East Side Combined Sewer Overflow tunnel, and all combined sewer lines 36 inches in diameter or larger.**

As described in Section 3.15 of the EA and in the *Utilities Technical Report* (ODOT 2019i), ODOT completed extensive research to map existing utilities infrastructure. Future designs will prioritize avoidance and minimization of impacts to major utilities. Avoiding and minimizing impacts to the major utilities and proactively addressing the special constraints and design considerations will be important to the success of the Project. ODOT's standard process is to prepare a "Design Acceptance Package" report in the initial stages of design for Project-critical success factors. For this Project, determining the vertical and horizontal limits of these key underground utilities would occur very early in design, and the recommended actions will be included as part of the design acceptance package. Proper coordination and the use of standard construction procedures and techniques will also minimize disturbance to system users and avoid damage or impacts to existing facilities that are deemed, during final design, to not require relocation or upgrades.

### 3.1.10 Land Use

**Commenters are concerned that given the steep grade associated with the proposed Hancock-Dixon crossing, the Project is not consistent with the goals of the N/NE Quadrant Plan (precursor to the adopted Central City 2035 Plan [City of Portland 2018a]) to open an east/west connection to the Blanchard site north of Broadway.**

As part of the development of the Project design concept, ODOT, the City of Portland, and stakeholders evaluated several design options to improve the local street system across I-5 north of Broadway. The SAC recommended, and the Portland City Council adopted, the Hancock-Dixon crossing design option as the preferred design for the Project's "Area 1, North of Broadway" improvements. The recommended design concept for the Hancock-Dixon crossing was also described in the I-5 Broadway/Weidler Facility Plan (ODOT 2012b), where in Table 3, the proposed reconfiguration of the Hancock/Dixon structure and lid is described as having an outcome that would "improve the viability of the PPS Blanchard site." The Facility Plan was adopted by the OTC and the Portland City Council in 2012 and was adopted into Metro's 2014 RTP (Metro 2014). The Project remains included in the 2018 RTP.

ODOT and the City recognize the challenges and benefits of the Hancock-Dixon crossing design and assert that this concept best meets the Project's purpose and goal of improving multimodal safety, operations, and connectivity in the vicinity of the I-5 Broadway/Weidler interchange. The agencies recognize the primary design challenge of the Hancock-Dixon crossing will be the steep grade of the new roadway. Since publication of the EA in February 2019, the Project design team was able to reduce the grade from an anticipated 9 to 10 percent grade to a 7 percent grade for the new roadway crossing. Design constraints around the steep grade of the new Hancock-Dixon crossing (due to the steep topography in the area and the need to maintain clearances over I-5) will continue to be addressed through the design phase, including with consideration of multiple Americans with Disabilities (ADA)-compliant options and connections in the Project Area, including the Hancock-Dixon multi-use path connecting to Broadway.

**Commenters requested that ODOT clearly show how the Project will meet the City of Portland environmental codes, specifically those requirements that go beyond what is required by state and federal environmental laws.**

The Project will adhere to City of Portland environmental codes, including the Title 11 Tree Code and the Title 33 Planning and Zoning Code. In addition, as described in Section 7 of the Revised EA, under the "Land Use" heading, if the Build Alternative is determined to be subject to the design overlay zone requirements of the Lloyd subdistrict of the Central City Plan District, adjustments to its design will be made.

**Commenters questioned why the 2014 RTP was referenced in the EA instead of the adopted 2018 RTP.**

The 2014 RTP (Metro 2014) financially constrained project list was used to conduct the NEPA environmental review and impact analysis for the Project because that document was the most recent

RTP available at the time the technical work on the EA began, not the 2018 RTP (Metro 2018a). Per ODOT's Analysis Procedures Manual (APM; ODOT 2016d),<sup>16</sup> the Metro Regional Travel Demand Model (assigned to the detailed City of Portland network) was used to forecast future demand (horizon year 2045, based on a 20-year design life from the expected start of construction in 2023). At the time work on the EA commenced, Metro's Regional Travel Demand models for existing (year 2015) and future conditions (year 2040, consistent with the RTP) were the most current models available to the EA team.

**Commenters are concerned that the EA failed to assess the Project's impact on future land use development in the Project Area and does not propose mitigation for potential impacts.**

Future land use development in the Project Area would be subject to the growth management goals, policies, and implementing regulations in the City of Portland's Central City 2035 Plan (City of Portland 2018a). As stated in Section 3.9.2.2 of the EA, "Because the Build Alternative is identified as a planned transportation improvement in the City of Portland's comprehensive plan, and ODOT developed the Project in cooperation with the City of Portland as part of an integrated transportation and land use planning process, the Build Alternative would not be expected to result in unanticipated adverse direct or indirect land use impacts and would instead support existing and planned land use in the API. Future land use development attributable to the Project would only be permitted if it is consistent with the Central City 2035 Plan and all applicable development regulations." Therefore, the Project's potential impact on future land use development has already been accounted for in the Central City 2035 Plan.

**Commenters are concerned that the Project deviates from the concepts and details of the N/NE Quadrant/I-5 Rose Quarter Plan, including coordination with land use planning and development of new active transportation routes and infrastructure.**

ODOT coordinated with the City of Portland's BPS and PBOT to refine design components of the Build Alternative and to prepare the EA. The EA analyzes the Build Alternative, which reflects the Facility Plan's recommended design concept, approved by the City in 2012 and subsequently adopted into its Central City 2035 Plan and TSP. The City of Portland also participated as a partner in the Build Alternative's technical development and as reviewer of technical reports on a variety of topics, including land use and active transportation.

**Commenters are concerned that the Project is not consistent with Portland's adopted Vision Zero, Climate Action Plan, and mode-split goals.**

The Build Alternative reflects the Facility Plan's recommended design concept, approved by the City in 2012 and subsequently adopted into its Central City 2035 Plan and TSP. It supports the realization of the City of Portland's vision for land use in the Central City and immediate area of the Project and complies with all applicable state planning laws and regional and local plans. Section 6.4 of the *Land Use Technical Report* details compliance with applicable state, regional, and local transportation and land use laws, plans and policies (ODOT 2019j).

Regarding the City of Portland's Climate Action Plan (City of Portland 2015a) and mode-split goals, the Build Alternative would be consistent with the Climate Action Plan's objective to "create vibrant neighborhoods where 80 percent of residents can easily walk or bicycle to meet all basic daily, non-work needs and have safe pedestrian or bicycle access to transit." Specifically, the Build Alternative includes improvements to the local street network that would provide safety benefits consistent with this objective, including the following:

- A new pedestrian- and bicycle-only bridge over I-5 to connect NE Clackamas near NE 2nd to the N Williams/N Ramsay area

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<sup>16</sup> Available at <https://www.oregon.gov/odot/Planning/Documents/APMv2.pdf>

- New widened and well-lit sidewalks
- New ADA-accessible ramps
- High visibility and marked crosswalks
- A new two-way cycle track on N Williams between N/NE Hancock and N/NE Broadway to physically separate bikers from motor vehicle travel lanes and sidewalks
- Upgrades to the bicycle lane on N Vancouver between N Hancock and N Broadway, including a new right-turn bicycle jug-handle at the N Vancouver and N Broadway intersection
- Upgrades to existing bicycle facilities on N/NE Broadway and N/NE Weidler, including replacing existing bike lanes with wider, separated bicycle lanes
- New bicycle and pedestrian connections between the N Flint/N Tillamook intersection and the new Hancock-Dixon connection
- Approximately 800 feet of new sidewalk to fill gaps along portions of N Wheeler and N Williams

These and other improvements would increase safety for all road users, including pedestrians and bicyclists, and would reduce driver speeds, simplify ramp configurations, and improve safety conditions for all modes.

In addition to the bicycle and pedestrian improvements, the Build Alternative would include new transit boarding islands on Broadway/Weidler that could result in increased ridership on the 17-Holgate/Broadway and 77-Broadway/Halsey transit routes.

The Climate Action Plan also includes an objective to “improve the efficiency of freight movement within and through the Portland metropolitan area.” As described in Section 2.3.1 of the EA, the Build Alternative would accomplish this objective by improving traffic operations on I-5 in both the AM and PM analysis periods. Potential queue lengths would be reduced on I-5, and travel speeds and times would be improved for all I-5 segments as compared to the No-Build Alternative, which would allow for freight to move through and within the city more efficiency.

See Section 3.1.17, Transportation Safety, for a discussion of the Project’s consistency with Vision Zero.

**Commenters expressed interest in seeing the Albina Vision<sup>17</sup> plan, a community-led effort to revitalize a district that was once the heart of Portland’s Black community, be used to help realize the area’s desired land use outcome.**

While the Albina Vision is not yet an adopted plan, ODOT is supportive of the vision and intentional redevelopment goals for the Albina community. ODOT has been working with the Albina community, including previous engagement directly with Albina Vision Trust, to ensure that design of the Project, including the proposed highway covers, reflects the community’s interests. Additionally, ODOT is creating the HAAB to center the voices of Black Portlanders and those with deep ties to historic Albina in Project decision-making, to determine how the transportation infrastructure investment can support future economic development in Albina in line with community values. ODOT will continue to intentionally listen, inform, and engage historically impacted Black communities, as well as other communities of color, during design and construction of the Project.

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<sup>17</sup> Available at <https://www.albinavisioninc.com/>

**A commenter requested that the City of Portland’s Central City Fundamental Design Guidelines (City of Portland 2001) be followed during Project design.**

The Central City Fundamental Design Guidelines (City of Portland 2001) will be followed in future designs for the Project.

**Commenters are concerned the Project fails to achieve the objectives of the I-5 Broadway/Weidler Facility Plan for the following reasons:**

- Proposed covers are poorly conceived. There is no evidence they will increase development or improve the urban environment.
- Moving the Weidler on-ramp will not improve circulation and safety.
- The EA documents that the Project will degrade travel times for transit.
- The EA indicates no improvement in conditions or safety for bicycles and pedestrians, even though existing conditions are, in fact, quite poor.

The proposed highway covers are consistent with the “freeway lid” design concept in the I-5 Broadway/Weidler Facility Plan, which is intended to “improve the urban design of the interchange area and improve the area’s development potential” (ODOT 2012b). The design concept was recommended by the City of Portland and OTC in consultation with the 30-member SAC during a 2-year collaborative planning process to address land use, urban design, and local transportation issues for the N/NE Quadrant planning area in the City of Portland, including the I-5 corridor (ODOT 2012a). Additional enhancements are being investigated in the early design phase. ODOT will continue to engage the community in the design process by establishing a community advisory committee, holding design charrettes, and other engagement.

The current configuration of the I-5 on-ramp is located at the intersection of three primary pedestrian walkways: NE Ramsey, N Wheeler Avenue (formally NE Wheeler), and N Williams Avenue. The Build Alternative would shift pedestrian safety-related issues that stem from on-ramps from the existing location to the location of the new on-ramp at N Weidler. However, the Project would introduce new safety-related enhancements at the on-ramp intersection to address safety concerns. Specifically, and as clarified in the Revised EA Section 7 under the “Transportation–Active Transportation” heading, the safety analysis of the southbound ramp on Weidler considered dedicated pedestrian phases on signals to avoid turning conflicts with vehicles. Other enhancements to address transportation safety, such as “no turn on red” restrictions, will be investigated by ODOT in collaboration with the City of Portland during the design phase. The analysis of ramp terminal intersections included a ped-only phase (No Right Turn on Red) at the intersection of the southbound off-ramp and Broadway. The slip ramp terminal to Broadway was assumed to be stop controlled at the crosswalk. Proposed mitigation measures include providing signal control with a ped-only phase at this location.

As discussed in Section 3.14.2.2 of the EA, streetcar travel times for the Build Alternative would show a slight improvement (less than a minute) during peak morning and evening commute hours under the Build Alternative. Small increases (less than half a minute during peak morning and evening commute hours) in bus travel times for Lines 4 and 44 could occur because of safety improvements at the intersection of Williams and Hancock that add signal-controlling.

Conditions for bicyclists, pedestrians, and transit users would improve through this Project due to increased route options, improved ramp terminal intersections, physical separation from motorized users, and reduced intersection complexity. As design progresses, ODOT will investigate additional improvements to enhance mobility and safety for bicyclists, pedestrians, and transit users in the NE Broadway/Weidler corridor consistent with recommendations in City of Portland’s Central Cities in Motion plan (City of Portland 2019b).

**Commenters are concerned that properties impacted or altered by ROW acquisitions were not assessed under the current zoning code to determine whether those acquisitions would result in non-conforming development.**

As stated in Section 6.2.1 of the *Land Use Technical Report*, acquisitions would not result in any instances of non-conforming development (ODOT 2019j). Land that is acquired and not converted to a transportation use would be sold after construction and would likely be developed for commercial, residential, or mixed use. ODOT will not direct future development in these areas, and any future development would be subject to project-specific development review by the City of Portland.

When the final design and construction phase is funded, and the design progresses toward a 30 percent completion level, ROW impacts will be further clarified. ODOT will continue to evaluate components of design and construction that may affect the ROW footprint or future land use, as well as to ensure that the Project will comply with current regulations, including the zoning code.

### 3.1.11 Noise

**Commenters are concerned that the noise analysis in the EA did not provide site-specific information on existing conditions and anticipated Build Alternative conditions.**

The EA examined both existing and future noise-related impacts. Table 7 in the *Noise Technical Report* (ODOT 2019g) provides a comparison of existing and future peak-hour sound levels for 100 noise receptors located within the API under both the No-Build and Build Alternatives. Compared to existing conditions, noise levels under the Build Alternative are predicted to change by between a reduction of 1 A-weighted decibel (dBA) to an increase of 3 dBA. No substantial increases of 10 dBA or more are predicted.

Existing noise levels (year 2017) were monitored at six locations within 500 feet of the Project Area for the purposes of validating the FHWA Traffic Noise Model (TNM) runs developed to evaluate traffic noise levels for the Project. These six locations are listed in Table 4 of the *Noise Technical Report* (ODOT 2019g) and included a day care facility, an outdoor use area, two single-family residences, a church, and a public park (Lillis Albina City Park). These noise monitoring locations were selected in coordination with ODOT and are shown with the Existing/No-Build and Build roadway configurations on figures in Appendix A of the *Noise Technical Report* (ODOT 2019g).

To address potential noise-related impacts at a local-level, impacts were analyzed at 100 different locations within the API (as listed in Appendix E of the *Noise Technical Report* [ODOT 2019g], summarized in Section 3.10.2.2 of the EA, and updated in Section 12 of the Revised EA), representing the following site-specific locations:

- 147 outdoor use areas:
  - 7 single-family residences
  - 132 multifamily residential units
  - 3 outdoor use areas at medical facilities
  - 2 parks
  - 1 active sport area
  - 1 church
  - 1 day care
- 97 indoor use areas:
  - 96 medical facility and/or medical facility residential units
  - 1 school

In Spring 2020, following publication of the February 2019 EA, ODOT hired an independent panel of six technical experts from across the country to evaluate the noise, air quality, and GHG emissions analyses conducted for the Project EA. The OTC directed ODOT to complete the Environmental Peer Review, and this panel was convened based on public comments expressing concern with the air quality, GHG, and noise findings in the EA. The panel evaluated the methodologies used for these analyses, the appropriateness of the analyses, and the proposed conclusions and mitigation measures for the Project. This peer review concluded the following:

- The noise analysis was properly conducted and followed ODOT guidance correctly.
- The proposed noise walls are feasible and reasonable and should effectively reduce potential noise impacts from the Project (see next comment and response regarding analysis of noise impacts at Harriet Tubman Middle School).
- The text in the EA accurately reflects results of the noise analysis.

The panel also recommended that ODOT, the partnering agencies, and the public focus on opportunities during the future design phase of the Project to continue to improve and enhance the acceptability of the Project to the community.

The Environmental Peer Review Final Report is included as Appendix C. This final report and all supporting documents for the peer review are available on the Project website:

<https://www.i5rosequarter.org/library/>.

**Commenters are concerned that the analysis of noise impacts at Harriet Tubman Middle School was insufficient because no monitoring was done at the school. Additionally, commenters expressed concern that proposed mitigation is insufficient to address anticipated noise-related impacts.**

The analysis of noise impacts at Harriett Tubman Middle School was conducted using the FHWA TNM. Noise monitoring to validate the accuracy of the noise model was conducted at six locations, including at Lillis Albina City Park located immediately adjacent to Harriet Tubman Middle School. If monitored and modeled noise levels are within 3 dBA, the model is considered to reasonably predict noise levels. The results of the model calibration showed that modeled and measured noise levels at Lillis Albina City Park agree within  $\pm 3$  dBA. Therefore, the model's prediction of future traffic noise levels at Harriet Tubman Middle School, with and without the Project, is considered reasonably valid.

Regarding the sufficiency of noise mitigation, the mitigation analysis provided in Appendix G of the *Noise Technical Report*<sup>18</sup> shows that a 22-foot-high noise wall installed along the ROW line between I-5 and Harriet Tubman Middle School and Lillis Albina City Park could meet state and federal feasibility and reasonableness requirements and result in a reduction of  $>7$  dBA at one or more receptors. A 22-foot-high noise wall at this location would reduce existing interior noise levels at Harriet Tubman Middle School by approximately 5 dBA, from 50 dBA to 45 dBA. The noise wall would provide a similar 5 dBA reduction in interior noise levels under the Build Alternative.

As previously stated, ODOT hired an independent panel of six technical experts from across the country to evaluate the noise, air quality, and GHG emissions analyses conducted for the Project EA. In Spring 2020, this panel evaluated the methodologies used for these analyses, the appropriateness of the analyses, and the proposed conclusions and mitigation measures for the Project. This peer review concluded the following:

- The noise analysis was properly conducted and followed ODOT guidance correctly.
- The proposed noise walls are feasible and reasonable and should effectively reduce potential noise impacts from the Project.

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<sup>18</sup> Available at [https://www.i5rosequarter.org/wp-content/uploads/2019/02/I5RQ\\_Noise-Technical-Report\\_010819\\_Appendix-G-1.pdf](https://www.i5rosequarter.org/wp-content/uploads/2019/02/I5RQ_Noise-Technical-Report_010819_Appendix-G-1.pdf)

- The text in the EA accurately reflects results of the noise analysis.

The panel also recommended that ODOT, the partnering agencies, and the public focus on opportunities during the future design phase of the Project to continue to improve and enhance the acceptability of the Project to the community. ODOT is committed to conducting a more detailed analysis of constructability of the noise wall proposed along the ROW line between I-5 and Harriet Tubman Middle School during final design.

The Environmental Peer Review Final Report is included as Appendix C. This final report and all supporting documents for the peer review are available on the Project website:

<https://www.i5rosequarter.org/library/>.

**Commenters are concerned that the effects of traffic noise from the proposed Hancock-Dixon crossing were not evaluated.**

Appendix E of the *Noise Technical Report* (ODOT 2019g) documents that traffic noise models include the new Hancock-Dixon crossing, and traffic noise on this roadway is included in the noise analysis results for the Build Alternative.

**Commenters are concerned about the potential for traffic noise from I-5 and nearby surface streets impacting the highway covers and their utility as public open space.**

As stated in Section 6.2.2 of the *Noise Technical Report* (ODOT 2019g), compared to the No-Build scenario, noise levels for the Build Alternative are predicted to range from a reduction of 1 dBA to an increase of 3 dBA. A 3 dBA change in sound level is generally considered the smallest change in sound level that an average person can detect.

Potential noise-related impacts will be considered in determining the suitability of the highway covers for these future uses. ODOT will solicit community input on the design of the proposed highway covers, and suitability of specific land uses given the potential noise environment, by establishing a community advisory committee, holding design charrettes, and initiating other intentional engagement.

**Commenters are concerned that construction noise on I-5 will adversely affect Harriet Tubman Middle School.**

As stated in Section 7 of the Revised EA, under the “Socioeconomics” heading, construction-related activity in the vicinity of Harriet Tubman Middle School will be phased in such a way as to avoid activity during periods when school is in session (i.e., construction activities near the school will be scheduled to occur primarily during the summer months).

### 3.1.12 Section 4(f)

**Commenters are concerned that the widening of the southbound I-5 to I-84 ramp could result in noise, lighting, and visual impacts that could negatively affect the setting and experience (light, noise, visual impacts) for users of the Eastbank Esplanade. Safety-related concerns about objects falling from the southbound I-5 to the eastbound I-84 flyover ramp were also expressed.**

Since issuance of the EA in February 2019, ODOT has modified the proposed Project design to avoid the need for any in-water work associated with Project improvements. Several comments on the EA, including comments from the City of Portland, were received expressing concern about potential impacts to the Eastbank Esplanade resulting from the proposed I-5 southbound mainline improvements south of I-84, including widening of the existing viaduct to accommodate the I-5 southbound auxiliary lane and shoulders near the Project’s southern boundary. Following receipt of and in response to these comments, this portion of the Project design was reconsidered and modified.

The proposed Project design has been modified to no longer widen the viaduct immediately east of the Eastbank Esplanade between the I-84 off-ramp to the Morrison Bridge/SE Portland/Oregon Museum of Science and Industry off-ramp. Under the modified design, the I-5 southbound auxiliary lane in this segment would be added by re-striping the I-5 mainline in both the northbound and southbound directions. The I-5 center median would be shifted to the east, and the existing shoulders on I-5 in the approximately 1,200-foot segment between the two off-ramps would be narrowed to approximately 3 to 9 feet in both the northbound and southbound directions. No structures would be added south of the I-84 off ramp in the Project Area. The design modification also avoids the need for any in-water work associated with Project improvements. With these changes, no noise, lighting, or visual impacts that could affect the setting and experience (light, noise, visual impacts) for users of the Eastbank Esplanade are expected. The existing chain-link safety fence attached to the existing barriers on either side of the roadway on the southbound I-5 to eastbound I-84 flyover ramp will remain in place.

**Commenters expressed a desire for the Eastbank Esplanade to remain open and usable during construction of the Project.**

Since issuance of the EA in February 2019, ODOT has modified the proposed Project design to avoid the need for any in-water work associated with Project improvements. Several comments on the EA, including comments from the City of Portland, were received expressing concern about potential impacts to the Eastbank Esplanade resulting from the proposed I-5 southbound mainline improvements south of I-84, including widening of the existing viaduct to accommodate the I-5 southbound auxiliary lane and shoulders near the Project's southern boundary. Following receipt of and in response to these comments, this portion of the Project design was reconsidered and modified.

The proposed Project design has been modified to no longer widen the viaduct immediately east of the Eastbank Esplanade between the I-84 off-ramp to the Morrison Bridge/SE Portland/Oregon Museum of Science and Industry off-ramp. Under the modified design, the I-5 southbound auxiliary lane in this segment would be added by re-striping the I-5 mainline in both the northbound and southbound directions. All work on the southbound highway ramp that would have encroached into the air space above the Eastbank Esplanade to the west and required temporary closures of portions of the Eastbank Esplanade and the Willamette River Greenway Trail have been eliminated. During the construction phase of the Project, the Eastbank Esplanade and Willamette River Greenway Trail will remain open to all users.

### 3.1.13 Socioeconomics

**Commenters are concerned about construction-related impacts to residents, businesses, and property owners. Of particular concern are locations where short-term impacts, such as diversion of traffic and restricted access, would occur.**

As discussed in Section 6.2.1 of the *Socioeconomics Technical Report*, the Build Alternative would result in temporary impacts in the API related to construction activities and would also have short-term beneficial socio-economic impacts related to increased construction employment and spending on procurement of construction materials and equipment (ODOT 2019k).

Portions of two parcels abutting N Flint would be used as temporary easements during construction of the N Dixon extension. Both parcels are currently used as parking lots. In addition, the full block along the Broadway/Weidler couplet bounded by NE Victoria and NE 1st would be acquired and used as a construction staging area. This block consists of five parcels under a single private ownership and is currently used as a commercial parking lot. Once construction is completed, these parcels (or the portions of these parcels not acquired for permanent ROW) may return to the existing or other permissible uses or be sold and developed by a future owner.

As summarized in Section 7 of the Revised EA, under the "Socioeconomics" heading, various ODOT BMPs will be implemented to minimize adverse socio-economic effects of construction. For example,

construction activities will comply with Oregon Standard Specifications for Construction (ODOT 2018a) as a standard operating procedure. Traffic control and access management plans to minimize construction impacts on businesses, residents, public services will be prepared. Traffic and access management plans will be compliant with applicable special provisions of ODOT and City of Portland specifications, as applicable, and will address all modes of transportation, including road, bicycle, pedestrian, and public transit.

Traffic diversions and access restrictions affecting residents, businesses, and property owners will be addressed in greater detail during development of final design plans. All efforts will be made to ease the impacts of traffic diversions and access restrictions during construction through coordination with the Project's design team and the Construction Manager/General Contractor.

**Commenters are concerned that the EA does not provide sufficient information regarding the Project's short-term and long-term socio-economic impacts.**

The *Socioeconomics Technical Report* (ODOT 2019k) provides more detailed information on short- and long-term (beneficial and adverse) impacts that could result from construction and operation of the Project. The exact amount of property acquisition for the Project would be determined during final design and would be subject to negotiations between ODOT and affected property owners. No residential acquisitions or relocations are proposed. The Build Alternative is anticipated to acquire part or all of 23 privately held tax lots, including four existing businesses. The 2017 assessed value of businesses anticipated to be acquired is \$2,024,510, with property tax revenues from those properties totaling \$50,638. Proposed property acquisitions would represent approximately 0.2 percent of the assessed value of all taxable commercial land within the API and would not represent a substantial change in overall property tax revenues generated in the API. Property values could increase slightly because of improved pedestrian and bicycle accessibility, but the offset effect cannot be measured.

This assessment was completed as part of the NEPA analysis and is based on an early design stage for the Project. As design is refined, ODOT will seek further opportunities to limit/reduce potential short- or long-term socio-economic impacts.

### 3.1.14 Traffic Operations

**Commenters questioned why the traffic models used to predict traffic, noise, and air quality impacts assumed that the CRC<sup>19</sup> project would be operational during the life of the Project.**

The CRC was included in the 2014 RTP Financially Constrained List of Projects and Programs from Metro and was therefore built into the baseline assumptions for the analysis contained in the EA. Because transportation impacts typically occur on a broader, system-wide scale, the Project team considered actions within and immediately beyond the Project Area.

Highway operations were analyzed using VISSIM 10, a widely used, behavior-based multi-purpose traffic microsimulation program. VISSIM and Synchro models were developed for existing year (2016) and future year (2045) Build and No-Build conditions for AM and PM peak periods. Synchro software was used for the analysis of the local street intersection operations to supplement the VISSIM analysis. Synchro was used to obtain intersection volume-to-capacity (v/c) ratio and LOS results due to the limitations of providing v/c ratios from microsimulation. The VISSIM model produces the final step of the four-step process of trip generation from the Regional Travel Demand Model. The Regional Travel Demand Model produces traffic volumes following the four-step process of trip generation (how many trips are generated), trip distribution (where do trips go), mode split (what travel mode is used for each trip), and assignment (what is the route for each trip). The VISSIM models were utilized to assign the traffic volumes from the Regional Travel Demand Model based on

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<sup>19</sup> Note the Columbia River Crossing Project is currently referred to as the Interstate Bridge Replacement Project.

approved land use and employment projections found in the 2040 Distributed Forecast produced by the Portland Metro Council (Metro 2016).<sup>20</sup>

Therefore, future No-Build and Build Alternative models included an assumption that the existing bottlenecks and congestion on northbound I-5 north of the API would be improved due to planned future I-5 projects identified on Metro’s financially constrained project list in the adopted 2014 Metro RTP (and also included in the 2018 Metro RTP). Because the CRC is included in this approved RTP, and in order to maintain consistency with all regional planning studies and projects, the CRC was applied to the Regional Travel Demand models for both the No-Build and Build Alternatives. Because the models used to analyze noise and air quality impacts for the EA relied on the same data from the Regional Travel Demand Model, the CRC is also included in those models.

**Commenters are concerned that the I5RQ traffic projections are inconsistent with other ODOT traffic projections developed contemporaneously for analyzing congestion-pricing forecasts.**

The Traffic Operations Analysis Summary (TOAS; ODOT 2015b)) was conducted from 2014 to 2015, while the Value Pricing Feasibility Analysis was conducted from 2017 to 2018 (ODOT 2018b). The TOAS used a microscopic VISSIM model for the analysis, and the Value Pricing Feasibility Analysis used the macroscopic Regional Travel Demand Model. Both the Value Pricing Feasibility Analysis and the Project EA used the same approved RTP travel demand forecasts that coincided with the time these evaluations began. VISSIM is a micro-simulation model with a focused area of traffic operation. The Regional Travel Demand Model looks at higher level regional demand. The I5RQ Project and the Value Pricing Feasibility Analysis are separate projects with independent utility and timelines. Results from the models prepared for each project are not directly comparable.

**Commenters are concerned that average daily traffic (ADT) data are not provided in the EA.**

ADT data can be derived using the volume numbers provided in the EA. In general, ADT data can be valuable for basic analysis of 24-hour needs in corridors. However, ADT data have many limitations when used for more detailed analysis. For example, operational analysis using hourly (as opposed to average) speeds and volume in a 24-hour period provide better air quality emissions predictions than using average daily volumes and speeds.” ADT data are not effective for analyzing peak-hour operational issues, including weaving conditions, lane-by-lane analysis of speed differentials, or emergency braking. As the Project’s purpose and need are focused on safety and operations for highway assessment, ADT data would not accurately describe those conditions and were therefore not used in the analysis. However, in order to be responsive to commenters, ODOT has prepared the ADT data (Table 4).

The existing condition ADT volume used for the EA is 121,400 vehicles per day. The ADT data were sourced from ODOT’s 2017 Transportation Volume Tables for a random location on I-5 within the Project limits. Travel Demand Model data were used to identify a growth rate using a straight-line growth method. Using linear interpolation, an ADT of 133,500 vehicles per day for the future opening year of 2027 and 153,200 vehicles per day for the future design year of 2045 were predicted. See Section 3.2.3 for a detailed description of the Regional Travel Demand Model approach.

**Table 4. Existing and Future Average Daily Traffic Volumes in the Project Area**

| MP     | Location Description                                   | ADT                         |   |  |
|--------|--|-----------------------------|---|--|
|        |  | 2016 (Existing Year for EA) | 2027 (Future Opening Year) <sup>1</sup> | 2045 (Future Design Year) <sup>1</sup> |
| 302.70 | 0.40 mile south of Stadium Freeway Interchange (I-405) | 121,400                     | 133,500                                 | 153,200                                |

<sup>1</sup>Future Year ADT was developed by applying the annual growth rate from the Future Volume Table to the 2016 ADT.

<sup>20</sup> Available at <https://www.oregonmetro.gov/2040-distributed-forecast>.

**Commenters are concerned that 2015 and 2045 transportation networks are not specified.**

The 2015 and 2045 transportation networks are those summarized in the 2015 and 2040 RTP Regional Travel Demand models. Please refer to the RTP model lists for the summary of the transportation network. A list of projects and an associated map can be found at <https://www.arcgis.com/apps/webappviewer/index.html?id=73e94a0343ea487e82b4830fead7c88e&xtent=-13751666.1848%2C5656339.7069%2C-13586562.2037%2C5748675.6371%2C102100>.

**Commenters are concerned about the origin of traffic volumes used in the Synchro and VISSIM model.**

ODOT stands behind the traffic volumes used in the Synchro and VISSIM models used to conduct the traffic operations analysis for the EA. As detailed in the *Traffic Analysis Technical Report* (ODOT 2019b), for local street networks, ODOT collected existing intersection turning movement counts in October 2016 during the morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) peak periods for mid-week weekdays (Tuesday-Thursday), consistent with ODOT's APM guidelines (ODOT 2016d). For the Portland region, traffic data collected Tuesday through Thursday are most representative of the typical traffic conditions by avoiding the flex- and alternative work schedules. The turning movement counts included cars and trucks, as well as bicycles and pedestrians, and included numerous intersections listed in the *Traffic Analysis Technical Report* (ODOT 2019b).

Traffic volumes for I-5 were obtained from the Portland area transportation data archive (PORTAL) in 2016. The 2016 PORTAL data were compared to the highway volumes used in the TOAS report for the I-5 Broadway/Weidler Interchange Improvements project.<sup>21</sup> Traffic volumes in the 2016 data were found to be lower than in the 2013 PORTAL data that were used previously. To be consistent with the previous analysis work, traffic volumes from the TOAS report were used for the highway and ramps in the API and supplemented with new ramp volumes at the Broadway/Weidler interchange from the more recent intersection turning movement counts.

ODOT then used these traffic volumes for their two-fold modelling approach to determine the traffic operations for intersections and roadways, which used Synchro 9 for the local street network and VISSIM 10 for the highway operations to provide the fullest possible understanding of the corridor. This dual modelling methodology was appropriate for this Project as the two models had specific strengths that complemented each other. Synchro 9 uses the general characteristics of an intersection to evaluate how it will operate based on the Highway Capacity Manual (HCM) and produces v/c ratio and delay and LOS as measurements of performance, which were important for determining impacts to the local street network. VISSIM 10, however, is a behavior-based microsimulation program that tracks individual vehicle movements and interactions more realistically than HCM methods and quantifies the performance of individual movements and overall delays and queue lengths for highways, ramps, and intersections. VISSIM 10 was used to model impacts to highway operations as well as the local street network. While Synchro does not recognize queues that might spill back through closely spaced intersections, VISSIM does recognize queues that extend outside of individual Synchro models and was also included to accurately represent traffic operations currently and in the future.

As a part of conducting an accurate analysis for the VISSIM analysis, volumes were post-processed following post-processing guidelines summarized in National Cooperative Highway Research Program 765 guidelines.<sup>22</sup> This was completed for both the arterial and highway volume development, as described in Section 4 of the *Traffic Analysis Technical Report* (ODOT 2019b).

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<sup>21</sup> Available at [https://i5rosequarter.org/wp-content/uploads/2019/02/I5RQ\\_Traffic-Technical-Report\\_010819\\_Appendix-A.pdf](https://i5rosequarter.org/wp-content/uploads/2019/02/I5RQ_Traffic-Technical-Report_010819_Appendix-A.pdf)

<sup>22</sup> Available at [https://tfresource.org/topics/NCHRP\\_Report\\_765.html](https://tfresource.org/topics/NCHRP_Report_765.html)

**Commenters are concerned that the Static Trip Assignment Modeling procedures used in the traffic analysis resulted in exaggerated No-Build traffic volumes and therefore have the potential to also overstate congestion benefits and emission savings from the Build Alternative.**

As described in Section 4.2.2.2 of the *Traffic Analysis Technical Report*, future traffic was projected using Metro's Regional Travel Demand Model,<sup>23</sup> assigned to the detailed City of Portland network. This model is a sophisticated, four-step, computer-based procedure used for analyzing regional travel demand within the Portland metropolitan area consistent with best practices nationally and internationally (ODOT 2019b). Metro maintains regional travel demand models for existing (year 2015) and future conditions (year 2040 consistent with the RTP). Metro provided the City of Portland with the 2015 and 2040 trip tables. The City's network was then used to run the 2015 and 2040 Regional Travel Demand Models, as it provides a finer street detail for analysis. The volume growth from the 2015 base year and 2040 future financially constrained Regional Travel Demand Models was used to identify an annual growth rate using a straight-line growth method. This growth rate was applied to the 5-year increment between 2040 and 2045 to define the demand model for the Project's horizon year.

The modelled volume growth between 2015 base year and 2045 future year was added to the existing traffic counts to establish the 2045 volumes used for the operations analysis. This procedure is consistent with the National Cooperative Highway Research Program Report 765 methodology.

The Travel Demand Model also accounts for peak spreading, which is when traffic demand exceeds capacity and the resulting traffic volumes are served over a longer peak duration (temporal spreading). Peak spreading is likely to occur by the forecast year of 2045, and Metro's Travel Demand Model includes temporal adjustments that account for peak spreading and are then reflected in the forecast volume sets. The static trip assignment model projected a growth between existing 2015 and 2040 No-Build for the Project Area that is approximately half of 1 percent growth annually. This is a reasonably low number for traffic growth, and there is no evidence to substantiate the claim that the No-Build traffic volumes were exaggerated.

**Commenters are concerned that ODOT has not revealed the assumptions or inputs used to generate its traffic forecasts.**

In coordination with the City of Portland and Metro, it was determined that the best way to provide inputs for the VISSIM microsimulation for use in the Rose Quarter traffic assessment was to derive traffic forecasts by having the City of Portland assign the appropriate regional trip tables from Metro to the Portland TSP networks. The rationale was that the City's networks are preferable to Metro's because they contain both higher resolution in the street network (more local facilities) and a finer detailed zone system to better match the zone system required by the microsimulation.

The assumptions behind the traffic forecasts are available from Metro and the City of Portland for the Regional Travel Demand Models, as is the case with all projects in the Portland metropolitan region (Metro 2016).<sup>24</sup>

**Commenters are concerned that ODOT has improperly extrapolated 2040 traffic data to 2045 levels.**

As described in Section 4.2.2.2 of the *Traffic Analysis Technical Report*, ODOT extrapolated traffic volumes out 5 additional years following the straight-line growth rates because at the time, a 2045 approved RTP model had not been developed to assess a 2045 timeframe (ODOT 2019b). This allowed a comparison of 2045 Build and No-Build scenarios with all federally approved and regional balanced growth assumptions.

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<sup>23</sup> Available at <https://www.oregonmetro.gov/modeling-services>

<sup>24</sup> Available at <https://www.oregonmetro.gov/2040-distributed-forecast>.

**Commenters are concerned that vehicle trips were manually added to the traffic model, resulting in inconsistencies with modeling for noise and pollution.**

As described in Section 4.2.2.3 of the *Traffic Analysis Technical Report*, manually adjusting traffic volumes is a standard practice used in the volume-balancing process to achieve a more cohesive set of volumes when multiple data sources are used (ODOT 2019b). A balanced volume set is necessary for microsimulation analysis, and both FHWA and ODOT provide guidelines on volume balancing. Volume balancing is based on engineering judgment, weighing the importance of the count date, the traffic patterns, the surrounding land uses, and physical constraints, including the topography of the land. The practice attempts to balance volumes exiting and entering each intersection. Volume balancing was performed for all existing and future volume sets. Exact volume balancing was only conducted in areas where no intermediate access was available or where the volumes appeared to be above the expected variance. A licensed traffic engineer from the consultant team balanced the volumes with review and confirmation from a licensed traffic engineer from ODOT.

**Commenters are concerned that unrealistic headways, a measurement of the distance or time between vehicles in a transit system, were used in the traffic analysis.**

The Project team collected existing conditions data in the field, and the headways in the model were calibrated to mirror the field-collected data. As described in Section 4.3.3.1 of the *Traffic Analysis Technical Report*, TriMet actual bus schedule times were used as the basis for coding bus headways in the peak period model (ODOT 2019b). The VISSIM models used 15-minute headways for existing conditions, except for Line 4, which has 10-minute headways. Average dwell times were based on data provided by TriMet, which equated to 25 seconds per stop.

Consistent with ODOT VISSIM Protocols micro-simulation guidance, these adjustments were made to calibrate existing, observed, conditions and behavior. Headways in the VISSIM highway car following model are based on multiple parameters and not just the headway time. These parameters include standstill distance, headway time, and following variation. The values used for traffic operations analysis were based on calibration of existing conditions and are within acceptable ranges based on the ODOT VISSIM Protocol (ODOT 2011a).<sup>25</sup>

### 3.1.15 Transit

**A commenter requested that congestion-related disruptions to transit operations during construction be mitigated by enhancing transit conditions and using incentives as a mitigation strategy.**

ODOT will continue to address short-term impacts during construction in close coordination with TriMet and Portland Streetcar in the future design phase to maintain transit and streetcar service connections through the Project Area, including temporary bus detours for the duration of the construction period to avoid multiple temporary changes for a single bus route. Transit demand and agency collaboration will determine accommodations needed for transit and streetcar service during Project construction. This coordination and implementation of measures to maintain transit and streetcar service connections through the Project Area will ensure that substantial adverse effects to transit and streetcar operations will not occur during Project construction.

**Commenters are concerned that the redesign of N Williams Avenue could impact TriMet Lines 4 and 44.**

Buses leaving the Rose Quarter Transit Center via Williams and Wheeler would remain in their current paths. Williams between N Ramsey Way and Weidler would become bike, transit, and pedestrian access only, which would improve the transit connection. The routing for Lines 4 and 44 would not change from existing conditions, though travel times would be slightly higher (i.e., less than

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<sup>25</sup> Available at [https://www.oregon.gov/ODOT/Planning/Documents/APMv2\\_Add15A.pdf](https://www.oregon.gov/ODOT/Planning/Documents/APMv2_Add15A.pdf).

half a minute during peak morning and evening commute hours) under the Build Alternative. These two routes pass through the Hancock intersection, which would operate under free-flow in the No-Build Alternative but operates under signal control under the Build Alternative.

### 3.1.16 Active Transportation

**Commenters are concerned that an explanation of the methodology or factors used to determine Level of Traffic Stress (LTS) scores is not provided, including whether or to what extent signal operations were evaluated as part of “intersection quality” for pedestrians.**

Section 4.3.1.2 of the *Active Transportation Technical Report* describes the methodology used to determine bicycle and pedestrian LTS scores (ODOT 2019I). The methodology follows ODOT’s APM (ODOT 2016d).<sup>26</sup> Both Bicycle LTS and Pedestrian LTS are documented in Chapter 14, Multimodal Analysis, in the ODOT manual (see Appendix D of this document for the Bicycle and Pedestrian LTS analysis).

The ODOT Pedestrian LTS methodology assigns scores of Pedestrian Level of Traffic Stress (PLTS) 1 to signalized intersections unless the following conditions exist:

- Permissive left or right turns (score is downgraded to PLTS 2)
- Missing basic features such as lighting or countdown pedestrian signal heads (score is downgraded to PLTS 2)
- Presence of complex elements (score is downgraded to PLTS 3):
  - Multiple or narrow (less than 6 feet) refuge islands
  - No standard ramps
  - More than six total lanes crossed at once
  - Non-standard geometry (more than four legs or highly skewed approaches)
  - Closed or limited crosswalks available; free-flow or yield-controlled channelized right turns

**Commenters are concerned that design considerations do not adequately address pedestrian safety.**

The current conceptual level of design includes improved pedestrian facilities, new separated routes, and reduced intersection complexity in most locations. As described in Section 3.14.2.2 of the EA, the multimodal improvements will provide pedestrians and bicyclists separation from automobiles on the local street network. The Project includes new multi-use paths, a pedestrian and bicycle-only bridge across I-5, and multimodal improvements on local streets. The multi-use path on N Williams Avenue will be separated, better protected, and over 30 feet wide—equivalent to the width of three auto travel lanes. A second multi-use path will provide an alternative connection between the Hancock-Dixon crossing and NE Broadway. With a 5 percent grade (slope), the path will provide an accessible option for people walking, biking, and rolling. The pedestrian and bicycle-only bridge will provide a safe route between Clackamas Street on the east side of I-5 and the Rose Quarter entertainment area on the west side. A new multi-use path at Flint/Vancouver may also be considered based on community input during the design phase.

During the design phase, the Project will address temporal separation of walk and turn movements at signalized intersections. Additional detail will be provided throughout the design process as elements are refined and finalized.

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<sup>26</sup> Available at <http://www.oregon.gov/ODOT/Planning/Pages/APM.aspx>

**Commenters expressed concern that N Flint would be used as a temporary detour route and suggested that traffic detours should be managed in such a way that there is no increase in vehicle traffic, particularly on N Flint in the vicinity of the Harriet Tubman Middle School.**

As described in Section 7 of the Revised EA, under the “Transportation–Safety” heading, safety would be considered both during construction and for the long-term operation of the Project. Construction and traffic management plans developed for the Project will include best practices for work zone safety to reduce risk to construction workers and the traveling public. Best practices from the following ODOT resources will be used for work zone safety within the API:

- Traffic Control Plan Design Manual
- Oregon Temporary Traffic Control Handbook
- Work Zone Traffic Analysis Handbook
- Transportation Management Plan Guidance Manual<sup>27</sup>

To further clarify, text describing detour routes in the EA was revised (see Section 12 of the Revised EA, under the “Substantive Revisions” heading), as shown in the following modified text (strikeout for deleted text, italics for added text):

- Where detour routes for bikeways ~~would~~ also carry detouring vehicular traffic, *as may be the case on Tillamook*, identify locations for traffic calming measures--*including traffic diversion--* to ensure the speed and volumes of traffic do not exceed the Neighborhood Greenway thresholds *for both daily and hourly motor vehicle traffic (City of Portland 2015)*. *Established Neighborhood Greenways should not be used as formal motor vehicle detour routes.*

The following mitigation recommendation addressing safety concerns in the vicinity of Harriet Tubman Middle School was received during the public review of the EA and will be addressed by ODOT as design progresses, in collaboration with Portland Public Schools and other Project partners.

- Ensure mitigation addresses safety and operations concerns in the vicinity of Harriet Tubman Middle School during both construction and operational phases of the Project. Avoid traffic detours on Flint Avenue near Harriet Tubman Middle School.

**Commenters are concerned that the Hancock-Dixon crossing would replace the major north-south bicycle connection link currently provided by the Flint overcrossing structure.**

The SAC recommended, and the Portland City Council adopted, the Hancock-Dixon crossing design option as the preferred design for the Project’s “Area 1, North of Broadway” improvements (see Appendix D of this document). The recommended design concept was adopted by the OTC and the Portland City Council in 2012 and was adopted into Metro’s 2014 RTP. While the N Flint structure over I-5 would be removed, as described in Section 2.2.4.2 of the EA, the Build Alternative would provide a major north-south bicycle connection link through a combination of the new pedestrian-bicycle multi-use pathway connection from the Hancock-Dixon crossing to Broadway and the left-side bike lane and new bicycle jug-handle at the Vancouver and Broadway intersection to facilitate right-turn bicycle movements from Vancouver to Broadway. The new pedestrian-bicycle connection would follow steeper grades than the existing Flint structure, but the connection would be within maximum grades acceptable under the ADA. Furthermore, the City of Portland has identified the Hancock-Dixon connection in its Central City 2035 Plan, with the intention of providing this new local street connection between the lower Albina community and N/NE Portland neighborhoods. ODOT continues to support the City’s planned local street connection. Appendix E includes the letter of agreement between ODOT and the City of Portland regarding the Hancock-Dixon crossing.

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<sup>27</sup> ODOT work zone safety documents are available at <https://www.oregon.gov/ODOT/Engineering/pages/index.aspx>

**Commenters requested that construction-related impacts to active transportation be mitigated by maintaining or enhancing active transportation corridors.**

Measures will be taken to maintain or enhance active transportation corridors during construction periods, including identifying sidewalk and crossing gaps to maximize pedestrian route choices during construction. Section 7 of the Revised EA includes the mitigation commitments for the Project. Any closures along active transportation corridors will be coordinated to minimize out-of-direction travel throughout construction. A Temporary Traffic Control Plan will be developed to minimize construction-phase impacts to people who walk, bike, and roll by addressing the following priorities:

- Use the City of Portland guidelines identified in Portland’s Neighborhood Greenways Assessment Report (City of Portland 2015b) for both daily and hourly traffic volumes to limit vehicle volumes on bikeways.
- Monitor and employ traffic diversions to maintain recommended hourly and daily automobile volumes on existing routes and other corridors that serve as bicycle detour routes.
- Prohibit established neighborhood greenways from being used as formal motor vehicle detour routes.
- Ensure that conditions for people walking and bicycling through the area will remain safe and comfortable (consistent with City policies) by providing physical separation from vehicular traffic and implementing traffic calming measures on bikeway detour routes also used by vehicles.
- Design detour routes for walking and biking that minimize out-of-direction travel.
- Design detour routes for walking that maintain a robust and complete sidewalk network, without gaps in facilities.
- Where detour routes for bikeways also carry detouring vehicular traffic, as may be the case on Tillamook, identify locations for traffic calming measures—including traffic diversion—to ensure the speed and volumes of traffic do not exceed the Neighborhood Greenway thresholds for both daily and hourly motor vehicle traffic (City of Portland 2015b). Established Neighborhood Greenways should not be used as formal motor vehicle detour routes.
- Include design details for temporary pedestrian and bicycle facilities (e.g., facility typologies, widths, and signage) in the Temporary Traffic Control Plan.
- Include details for maintaining pedestrian and bicycle movement throughout the Project’s entire construction timeline in the Temporary Traffic Control Plan.

**Commenters requested that the Project design address Policy 9.6 of Portland’s 2035 Comprehensive Plan and the City’s Strategy for People Movement.<sup>28</sup>**

ODOT recognizes that much of the Project is located within a City of Portland Pedestrian District, and that Policy 9.6 of the 2035 Comprehensive Plan (City of Portland 2018b) places walking, biking, rolling, and transit above vehicle operations. The Project includes improvements to the walking and biking networks, including new separated facilities that are ADA compliant and street designs that follow National Association of City Transportation Officials (NACTO) standards. The Project would result in increased reliability for the highway system, which is the only route designated in the TSP for vehicular transportation.

Specifically, the Project creates more space and new connections for people walking and rolling, so all users can travel more safely and conveniently through the Rose Quarter area. It will also maintain and enhance the existing east-west bicycle routes on N Broadway and N Weidler and north-south routes on N Williams and N Vancouver.

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<sup>28</sup> Available at <https://www.portlandoregon.gov/citycode/article/737660>

Proposed bicycle and pedestrian features include the following:

- New bicycle and pedestrian bridge starting at Clackamas Street on the east side of I-5 to the entertainment area. It will provide a dedicated path over I-5 for people who walk, bike, and roll, connecting the Lloyd with the Rose Quarter and offering an essential link for the future Green Loop.
- Upgrades to bicycle and pedestrian facilities on new Broadway/Weidler/Williams and Vancouver/Hancock highway covers, which could include wider sidewalks, improved crosswalks, and separated bike lanes.
- New connection between NE Hancock to N Dixon to provide a new east-west connection to the Lower Albina neighborhood. This new crossing will include space for separated bicycle and pedestrian paths, creating a safe and more connected travel option for all users.
- New multi-use bicycle and pedestrian path on N Williams, between N Broadway and N Weidler, to separate people walking and rolling from automobiles.
- New well-lit sidewalks, ADA-accessible ramps, and high-visibility crosswalks on the local streets in the Rose Quarter Area.

**Commenters are concerned that shared WALK phases concurrent with permissive vehicle phases could impact pedestrian safety at signalized intersections.**

ODOT recognizes the potential safety implications of shared signal phases. Incorporation of temporal separation of pedestrians from moving vehicles at signalized intersections will be considered during the design phase of the Project, in collaboration with Project partners and the community.

**Commenters are concerned that the relocation of the southbound ramp to NE Weidler would impact pedestrian safety and is not sufficiently mitigated.**

The current configuration of the I-5 on-ramp is located at the intersection of three primary pedestrian walkways: NE Ramsey, N Wheeler Avenue (formally NE Wheeler), and N Williams Avenue. The Build Alternative would shift pedestrian safety-related issues that stem from on-ramps to the location of the new on-ramp at N Weidler. However, the Project would introduce new safety-related enhancements at the on-ramp intersection to address safety concerns. Specifically, and as clarified in the Revised EA Section 7 under the “Transportation–Active Transportation” heading, the safety analysis of the southbound ramp on Weidler considered dedicated pedestrian phases on signals to avoid turning conflicts with vehicles. Other enhancements to address transportation safety, such as “no turn on red” restrictions, will be investigated by ODOT during the design phase. The analysis of ramp terminal intersections included a ped-only phase (No Right Turn on Red) at the intersection of the southbound off-ramp and Broadway. The slip ramp terminal to Broadway was assumed to be stop controlled at the crosswalk. Proposed mitigation measures include providing signal control with a ped-only phase at this location.

**Commenters are concerned that the Project does not currently provide new pedestrian crossings that address identified crossing gaps.**

While existing sidewalk gaps would be filled on portions of N Wheeler and N Williams, some crossing gaps (including on Major City Walkways) would remain in portions of the API. Sidewalks, crossings, and other active transportation infrastructure along new or reconstructed streets would be built (or rebuilt) according to applicable design standards. These enhancements would reduce the degree of intersection complexity, particularly for pedestrians, as compared to the No-Build Alternative. These enhancements would generally concentrate along N/NE Broadway, N/NE Weidler, N Wheeler, Williams, Vancouver, and the new Hancock/Dixon connector. ODOT will review the City’s map of pedestrian crossing deficiencies during final design to identify additional opportunities for closing the remaining crossing gaps within the area of direct Project construction. ODOT also will collaborate with Project partners and the community during the Project design phase to collaboratively discuss maintenance of traffic as it relates to Project design and construction.

**Commenters are concerned that approximately 2,600 feet of sidewalk gap would remain under the Build Alternative.**

Approximately 2,600 feet of sidewalk gaps exist within the API, the geographic area in which environmental effects were assessed. The Project would fill approximately 1,400 feet of sidewalk gaps on N Wheeler/N Williams (formerly NE Wheeler) that would substantially improve walking connections in the Moda Center's vicinity (see Table 3, *Active Transportation Technical Report*). As stated above, ODOT will review the City's map of pedestrian crossing deficiencies during final design to identify additional opportunities for closing the remaining crossing gaps within the area of direct Project construction.

**Commenters requested that, as the Project design progresses, ODOT use the City of Portland's Protected Bicycle Lane Design Guide (PBOT 2018<sup>29</sup>), the American Association of State Highway and Transportation Officials (AASHTO) bicycle design guidance (2019 version, in development), NACTO guides, and other guidance recommended by the City of Portland that reflects best practice designs for bicycle facilities.**

All of the aforementioned documents were cited in the *Active Transportation Technical Report* (ODOT 2019) and in Section 3 of the EA. ODOT will incorporate PBOT's design user and approach in considering designs for City of Portland streets. These considerations will take place during the detailed design phase.

**Commenters are concerned that the active transportation impact analysis did not include intersection signal timing and storage space for bicycle-turning movements and that ODOT has not committed to addressing these factors in the design process.**

ODOT concurs that intersection signal timing, delay minimization, and adequate storage space for bicycle turning movements are all critical aspects of designing for active transportation modes. The EA addresses a preliminary design of the Project. Per FHWA Order 6640.1A,<sup>30</sup> preliminary design defines "the general project location and design concepts. It includes, but is not limited to, preliminary engineering and other activities and analyses, such as environmental assessments, topographic surveys, metes and bounds surveys, geotechnical investigations, hydrologic analysis, hydraulic analysis, utility engineering, traffic studies, financial plans, revenue estimates, hazardous materials assessments, general estimates of the types and quantities of materials, and other work needed to establish parameters for the final design." For the purposes of preliminary design, the Project assumed a separate phase for most intersections. The Project will further address intersection signal timing, delay minimization, and storage space needs for bicycle turning movements in the final design phase. Per FHWA Order 6640.1A, final design means "any design activities following preliminary design and expressly includes the preparation of final construction plans and detailed specifications for the performance of construction work."

**A commenter requested clarification of "intersection complexity" and a description of measures that would be taken to reduce intersection complexity.**

As described in the ODOT PLTS methodology (ODOT 2016d), intersection complexity is defined by the presence of one or more of the following elements (score is downgraded to PLTS 3):

- Multiple or narrow (less than 6 feet) refuge islands
- No standard ramps
- More than six total lanes crossed at once
- Non-standard geometry (more than four legs or highly skewed approaches)

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<sup>29</sup> Available at <https://drive.google.com/file/d/1e65h0K7yIDYKR6txMWqtmqh4Q7X22d8W/view>

<sup>30</sup> Available at <https://www.fhwa.dot.gov/legisregs/directives/orders/66401a.cfm>

- Closed or limited crosswalks available; free-flow or yield-controlled channelized right turns

As stated in Section 7 of the Revised EA, under the “Transportation–Active Transportation” heading, the following best practices will be considered in the intersection designs, where applicable and in compliance with the City of Portland bicycle and pedestrian standards:

- Address potential bicycle/motor vehicle conflicts through proactive signing, striping, and signal phasing. Provide physical and temporal separation between modes at all signalized intersections, including the intersection of Wheeler and Vancouver.
- Include signal control of the slip ramp at the intersection of the SB off-ramp at Broadway to prohibit vehicles from turning right across the crosswalk on a red light.
- Review, and remove if necessary, adjacent on-street parking to improve stopping and intersection sight distance. Follow the City of Portland’s Vision Clearance Guidelines<sup>31</sup> for uncontrolled intersections.
- Ensure that intersection turning radii are consistent with desired interactions between motorists and people who walk, bike, and roll. The turn radii and corresponding design speed will be consistent with the appropriate design vehicle.
- Ensure that signal timing provides sufficient crossing time. Include a Leading Pedestrian Interval where possible, to eliminate conflict points at all crossings.
- Provide adequately scaled two-stage bicycle turn boxes for left-turn movements at locations where bicycle routes intersect.
- Provide protection and warning for bicycle and pedestrian movements during “contraflow” operations, when bicycles and pedestrians and motor vehicles are travelling in opposite directions on the same street.
- To minimize delay for people cycling through the Broadway/Weidler corridor, consider timing signals for the pace of bicycle travel.

### 3.1.17 Transportation Safety

**Commenters are concerned the EA analysis does not adequately address serious crashes or include information on how the Build Alternative will reduce the number and severity of serious crashes.**

Section 5.1 of the *Transportation Safety Technical Report* documents total crashes and crash severity on the I-5 mainline within the Project Area during the 5-year period 2011 through 2015 (ODOT 2019a). ODOT uses the Safety Priority Index System (SPIS) as a threshold of safety performance. The SPIS process ranks roadway segments as a function of crash frequency, crash rate, and crash severity and provides a reasonable method to identify high-priority sites for prioritization and remediation. As stated in Section 5.1.1, approximately 37 percent of the Project Area is on the ODOT top 5 or 10 percent SPIS list. Sites within the top 5 or 10 percent on this list indicate a high mix of crash frequency, rate, and severity. The SPIS system complies with the Federal Highway Safety Improvement Program (HSIP) and has been accepted by the FHWA as fulfilling HSIP requirements.

While this method is not prospective in that it looks solely at historical crash rates in the Project Area, the *Transportation Safety Technical Report* did employ Highway Safety Manual (HSM; AASHTO 2010) predictive techniques to identify the likelihood of future crashes and employed the innovative technique of heat mapping incidents of “hard braking” based on microsimulation to further identify areas of concern that the “typical” HSM analysis would not cover.

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<sup>31</sup> Vision Clearance Guidelines: <https://www.portlandoregon.gov/transportation/article/697586>

Overall, the Project shows a reduced crash rate on I-5 in the API. The AASHTO HSM (AASHTO 2010) predictive method for highways and interchanges using the software ISATe was applied to estimate the relative safety performance of the Project. The method was applied without calibration factors, so the results are presented as relative differences rather than absolute predictions. The models are applied on a segment-by-segment basis, and segments are defined to have consistent geometric characteristics.

The largest safety benefit results from upgrading shoulders to full standard on both sides of the highway. Additionally, the Project would substantially reduce emergency braking events, which would reduce the incidence of rapid deceleration that can result in rear-end crashes. Upon the year of opening, it is forecast there would be fewer crashes than existing conditions. The decrease in crash frequency associated with the proposed improvements means that despite the growth in traffic, the forecast crash rate in the Build year would be lower than the No-Build scenario. In addition, it is estimated that of the crashes that do occur, the crash severity distribution would be similar to existing conditions. Finally, alleviating congestion on the highway would benefit crash frequency on the local system by having less traffic diversion onto the local system.

**Commenters are concerned that the EA fails to consider high-crash, high-injury corridors in the Portland metropolitan area, such as the Columbia, Lombard, 82nd, Powell, 122nd, outer Division, and outer Stark/Washington corridors where there are more documented instances of serious and fatal injuries that could be mitigated and reduced.**

The Project purpose focused on transportation safety concerns within the Project Area. Other efforts to address the specific safety issues of the corridors listed above are outside the scope of this Project.

**Commenters are concerned that surface street improvements are inconsistent with the City of Portland's TSP, which prioritizes pedestrians, bicyclists, and transit users (City of Portland 2019a).**

The Project, as adopted in the Central City 2035 Plan (City of Portland 2018a), is included in the Portland TSP and the Metro RTP. The Project described and analyzed in the EA is the same project included in these planning documents and is therefore consistent with the Portland TSP. Improvements to surface streets within the API that promote walking, bicycling, and transit use are described in detail in Sections 2.2 and 3.14 of the EA. In addition, Section 3.3 in the *Active Transportation Technical Report* (ODOT 2019I) describes City of Portland plans and policies that guided, and continue to guide, development of the design for the Build Alternative, including the Portland TSP. Specific Project features incorporated into the Build Alternative to increase non-motorized route options within the API include the following:

- The Hancock-Dixon crossing would provide connectivity and safety benefits. The new roadway crossing and associated multi-use path would directly connect Lower Albina, Lloyd, and the N/NE communities and provide multimodal route alternatives over I-5.
- The multi-use path on N Williams between Broadway and NE Weidler would provide enhanced physical separation of people walking, biking, and rolling from motor vehicle travel lanes.
- Improved bicycle and pedestrian facilities on the local street system would include the new jug-handle at the N Vancouver and N Broadway, upgraded and separated bicycle facilities on N/NE Broadway and N/NE Weidler, and new bicycle and pedestrian connections between the N Flint/N Tillamook intersection and the new Hancock-Dixon crossing. The new path connection from the Hancock-Dixon connector to Broadway would follow steeper grades than the existing Flint structure but would be within ADA maximum grades.
- The Project would improve bicycle and pedestrian facilities on N Vancouver and Broadway, upgrade and improve existing bicycle facilities on N/NE Broadway and N/NE Weidler, and add new bicycle and pedestrian connections between the N Flint/N Tillamook intersection and the Hancock-Dixon crossing.

- The Clackamas bicycle and pedestrian bridge would improve conditions for both pedestrians and bicyclists with a lower stress, physically separated option to cross I-5.

ODOT will continue to coordinate closely with the Project partners and the community during the Project design to ensure consistency with local and regional plans, including Portland's TSP.

See Section 3.1.10, Land Use, for a discussion of the Project's consistency with the Portland TSP.

**Commenters are concerned that the Project would not address local street safety concerns consistent with the City of Portland's Vision Zero Action Plan (City of Portland 2016).**

Local street safety improvements in the Project Area, as described in Section 3.14.2.2 of the EA, were developed in coordination with the City of Portland, and as such, the conceptual design was developed to remain consistent with City of Portland planning goals, including the Vision Zero target for 2035 (Metro 2018b). Specifically, the Build Alternative includes improvements to the local street network that would provide safety benefits consistent with the strategic commitment in the City's Vision Zero Action Plan "to protect pedestrians, set safe speed limits, and design streets to protect human lives." These include the following:

- A new pedestrian- and bicycle-only bridge over I-5 to connect NE Clackamas near NE 2nd to the N Williams/N Ramsay area
- New widened and well-lit sidewalks
- New ADA-accessible ramps
- High visibility and marked crosswalks
- A new two-way cycle track on N Williams between N/NE Hancock and N/NE Broadway to physically separate bikers from motor vehicle travel lanes and sidewalks
- Upgrades to the bicycle lane on N Vancouver between N Hancock and N Broadway, including a new right-turn bicycle jug-handle at the N Vancouver and N Broadway intersection
- Upgrades to existing bicycle facilities on N/NE Broadway and N/NE Weidler, including replacing existing bike lanes with wider separated bicycle lanes
- New bicycle and pedestrian connections between the N Flint/N Tillamook intersection and the new Hancock-Dixon connection
- Approximately 800 feet of new sidewalk to fill gaps along portions of N Wheeler and N Williams

These and other improvements would increase safety for all road users, including pedestrians and bicyclists, and would reduce driver speeds, simplify ramp configurations, and improve safety conditions for all modes, and is therefore consistent with Vision Zero.

**Commenters are concerned that the estimated 9 to 10 percent grade of the proposed Hancock-Dixon crossing would make the crossing inaccessible and that mitigation proposed in the EA was not sufficient.**

The SAC recommended, and the Portland City Council adopted, the Hancock-Dixon crossing design option as the preferred design for the Project's North of Broadway improvements. The recommended design concept was adopted by the OTC and the Portland City Council in 2012 and was adopted into Metro's 2014 RTP (Metro 2014). The City of Portland has identified the Hancock-Dixon crossing in their Central City 2035 Plan, with the intention of providing this new local street connection between the lower Albina community and N/NE Portland neighborhoods. ODOT continues to support the City's planned local street connection. Appendix E includes the letter of agreement between ODOT and the City of Portland regarding the Hancock-Dixon crossing.

ODOT and the City recognize the challenges and benefits of the Hancock-Dixon crossing design and assert that this concept best meets the Project's purpose and goal of improving multimodal safety, operations, and connectivity in the vicinity of the I-5 Broadway/Weidler interchange. The agencies recognize the primary design challenge of the Hancock-Dixon crossing will be the steep grade of the new roadway. Since publication of the EA in February 2019, the Project design team was able to reduce the grade from an anticipated 9 to 10 percent grade to a 7 percent grade for the new roadway crossing. Ongoing refinement will continue during the Project design phase. The design also includes a new bicycle and pedestrian path between the new Hancock-Dixon Street and Broadway at a 5 percent grade or less to provide an alternative accessible option for people walking, biking, and rolling. The Project's additional bicycle and pedestrian facility improvements on N Vancouver and Broadway also provide added multimodal routes north of Broadway.

**Commenters requested that the analysis use an Empirical Bayes method for understanding current safety conditions that help control for random events like crashes.**

As outlined in the first edition of the HSM (AASHTO 2010),<sup>32</sup> calibration factors specific to each safety performance function are required to apply the Empirical Bayes method. There are specific methods for developing calibration factors, and departments of transportation undertake the work to develop a calibration factor for each safety performance function based on internal priorities. ODOT has not yet developed calibration factors for the highway facilities in the HSM; therefore, the Empirical Bayes method is not applicable in this context.

### 3.1.18 Transportation Access Management

**Commenters are concerned that the EA does not include measures to address temporary or permanent impacts to residential access (e.g., relocated driveways, properties rendered undevelopable by removal of all access points).**

Access (driveway) modifications are anticipated within the API to facilitate safer egress and ingress. Excluding the full acquisitions, five parcels have been identified that are likely to require access modifications. There are several parcels along streets where the proposed highway covers would be constructed in the Hancock/Dixon and Broadway/Weidler areas that currently have street frontage. Construction of the highway covers would alter the existing frontage of some of these parcels. Parcels with frontage may be channelized and replaced by at least one clearly defined approach, pending the specific needs of each property. No relocations or full acquisitions are anticipated as a direct result of changes to existing street frontages in these areas. Assessment of the effect on value, if any, to the remainder property would be addressed in the appraisal, obtained as part of the ROW acquisition phase.

**Commenters are concerned that event egress from the Moda Center and associated circulation alternatives are not sufficient and demonstrate little evolution from the I-5 Broadway/Weidler Interchange Improvements Facility Plan (ODOT 2012b).**

As discussed in Section 7 of the Revised EA, under the "Transportation–Traffic Operations" heading, several post-event circulation options were presented to the Moda Center and City of Portland (owners of the Veterans Memorial Coliseum) as potential mitigation for post-event operations. ODOT will coordinate with the Moda Center, Rip City management, Project partners and the community, and the City to develop appropriate access and egress routes and post-event traffic management plans during the Project design.

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<sup>32</sup> Available at <https://store.transportation.org/Item/CollectionDetail?ID=135>

### 3.1.19 Cumulative Impacts

**Commenters suggested that if the CRC<sup>33</sup> project was included as part of the Project's baseline traffic analysis, then it should be included as a reasonably foreseeable future action in the cumulative effects analysis.**

The evaluation of the Project's transportation impacts is largely cumulative in nature, as impacts are projected to a horizon year of 2045 (see Appendix C of the *Traffic Analysis Technical Report*<sup>34</sup>). The forecast of the performance and operation of the transportation system is based on Metro's Regional Travel Demand Model and on analysis tools that rely on the regional model data. The Regional Travel Demand Model is built on population and employment growth forecasts adopted by the Metro Council and the financially constrained project list included in the RTP, which included the CRC (Metro 2014). These growth forecasts and planned transportation projects incorporate the reasonably foreseeable future growth and major actions that would potentially impact transportation operations in the API. For this reason, the CRC project was included as part of the No-Build and Build Alternatives and did not need to be added as a separate reasonably foreseeable future action in the cumulative effects analysis. Consequently, the CRC was included in the analysis of the Build Alternative for any resources that relied on traffic modeling, including Air Quality, Climate Change, Noise, Active Transportation, Transportation Safety, Traffic, and Transit.

**Commenters requested that tolling be included in the analysis of both the No-Build and Build Alternatives.**

As discussed in Section 2.4 of the EA, congestion pricing (also referred to as value pricing or tolling) on I-5 was not considered to be reasonably foreseeable in the analysis presented in this EA because at the time the EA was being prepared, tolling on I-5 was not included in the financially constrained project list in the 2014 RTP (nor is it currently included in the financially constrained project list in the 2018 RTP). Congestion pricing on I-5 is currently (as of October 2020) being studied by ODOT, consistent with Legislative direction to the OTC in HB 2017 to pursue and implement tolling on I-5 and I-205 in the Portland metropolitan region to help manage traffic congestion. During the 2018 ODOT Value Pricing Feasibility Analysis, the I-5 corridor segment between SW Multnomah and N Going was identified for further study. Managing traffic congestion and mobility through tolling on this I-5 segment could have one of the largest benefits to the most regional travelers and the state-wide economy. Further, additional traffic and mobility analysis will be initiated that will help identify where tolling would begin and end on I-5 and the type of tolling to be utilized; this planning work and technical analysis is expected to be completed by the end of 2022. Upon completion of this technical analysis determining potential I-5 congestion pricing termini, alternatives, and toll type, and following the state-level decision to pursue congestion pricing on I-5 and subsequent FHWA approval, a separate NEPA process specific to the ODOT Toll Program will be conducted to consider the potential impacts of congestion pricing within the I-5 corridor.

**Commenters are concerned that the EA does not provide enough information to assess the Project's cumulative impacts.**

Cumulative impacts analyses are presented in Section 3.17 of the EA and in the technical reports referenced in the EA for each of the 18 resources studied.<sup>35</sup> Each of these technical reports includes an appendix detailing the reasonably foreseeable future actions considered in the cumulative impact analysis.

As summarized in Section 3.17 of the EA, the incremental cumulative impacts from the Project on the various resources addressed in the EA would be relatively small. Temporary impacts during construction that could affect sensitive resources in the API would be limited to the immediate areas of construction activity. These effects would be geographically dispersed across the Project Area

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<sup>33</sup> Note the Columbia River Crossing Project is currently referred to as the Interstate Bridge Replacement Project.

<sup>34</sup> Available at [https://www.i5rosequarter.org/wp-content/uploads/2019/02/I5RQ\\_Traffic-Technical-Report\\_010819\\_Appendix-C.pdf](https://www.i5rosequarter.org/wp-content/uploads/2019/02/I5RQ_Traffic-Technical-Report_010819_Appendix-C.pdf)

<sup>35</sup> Available at <https://www.i5rosequarter.org/news-library/>

based on the sequence of construction activities. These temporary construction impacts would be reduced below levels of significance by implementing a range of BMPs and mitigation measures as described for each resource topic addressed in the EA.

Long-term adverse impacts to resources in the API would be small, and many resources could experience an incremental improvement. For example, positive cumulative impacts are anticipated from clean-up of additional hazardous materials sites within the API by other construction projects, and the water quality of the stormwater being discharged to the Willamette River from within the API would be improved by the new stormwater treatment facilities constructed by the Project.

Small adverse socio-economic changes could occur within the API as neighborhoods continue to gentrify and transition to higher densities due to their desirable proximity to downtown Portland and the addition of enhanced transportation options and safety benefits for all modes (vehicles, pedestrians, and bicyclists). These transitions would not be considered significant adverse cumulative impacts because the changes would be consistent with the density and land use mix envisioned for the area in the City of Portland's Central City 2035 Plan (City of Portland 2018a). None of the resources analyzed in the EA would experience cumulative impacts to a degree that would be considered significant or that could not be mitigated. Impacts to some resources would occur with or without the Project due to changes that are anticipated to occur based on factors like projected population increases and incremental annual traffic volume growth.

## 3.2 Other Specific Issues and Concerns

### 3.2.1 NEPA Process (including Public Involvement)

**Commenters are concerned that the NEPA regulations listed below were not followed during preparation of the EA:**

- NEPA requires agencies to prepare an EIS for all major federal actions significantly affecting the quality of the human environment, per 42 U.S.C. Section 4332(2)(C).
- Environmental information must be made available to public officials and citizens before decisions are made and before actions are taken, per 40 CFR Section 1500.1(b).
- An EIS must consider a reasonable range of alternative actions and assess site-specific and cumulative impacts, per 42 U.S.C. Section 4332(2)(C)(iii) and 40 CFR Sections 1502.14, 1502.16, 1508.25.

When ODOT advances a concept design through the environmental processes, one of the first steps is a request for project classification. Under NEPA, projects may receive one of three classifications: EIS, Categorical Exclusion (CE), and EA. An EIS is required for projects where significant impacts are evident, a CE is allowed for projects that are on an agency's list of actions that have no significant impacts, and an EA is prepared when there is uncertainty about whether impacts may, or may not, be significant. Potential impacts from a proposed action are evaluated from a perspective of context and intensity to determine the significance of the potential impacts. The Project was not classified as a Class 1 EIS project because most of the work would occur within the existing ROW, and no apparent significant impacts had been identified. At the time of classification, however, it was not certain that the Project would avoid all significant impacts that could occur as a result of the Project. To address this uncertainty, ODOT and FHWA agreed that an EA for the Project should be prepared. The EA process provided a framework for analyzing potential impacts and identifying mitigation measures to offset those impacts. If no significant impacts are identified as a result of analysis presented in an EA, then a Finding of No Significant Impacts (FONSI) is issued. During environmental analysis conducted for the EA, no significant impacts were identified, so an EIS was not developed, and the FONSI and Revised EA have been prepared to inform the public of FHWA's decision on the Project.

Under NEPA, preparation of an EA is intended to provide environmental information to agencies and the public prior to project actions. Accordingly, the Project EA was issued in February 2019 and

distributed to cooperating and participating agencies. The document was made available to the public for a 45-day comment period through posting the EA and the series of technical reports to the Project's website, and these documents were also distributed to local libraries and available at ODOT Region 1 Headquarters in Portland. An Open House and Public Hearing were also held to further inform the public about the EA and gather public testimony.

Unlike an EIS, an EA may evaluate a single Build Alternative in comparison with a No-Build Alternative for proposed project actions. In reaching the decision to advance the Project Build Alternative, ODOT, FHWA, and the City relied upon the extensive review of potential project actions for the Project Area explored during the N/NE Quadrant planning process. As discussed in Section 2.4 of the Project EA and further described in Section 3 of the Revised EA, over 70 design concepts were considered, and a multi-stage screening process was applied to help define the design concept that would be evaluated as the Build Alternative. The Build Alternative integrates components of several of the design concepts.

**Commenters are concerned that ODOT and FHWA did not consider the following factors when deciding whether to prepare an EA for the Project:**

- “[t]he degree to which the proposed action affects public health or safety”; “[u]nique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas”
- “[t]he degree to which the effects on the quality of the human environment are likely to be highly controversial”; “[t]he degree to which the possible effects on the human environment are uncertain or involve unique or unknown risks”
- “[t]he degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration”
- “[w]hether the action is related to other actions with individually significant impacts”
- “[w]hether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment.” 40 CFR Section 1508.27(b)

ODOT, the City of Portland, and FHWA worked together to develop the proposed design concept for the Project with the objective to avoid and minimize impacts to the natural and human environment to the greatest extent possible. The factors listed in the comment are used to determine the significance of impacts disclosed in a NEPA document and are typically addressed in the NEPA decision document. The FHWA has determined that the Project will not have a significant adverse impact on the human or natural environment as described in the FONSI for the Project. This finding is based on information provided in the EA (February 2019) and the Revised EA (inclusive of Errata) included in the FONSI, which has been found to adequately disclose the environmental impacts of the Project and provide sufficient evidence and analysis for determining that an EIS is not required. As described in the FONSI, Project impacts would be low to moderate in intensity, short-term in duration, and localized in effect, primarily being limited to areas within the existing I-5 corridor, local surface streets, and adjacent properties in the immediate vicinity of construction activities. ODOT has committed to a range of mitigation measures and BMPs that will ensure these impacts remain below a level of significance as defined in 40 CFR Section 1508.27.

In 2011, at the same time that ODOT was working with the City of Portland, stakeholder groups, and other agencies to develop and evaluate concepts to address the bottlenecks that occur along I-5 between the I-84 interchange and the I-405/Fremont Bridge interchange as part of the N/NE Quadrant planning process, the department commissioned a consultant-prepared study to identify existing environmental conditions within the Project Area. The report, which was titled *Environmental Baseline Report for the N/NE Quadrant and Broadway/Weidler Plans Project* (ODOT 2011b) evaluated a range of environmental topics, including:

- Air Quality
- Archaeology
- Biology (Terrestrial, Aquatic, Avian, and Noxious Weeds)
- Hazardous Materials
- Historic Resources
- Noise
- Section 4(f) Properties
- Socioeconomics
- Environmental Justice
- Water Quality and Hydrology
- Wetlands
- Energy
- Geology
- Visual Resources
- Anticipated Permits and Clearances

The Environmental Baseline Report (EBR) (ODOT 2011b) also identified anticipated permits and clearances from federal, state, and local agencies as well as the anticipated level of NEPA analysis that would be required. A primary objective of the study was to determine if any unusual circumstances or potential environmental conflicts exist within the Project Area, including

- unavoidable or controversial environmental impacts;
- unavoidable impacts to properties protected by Section 4(f) of the Department of Transportation Act or Section 106 of the National Historic Preservation Act; or
- inconsistencies with any federal, state, or local law, or requirement of administrative determination relating to the environmental aspects of the action.

The report recommended that further studies be conducted during a future NEPA environmental analysis but concluded that because most of the anticipated impacts would be confined to the existing ROW or could be addressed with appropriate mitigation, none of the impacts would be significant. Based on the conceptual designs being considered at the time and the results of the preliminary analysis that concluded significant impacts were not anticipated from the Project, it was suggested that the N/NE Quadrant Project could qualify as a Documented CE. The EBR was used to assist ODOT, the City of Portland, the public, and stakeholders in the process of further development and evaluation of the design concepts being considered in the N/NE Quadrant and Broadway/Weidler Plans.

In 2016, ODOT commissioned a second consultant-prepared report to re-evaluate the resource topics that were recommended for further study in the EBR to determine the level of additional study that would be required to adequately address each topic and to assist ODOT in developing a rationale to support a recommendation to FHWA for the appropriate level of NEPA analysis (ODOT 2016e). Based on the review of the EBR and the updated Project design concepts, potential issues were identified for socioeconomics, historic resources, noise, and short-term construction-related traffic impacts. To fully understand the potential for adverse impacts, and to determine the appropriate NEPA classification for the Project consistent with 23 CFR 771.115, it was recommended that ODOT perform the recommended additional studies identified in the EBR to confirm the anticipated level of NEPA analysis that would be required. Because the anticipated level of impacts from the Project were not yet clearly established, ODOT and FHWA determined that the appropriate level of analysis for the

Project would be to prepare a NEPA EA that would include preparation of the recommended additional studies. Although the potential impacts were not expected to be “highly controversial,” the level of interest in the Project was considered substantial enough to benefit from the expanded process associated with an EA. This level of interest was also considered in reaching a decision to prepare an EA. The activities describe above, and the findings and conclusions in the EA, demonstrate that ODOT has conducted the appropriate level of NEPA analysis for the Project.

**Commenters are concerned that the EA fails to adequately describe relocation impacts in accordance with FHWA guidance documents, including but not limited to Section G4 of FHWA Technical Advisory T 6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents* (FHWA 1987).**

Relocation impacts are described in Sections 3.9.2.2 and 3.11.2.2 of the EA. Section G4 in FHWA Technical Advisory T 6640.8A describes the level of information that should be provided in an EIS to describe identified relocation impacts. The level of information provided in the EA to describe relocation impacts is consistent with the referenced FHWA guidance and is commensurate with the small number of business displacements and no residential displacements that would occur under the Build Alternative. Additional details on the displaced businesses and proposed mitigation to address those impacts is included in the *Right of Way Technical Report* (ODOT 2019m).

**Commenters are concerned that ODOT has not been transparent with the data used to draw conclusions presented in the EA. Specific examples include traffic data, engineering drawings, the design around the Eastbank Esplanade, and inclusion of the CRC<sup>36</sup> in traffic models.**

ODOT and FHWA have taken significant measures to be open regarding the data used to draw conclusions throughout the EA process. All data and methods applied throughout the execution of the EA are consistent with federal guidance and policy and are included in the EA as referenced in applicable technical reports (see below) or have been made available to the public upon request via the Project website. Specifically, all EA technical reports and their appendices, the preliminary civil engineering design plan, and the transportation modeling data are available for download on the Project website at <https://www.i5rosequarter.org/library/>. Consistent with the NEPA process, traffic, engineering and design data are provided at a preliminary level of Project design that adequately defines the Project boundaries and the area in which Project impacts are likely to occur.

The EA references technical reports, each of which contains detailed data and analysis to support the conclusions presented in the EA, that have been made available on the Project website (available at: <https://www.i5rosequarter.org/library/>) since the February 15, 2019, publication of the EA. For example:

- *Air Quality Technical Report* (ODOT 2019c)
  - Appendix A. Total Average Annual VMT Summary
  - Appendix B. MSAT Incomplete Information
  - Appendix C. MSAT Analysis Results Tables
- *Climate Change Technical Report* (ODOT 2019e)
  - Appendix A. MOVES input assumptions
  - Appendix B. FHWA ICE Model
- *Noise Technical Report* (ODOT 2019g)
  - Appendix B. Ambient Field Data Sheets and Photos
  - Appendix C. Calibration Certificates

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<sup>36</sup> Note the Columbia River Crossing Project is currently referred to as the Interstate Bridge Replacement Project.

- Appendix D. TNM Run in Electronic Format
- Appendix E. Traffic Data
- *Traffic Analysis Technical Report* (ODOT 2019b)
  - Appendix A. Traffic Operations Analysis Report
  - Appendix B. VISSIM Model Intersection Results
  - Appendix C. List of Reasonably Foreseeable Future Actions (Note this appendix details the RTP projects included in the Traffic models)

A larger design effort will follow completion of environmental review and will involve agencies, stakeholders, and the public in discussions and design decisions regarding the Project. If during future design efforts the need for additional environmental review is discovered, ODOT will coordinate with FHWA on the scope and format for that review. If additional environmental review is required, ODOT and FHWA will ensure that appropriate public involvement is included and is consistent with NEPA regulations.

**Commenters are concerned the public has not been informed about the alternatives considered in the planning process.**

From 2010 to 2012, ODOT and the City of Portland initiated a partnership to begin co-developing land use and transportation concepts for the N/NE Quadrant of the Central City through an iterative process involving the public and area stakeholders. As detailed in Section 2.4 of the EA, the planning process evaluated over 70 design concepts to improve I-5 between I-84 and I-405 and the I-5 Broadway/Weidler interchange area. This joint effort represented a new land use–transportation approach in planning improvements to urban highway interchanges. This approach combined the planning of local strategies for land use, urban design, and local transportation improvements, typically a City responsibility, with the planning of interstate highway improvements, which is an ODOT responsibility. This approach for highway improvements was to address long-demonstrated safety and operational issues that would contribute to the continued vitality of the Central City and the mobility needs of the region and state. See Chapter 4 of the EA for more information on the public engagement during this planning phase.

The planning processes that culminated with the issuance of the *North/Northeast Quadrant Plan* (City of Portland et al. 2012<sup>37</sup>), which was incorporated into the City’s Central City 2035 Plan in 2018, and the *Facility Plan: I-5 Broadway/Weidler Interchange Improvements* (ODOT 2012b<sup>38</sup>) in 2012 both defined and evaluated numerous design concepts to address safety issues on the highway and local street network. Concepts for potential operational improvements, new interchange designs, and alteration of existing intersection configurations, as well as for leaving the current design unchanged, were identified through agency meetings and public engagement during the planning efforts.

These efforts included development of alternative screening criteria used to narrow the more than 70 initial concepts to 13 potential designs for further consideration, as described in the *I-5 Broadway/Weidler Interchange Improvements Report* (ODOT 2012a<sup>39</sup>). The final 13 concepts were further evaluated in a second round of screening which resulted in development and adoption of the Build Alternative for advancement to environmental review. See Section 2.4 of the EA for additional details on the alternative evaluation process.

The public design process for this effort engaged more than 2,800 people and involved:

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<sup>37</sup> N/NE Quadrant Plan: [https://beta.portland.gov/sites/default/files/2020-01/complete-adopted-plan\\_lores\\_0.pdf](https://beta.portland.gov/sites/default/files/2020-01/complete-adopted-plan_lores_0.pdf)

<sup>38</sup> Facility Plan: I-5 Broadway/Weidler Interchange Improvements: [https://www.i5rosequarter.org/wp-content/uploads/2017/08/I-5\\_BW\\_FacilityPlan.pdf](https://www.i5rosequarter.org/wp-content/uploads/2017/08/I-5_BW_FacilityPlan.pdf)

<sup>39</sup> I-5 Broadway/Weidler Interchange Improvements Report: <https://www.i5rosequarter.org/wp-content/uploads/2020/04/nne-quadrant-and-i-5-broadway-weidler-plans-freeway-local-transportation-interface-charrette-summary-2012.pdf>

- a 30-member SAC comprising representatives from a wide range of neighborhood, business, and civic organizations that convened 19 SAC meetings and 14 subcommittee meetings;
- numerous community engagement events, including four open houses and two charrettes;
- Project Area tours, including three community walks; and
- many briefings with potentially affected stakeholders and property owners to shape the preferred improvements.

**Commenters are concerned the public had insufficient time during the public comment period to review the traffic data and design information provided by ODOT in response to comments submitted on the EA.**

Per CFR Title 23 Section 771.119(d), FHWA is not required to circulate the EA for comment, but the document must be made available for public inspection at the applicant's office and at the appropriate FHWA field offices for 30 days and in accordance with paragraph (e) of this section. Section 771.119(e) states that when a public hearing is held as part of the environmental review process for an action, the EA must be available at the public hearing and for a minimum of 15 days in advance of the public hearing. The applicant must publish a notice of the public hearing in local newspapers that announces the availability of the EA and where it may be obtained or reviewed. Any comments must be submitted in writing to the applicant or the FHWA during the 30-day availability period of the EA unless the FHWA determines, for good cause, that a different period is warranted. Public hearing requirements are as described in Section 771.111.

In response to public requests, ODOT and FHWA agreed to extend the public comment period for the Project EA from this standard 30-day review to 45 days to provide additional time for public review of the EA documents. As noted previously, the primary Project design phase will follow completion of environmental review and will provide additional opportunities for public participation in Project development. As the design advances, ODOT will continue to review environmental impacts through FHWA's re-evaluation process. If during future design efforts the need for additional environmental review is discovered, ODOT will coordinate with FHWA on the scope and format for that review. If additional environmental review is required, ODOT and FHWA will ensure that appropriate public involvement is included and is consistent with NEPA regulations.

**Numerous commenters requested that ODOT prepare an EIS for the Project to address the following:**

- Wider range of alternatives
- Improvements to active transportation facilities
- Independent review of data, models, and assumptions
- Impacts to:
  - Historic resources
  - Threatened and endangered species
  - Section 4(f) resources
  - Harriet Tubman Middle School
  - Environmental justice
  - Public health
  - Safety
  - Climate change
  - Cumulative effects
  - Public controversy

An EIS is required when a project will have a significant impact on the quality of the human environment. An EA is used when it is unknown whether a project will have such impacts, in order to determine if an EIS is needed. ODOT, the City of Portland, and FHWA worked together to develop the proposed design concept for the Project with the objective to avoid and minimize impacts to the natural and human environment to the greatest extent possible.

The FHWA has determined that this Project will not have a significant adverse impact on the human or natural environment. This finding is based on information provided in the EA (February 2019) and the Revised EA, which have been found to adequately disclose the environmental impacts of the Project. These documents provide sufficient evidence and analysis for determining that an EIS is not required.

In Spring 2020, following publication of the February 2019 EA, ODOT hired an independent panel of six technical experts from across the country to evaluate the noise, air quality, and GHG emissions analyses conducted for the Project EA. The OTC directed ODOT to complete the Environmental Peer Review, and this panel was convened based on public comments expressing concern with the air quality, GHG, and noise findings in the EA. The panel evaluated the methodologies used for these analyses, the appropriateness of the analyses, and the proposed conclusions and mitigation measures for the Project. This peer review concluded that ODOT went above and beyond NEPA requirements in conducting the GHG analysis in the *Climate Change Technical Report* (ODOT 2019e). The use of the MOVES, FHWA fuel cycle factors, and ICE models showed genuine effort to understand how transportation projects address the concern for reduction of GHG emissions in the context of global climate change.

The Environmental Peer Review Final Report is included as Appendix C. This final report and all supporting documents for the peer review are available on the Project website:  
<https://www.i5rosequarter.org/library/>.

ODOT will continue to address concerns voiced by agencies and stakeholders through collaborative approaches during the design phase. If during future design efforts the need for additional environmental review is discovered, ODOT will coordinate with FHWA on the scope and format for that review. If additional environmental review is required, ODOT and FHWA will ensure that appropriate public involvement is included and is consistent with NEPA regulations.

### 3.2.2 Cost

**Commenters are concerned that the estimated costs of the Project would exceed the benefits to the community and obligate funds that could otherwise be used to complete safety improvements on other segments of the regional transportation system.**

The adopted funding level in the 2014 RTP (Metro 2014) was based on the initial design concept described in ODOT's 2012 *Facility Plan: I-5 Broadway/Weidler Interchange Improvements* (ODOT 2012b). The Project and ODOT's requested funding level were evaluated by Metro using a set of performance targets and refinement criteria that included the following:

- Make multimodal travel safe and reliable.
- Target investments to support local aspirations and the 2040 Growth Concept.
- Provide multimodal freight mobility and access.
- Expand transit coverage and frequency.
- Expand active transportation options.
- Reduce transportation-related GHG emissions.
- Address the transportation needs of underserved communities.

The goal of the funding selection process was to link projects to the investment priorities, emphasizing the linkage between land use and transportation. The Project is also included in Metro's 2018 RTP, demonstrating its continued value and importance to the Portland metropolitan region.

Following publication of the EA in February 2019, ODOT published a Project Cost to Complete Report, as required by HB 2017. With the passage of HB 2017, the Oregon Legislature made a significant investment to improve the transportation infrastructure within the State of Oregon. HB 2017 statutorily directs construction and dedicates funding to the Project as part of a suite of investments to reduce congestion and improve operations in the Portland metropolitan region and to add vitality to the statewide economy. Central to the effective implementation of HB 2017, ODOT is committed to effectively delivering programs and projects in an accountable, transparent, and efficient manner. To meet this goal, and the requirements set forth in Section 27c of HB 2017, the OTC and ODOT delivered the Cost to Complete Report to the Joint Committee on Transportation in February 2020. The Project cost was updated to reflect the current Project delivery schedule and incorporate the most recent information, including information identified as part of the EA. The Cost to Complete Report documents the approach and plan to deliver the Project within a projected cost and schedule and describes the Project's design features, constructability, and the selected delivery method. This Report documents the Project's scope assumptions as part of the current cost estimate. As documented in the Cost to Complete Report, the Project is expected to have a cost range between \$715 million and \$795 million. It is important to note that this cost estimate reflects a design that is 15 percent complete and that continued, extensive public engagement will be required to inform design refinements and Project decisions. The Cost to Complete Report is available for download on the Project website at <https://www.i5rosequarter.org/library/>.

The Project is also designated by FHWA as a major project, valued at over \$500 million and requiring federal assistance. One of the requirements for FHWA-designated major projects is to perform a Project cost estimate review with FHWA, as well as a project management plan and funding and financing plan. Additional cost estimate reviews with FHWA will be conducted as the design phase progresses, to support the preparation of a future financial plan to fulfill FHWA's major project requirements.

Expenditure of funds to construct the Project would provide numerous benefits to the local community, including enhanced pedestrian and bicycle safety and mobility, improved traffic flow and transportation safety on I-5 and surface streets, and improved connectivity across I-5. If the Project were to be built, the following benefits to the community and the region are anticipated:

- Improved operations (speed and travel time) on I-5 in both the AM and PM commute periods
- Improved conditions for pedestrians and bicyclists by increased physical separation between motorized and non-motorized users, sidewalk gap closures, and reduction in the complexity of intersections
- Provision of a new connection (Clackamas bicycle and pedestrian bridge) for people walking, biking, and rolling
- Improved access to transit, improved mobility and safety for people walking and biking, and transit riders, and improved physical connections to areas east and west of I-5
- Improved sidewalks, added safe bicycle lanes, additional ADA-compliant street crossings, and safer ingress and egress to commercial properties
- Reduction in delays for emergency response and crashes on I-5 and in the Broadway/Weidler interchange area
- Improved movement of goods and people
- Benefits to the local business environment due to improved traffic operations on the local street system and the addition of new pedestrian and bicycle enhancements

- Enhanced east-west connectivity and improved overall community cohesion due to new highway covers
- Treatment of stormwater runoff that is currently untreated
- Fulfilment of the City's obligation to ensure that the City's transportation plan is compatible with the Central City 2035 Plan and consistent with Oregon's Administrative Rule 660-012-0015(b)

### 3.2.3 Induced Demand

#### **Commenters are concerned that traffic models did not consider the potential for greater highway capacity to fill with traffic due to latent or induced demand.**

As described in Section 4.2.2.2 of the *Traffic Analysis Technical Report*, future traffic was projected using Metro's Regional Travel Demand Model, which is a sophisticated, four-step, computer-based procedure used for analyzing regional travel demand within the Portland metropolitan area consistent with best practices nationally and internationally (ODOT 2019b). With oversight from Metro, the model was maintained and assignments run by the City of Portland transportation modeler, and the results were provided to ODOT for distribution to consultants. The consultants performed the traffic operational analysis, safety analysis, air quality analysis, and noise analysis based on trip data from the Regional Travel Demand Model.

At the start of the modeling work, a meeting was set up between ODOT and Metro (July 18, 2017), and ODOT and the City of Portland (August 2, 2017) to determine the most appropriate travel demand model approach. The Project team determined that the best Metro Regional Travel Demand Model approach was to assign the regional trip tables to the City of Portland TSP networks. The City's TSP networks were preferred because they contain higher resolution in the street network (more local facilities) and a finer detailed zone system.

Furthermore, ODOT and Metro met on May 13, 2020, to discuss the travel demand modeling approach that was utilized for the EA. At this meeting, Metro planning and modeling staff confirmed that the appropriate modeling steps were utilized for the traffic analysis.

Overall, the Regional Travel Demand Model results (detailed below) did not indicate trip increases on I-5 much beyond the Project limits (i.e., no induced demand). The trip increase on I-5 (5 to 14 percent) within the Project Area is as expected for an auxiliary lane project intended to provide improved flow between entrance ramps and exit ramps. As for the local system, there is generally a minor reordering of traffic, but the reordering is at the level of a slight net decrease in local parallel routes to I-5 within the Project limits and of insignificant impacts beyond the Project limits. Detailed back-up information on this topic is provided below.

#### Base Year and Forecast Models

At the start of the most recent round of analysis, the 2015 Base Year model and the 2040 Forecast model were the latest regional travel demand models available; therefore, they were used to develop traffic projections for the Project. The future-year transportation network used in the models includes projects identified in the RTP. The RTP includes a new interstate bridge replacement project among a variety of new multimodal transportation improvements.

The following weekday models were provided by the City of Portland:

- 2015 Existing 7:00 to 8:00 AM, 8:00 to 9 AM, 4:00 to 5:00 PM, and 5:00 to 6:00 PM
- 2040 No Build 7:00 to 8:00 AM, 8:00 to 9 AM, 4:00 to 5:00 PM, and 5:00 to 6:00 PM (includes projects that are in the RTP's financially constrained projects list, the Broadway/Weidler Lane Reduction, and no I5RQ Project)

- 2040 Build 7:00 to 8:00 AM, 8:00 to 9 AM, 4:00 to 5:00 PM, and 5:00 to 6:00 PM (includes projects that are in the RTP’s financially constrained projects list, the Broadway/Weidler Lane Reduction, and the I5RQ Project.)

**Model Results**

This summary is for Regional Travel Demand Model trips and not post-processed volumes. (Post-processing is an extra step involving count calibration before volumes are input into analysis.) The following is meant to give a high-level observation of trip pattern changes between the No-Build and Build Alternatives. The 2040 4:00 to 5:00 PM peak hour time period was chosen for this summary, as it represents the most congested time period.

For the I-5 mainline within the Project Area, the model shows 320 to 750 (9 to 14 percent) additional trips in the northbound mainline and 200 to 510 (5 to 10 percent) additional trips in the southbound mainline, depending on the segment, being served between No-Build and Build Alternatives. Outside of the Project Area, trip differences between the No-Build and Build Alternatives quickly drop. For the I-5 mainline north of Going interchange, the additional trips are 28 for northbound and 63 for southbound. For the I-5 mainline south of Marquam Bridge, the additional trips are 40 for northbound and negligible for southbound. This indicates that although this Project facilitates more highway trips within the Project Area, the increase in trips does not continue far beyond the Project limits.

Given that the Project section of I-5 serves as a connection between two interstates (I-84 and I-405) as well as major truck routes (Greeley, U.S. Route 30, Oregon Route 99E via Morrison) and as access to the Broadway/Weidler couplet, more than half of the total trips entering I-5 in the Project Area are exiting within the Project Area, as shown in Table 5.

**Table 5. Percentage of Entry Volumes that Exit within the Project Area**

| <b>Direction</b> | <b>Total Entry Volumes</b> | <b>Volume Continuing on Mainline</b> | <b>Percent Exit within Project Area</b> |
|------------------|----------------------------|--------------------------------------|---|
| Southbound       | 5,175                      | 2,700                                | 48                                      |
| Northbound       | 5,200                      | 2,145                                | 59                                      |
| Combined         | 10,375                     | 4,845                                | 53                                      |

Table 6 shows the trip differences for highway ramps. Under the Build Alternative, some trips are staying on the interstate system longer by taking later exits, thereby reducing cut-through trips through the local system. Here are a few observations:

- Trips on I-84 westbound are staying on the interstate system longer to exit I-5 at Weidler and later exits rather than getting off earlier at the Lloyd and Holladay exits.
- Trips on I-84 westbound to I-405 have another viable travel time option of going on I-5 northbound instead of I-5 southbound.
- More trips on I-5 southbound are getting off at I-84 eastbound and Morrison exits, and fewer trips are getting off at the Broadway exit.

**Table 6. Trip Differences for Highway Ramps**

| <b>Highway Ramp Trip Differences</b> |                                   |
|--------------------------------------|-----------------------------------|
| I-84 W exit to Lloyd (-36)           | I-5 S entrance from Greeley (+20) |
| I-84 W exit to Holladay (-171)       | I-5 S entrance from I-405 (+100)  |
| I-84 W exit to I-5 S (-176)          | I-5 S exit to Broadway (-197)     |
| I-84 W entrance to I-5 N (+438)      | I-5 S entrance from Weidler (-)   |

| Highway Ramp Trip Differences      |                                 |
|------------------------------------|---------------------------------|
| I-5 N to Weidler Exit (+178)       | I-5 S exit to I-84 (+61)        |
| I-5 N entrance from Broadway (-36) | I-5 S exit to Morrison (+158)   |
| I-5 N exit to I-405 (+220)         | I-84 E entrance from Grand (-)  |
| I-5 N exit to Greeley (+74)        | I-84 E entrance from 16th (-24) |

Note: (-) Negligible (5 or less trips)

Table 7 shows the trip differences for Central City bridges. The interstate bridges experience a slight increase in trips, while the local bridges experience a slight decrease. At the local street level, trips are slightly redistributed; some facilities and movements are better accommodated and muscle out other movements that are now less direct. A screenline<sup>40</sup> drawn east-west from the river to 16th Avenue within the Project Area with a summary of trips on local facilities that are parallel to I-5 shows a slight decrease in trips on the local system.

**Table 7. Trip Differences on Central City Bridges**

| Central City Bridge Trip Differences |                   |
|--------------------------------------|-------------------|
| I-405 S (+105)                       | I-405 N (-)       |
| Broadway W (-)                       | Broadway E (-35)  |
| Steel W (-31)                        | Steel E (-20)     |
| Burnside W (-41)                     | Burnside E (-)    |
| Morrison W (-12)                     | Morrison E (-)    |
| Hawthorne W (-16)                    | Hawthorne E (-12) |
| Marquam S (+83)                      | Marquam N (+144)  |

Note: (-) Negligible (5 or less trips)

### 3.2.4 Congestion Pricing

**Commenters questioned why ODOT has separated consideration of auxiliary lanes and congestion pricing despite legislative direction (HB 2017) to evaluate congestion pricing and additional direction provided in ODOT procedural manuals to consider such techniques.**

As discussed in Section 2.4 of the EA, congestion pricing (also referred to as value pricing or tolling) on I-5 was not considered to be reasonably foreseeable in the analysis presented in this EA because at the time the EA was being prepared, tolling on I-5 was not included in the financially constrained project list in the 2014 RTP (nor is it currently included in the financially constrained project list in the 2018 RTP). Congestion pricing on I-5 is currently (as of October 2020) being studied by ODOT, consistent with Legislative direction to the OTC in HB 2017 to pursue and implement tolling on I-5 and I-205 in the Portland metropolitan region to help manage traffic congestion. During the 2018 ODOT Value Pricing Feasibility Analysis, the I-5 corridor segment between SW Multnomah and N Going was identified for further study. Managing traffic congestion and mobility through tolling on this I-5 segment could have one of the largest benefits to the most regional travelers and the state-wide economy. Further, additional traffic and mobility analysis will be initiated that will help identify where tolling would begin and end on I-5 and the type of tolling to be utilized; this planning work and technical analysis is expected to be completed by the end of 2022.

The results of this analysis will inform the starting timeframe and alternatives for a formal environmental review process (ODOT 2020). Upon completion of this ODOT analysis determining

<sup>40</sup> A screenline is an imaginary line on a map, composed of one or more straight line segments. Screenline analysis provides a means of comparing the results of a traffic assignment with traffic count data.

potential I-5 congestion pricing termini, and following the state-level decision to pursue congestion pricing on I-5 and subsequent FHWA approval, a separate NEPA process will be conducted to consider the potential impacts of congestion pricing within the I-5 corridor.

### 3.2.5 Clackamas Crossing

**Commenters requested that the design of the proposed Clackamas Crossing not include multiple switchbacks with tight radii, as such a design could introduce comfort, safety, and visibility concerns.**

The current concept for the bridge is preliminary and conceptual. In future design phases, the Project team will refine the bridge type, the touch-down locations, the vertical clearance, and the horizontal curvature to create a safe and convenient connection that does not currently exist across the highway. Final design will be developed in coordination with the community via extensive public outreach and input from the Project's committees, including the HAAB and the ESC.

### 3.2.6 Highway Covers

**Commenters expressed the following primary concerns about the highway covers:**

- Insufficient information was provided regarding design constraints and the land use potential for highway covers.
- As proposed, highway covers will be vacant, underutilized spaces characterized by noise, poor air quality, and safety issues.
- As proposed, highway covers are not wide enough and do not provide development opportunities sufficient to create neighborhood connections.

With regard to design constraints and the land use potential for highway covers, the evaluation presented in the EA included a highway cover design that minimized potential ROW impacts to avoid perpetuating historical property takes that have resulted from past infrastructure development in the Project Area. The conversion of land to transportation use under the Build Alternative would not cause any instances of non-conforming development but would require the relocation of four commercial retail or service-related businesses: a daycare center, a gas station/convenience store, a paint store, and a real estate/mortgage office. ODOT will assist these businesses in relocating to other suitable properties within the Project Area, if available. Because the Build Alternative is identified as a planned transportation improvement in the City of Portland's comprehensive plan, and ODOT developed the Project in cooperation with the City of Portland as part of an integrated transportation and land use planning process, the Build Alternative (including the highway covers) would not be expected to result in unanticipated adverse direct or indirect land use impacts and would instead support existing and planned land use in the API.

Highway covers are expected to be utilized. They will be designed to provide an opportunity for new and modern bicycle and pedestrian facilities and public spaces, making the area more connected, walkable, and bike friendly. As stated in Section 3.10 of the EA, long-term noise levels under the Build Alternative were predicted to decrease by up to 1 dBA or increase by up to 3 dBA when compared to the No-Build Alternative. A 3 dBA increase in sound is barely perceptible to humans and would not result in a substantial long-term noise impact. Given the added community connectivity provided by the highway covers, the noise environment is not anticipated to deter the use of highway covers by bicyclists and pedestrians. As discussed in responses to comments in the air quality section (Section 3.1.3), air quality in the API is expected to improve over the next 25 years as a result of tighter emissions standards and regional efforts to control emissions. Further, future air pollutant emissions are estimated to be substantially lower than existing conditions and nearly identical between the No-Build and Build Alternatives, with air quality improving slightly under the Build Alternative. The Build Alternative would slightly improve air quality due to reduced congestion and higher speeds on I-5. (These emissions conclusions are supported by the results of MSAT emissions modeling for existing

[2017], future No-Build [2045], and future Build [2045] conditions). Therefore, air quality on the proposed highway covers is not expected to exceed ambient air quality standards and would not be characterized as poor.

With regard to the width and safety of the proposed highway covers, they would span I-5 and would provide wider, separated bike facilities and sidewalks on Broadway and NE Weidler, thereby adding safer bicycle and pedestrian routes to the API by creating more space from motor vehicles.

Following publication of the February 2019 EA, in January 2020, the OTC directed ODOT to conduct an independent evaluation of the highway covers. This direction was provided in response to specific requests from partner agencies and stakeholders. The purpose of the independent evaluation is to provide the OTC with recommendations about how ODOT can, within the scope of its authority, support the development of a transportation connection over I-5 in the Project Area that promotes redevelopment of and economic opportunities for the Albina neighborhood. ODOT, with support from the City of Portland, Albina Vision Trust, Metro, and Portland Public Schools, hired a third-party consultant team to conduct and complete the Independent Highway Cover Assessment. The Independent Highway Cover Assessment will:

- Discuss what accommodations the highway covers can offer for community development on the covers and immediately around them;
- Describe how the current preliminary designs may be modified to reflect a broader community vision for development; and
- Determine how the design of the covers can promote economic development in the area in line with the marketplace.

The Independent Highway Cover Assessment kicked off in June 2020, bringing in architecture, engineering, and market/real estate experts to develop alternative design options for the highway covers. This work will be performed independently from the ODOT Project team and will involve extensive community engagement and coordination with the ESC. The ESC will direct the work of the Independent Highway Cover Assessment team. Based on the direction and recommendations from the ESC, a final report with highway cover design recommendations will be provided to the OTC by Spring 2021. The OTC will then provide the direction to the Project team regarding the highway cover design option. In particular, the HAAB has been engaged to provide recommendations to the ESC. The HAAB reflects the voices of Black Portlanders and people with deep ties to historic Albina in Project decisions. The HAAB is currently focused on providing recommendations to the ESC regarding Project design details that support a reconnected Albina community, with a focus on wealth generation for communities of color.

If the need for additional environmental review is discovered as a result of the highway cover design direction, ODOT will coordinate with FHWA on the scope and format for that review. If additional environmental review is required, ODOT and FHWA will ensure that appropriate public involvement is included and is consistent with NEPA regulations.

**Commenters expressed interest in engaging a design team to evaluate design options for the proposed highway covers, such as reinforced covers or a tunnel-type structure that could support some form of development or extend to the front of Harriet Tubman Middle School.**

ODOT will be exploring different sizes and configurations of highway covers that could be constructed within the existing area reviewed as part of the EA. As design progresses, ODOT will work with the community to ensure that design of the Project, including the proposed highway covers, reflects the community's interests. This will be accomplished by establishing a community advisory committee, holding design charrettes, and initiating other intentional engagement with the community.

### 3.2.7 Harriet Tubman Middle School

#### **Commenters are concerned about the impacts of construction-related noise on students at Harriet Tubman Middle School.**

ODOT will continue discussions with Portland Public Schools to explore ways to mitigate potential noise impacts to Harriet Tubman Middle School, including aligning construction work nearest the school with the summer holidays when students would not be present. During final design, these issues will be analyzed in detail and additional coordination will occur through a subgroup composed of stakeholders. Furthermore, Portland Public Schools is a member of the Project's ESC, where further collaboration around reducing impacts to Harriet Tubman Middle School will be discussed. The ESC provides leadership for the Project. Its purpose is to provide high-level guidance and advise the OTC and ODOT Urban Mobility Office on decisions related to the Project's design and construction. The ESC provides a critical opportunity for the OTC, ODOT, and state, regional, and local organizations to work cooperatively to develop a process and outcomes for the Project that respond to local community needs while also addressing critical regional and state mobility, congestion management, and safety improvement needs.

#### **Commenters are concerned that air quality impacts will disproportionately affect people of color in neighborhoods directly surrounding I-5, particularly students at Harriet Tubman Middle School.**

The impact of emissions associated with the Project on people of color and Harriet Tubman Middle School was assessed in Section 3.6 of the EA. Many notable minority-owned businesses and civic organizations are located in the API, along with Harriet Tubman Middle School, located adjacent to I-5, which is attended by a substantial number of students of color.

The Project would result in short-term air quality impacts including the release of small particulate emissions (fugitive dust) and exhaust emissions from construction equipment and delayed vehicles. However, these emissions would be temporary and are not expected to exceed NAAQS. In determining whether an effect on environmental justice populations (i.e., minority and low-income) is disproportionately high and adverse, FHWA may consider planned mitigation measures and offsetting benefits to the affected minority and low-income populations. As described in Section 7 of the Revised EA, under the "Environmental Justice" heading, ODOT will monitor construction contractors to ensure ODOT standard construction specifications are followed to limit vehicle and equipment idling time, prevent dirt and other materials from being tracked out of construction zones on vehicle tires, and minimize the release of fugitive dust. These mitigation measures will effectively address the potential for short-term exposure of environmental justice populations to noise, exhaust, and dust emissions during construction of the Build Alternative and ensure minority and low-income residents living and working within the API would not be disproportionately affected by adverse air quality impacts. Potential construction-phase impacts to students, faculty, and administrators at Harriet Tubman Middle School will be further mitigated by conducting construction activities on I-5 near the school during the summer months, as described in Section 7 of the Revised EA, under the "Socioeconomics" heading.

The Project is not expected to result in long-term air quality impacts to environmental justice populations. As described in Section 3.2.2.2 of the EA, due to heightened public concern surrounding MSAT emissions near Harriet Tubman Middle School, a highway-only emissions analysis was conducted for I-5 comparing 2017 Existing, 2045 No-Build, and 2045 Build conditions within the API. The data showed a large decrease in estimated MSAT emissions over time for both alternatives and a slightly larger decrease for the Build Alternative in 2045 (75 percent) when compared to the No-Build Alternative (73 percent). Future air pollutant emissions in the API in 2045 are estimated to be substantially lower than existing conditions and nearly identical between the No-Build and Build Alternatives. Air quality within the API would improve slightly under the Build Alternative. Trends indicate that current concentrations of these pollutants, including in the vicinity of Harriet Tubman Middle School and minority communities within the API, would continue to decline over time as more restrictive tailpipe emission standards are implemented and the vehicle fleet transitions to newer,

less-polluting vehicles. These findings were evaluated by an independent panel of six technical experts from across the country hired by ODOT in 2019. The panel concluded that the air quality analysis was properly conducted and followed FHWA and EPA guidance correctly, and that the text in the EA accurately reflects the results of the air quality analysis. Therefore, people of color are not expected to be disproportionately affected by long-term adverse air quality impacts. Also see the related comment in Section 3.1.3, Air Quality.

**Commenters are concerned about soil stability at Harriet Tubman Middle School and the potential for construction of the Build Alternative to interfere with the timber pile and micropile foundations at the school.**

In screening of baseline environmental conditions and potential project constraints for the N/NE Quadrant and Broadway/Weidler Plans, ODOT determined that soils within the API are urban lands soil complexes, the majority of which have been altered for previous road projects. Design elements that address seismic engineering standards would be incorporated into the design to address potential constraints associated with seismic activity. Because soils have been previously altered and seismic standards would be followed, adverse effects are not anticipated. A detailed geologic study is not required for NEPA clearance.

ODOT is currently engaged in soil sampling within the Project Area (including in the vicinity of Harriet Tubman Middle School) to answer questions about soil stability and the highway covers, comply with legislative requirements outlined in HB 2017, and inform future urban design opportunities.

### 3.2.8 Construction Impacts

**Commenters are concerned about the duration of construction activities, the phasing of these activities, and the potential for impacts to traffic congestion on I-5 and surface streets. Air and noise impacts, disruptions to local businesses, and changes to pedestrian, bicycle, and transit routes from construction activities are also concerns.**

Further detail on construction phasing and construction management will be provided as Project design progresses. Construction-related impacts that are currently anticipated are discussed in resource-specific technical reports. Mitigation measures that minimize these short-term impacts are provided in Section 7 of the Revised EA. Additionally, please see Section 3.1.3 (Air Quality), 3.1.11 (Noise), 3.1.13 (Socioeconomics), and 3.1.16 (Active Transportation) of this document for responses to concerns regarding these topics.

**Commenters are concerned about the impacts of construction-related noise on students at Harriet Tubman Middle School.**

See Section 3.2.7, Harriet Tubman Middle School, and Section 3.1.6, Environmental Justice, for responses to concerns regarding this topic.

### 3.2.9 Disadvantaged Business Enterprise/Workforce and Business Opportunities

**A commenter requested that the Project design address long-term economic opportunities for the most affected communities (i.e., communities of color and other marginalized communities).**

In the 1950s and 1960s, construction of I-5, the Veterans Memorial Coliseum, Rose Quarter/Moda Center, Emanuel Legacy Hospital, Portland Public School Blanchard site, and urban renewal divided and displaced communities in North and Northeast Portland, impacting communities of color, especially Black communities, in the historic Albina neighborhood.

With this Project, ODOT has the opportunity to design a process to actively engage these affected communities to find design solutions that reduce some of the barriers created by the construction of these historic projects. ODOT anticipates the Project will generate more opportunities for economic development and redevelopment in the Albina neighborhood.

For the Project, ODOT is changing the way it does business with minority-owned DBEs by setting goals and working to achieve values-based outcomes on how the Project will contract with minority-owned DBEs and engage with the community. ODOT will be intentional in setting contracting and workforce goals to hire members of the Black community and people of color and wants to be held accountable for doing so. ODOT is implementing numerous strategies to position DBEs for success and build a pipeline for future minority workers. Some of these strategies include holding “Meet the Primes” matchmaking DBE events, strengthening small business capacity, and developing technical assistance and robust performance metrics to hold the construction contractor accountable. Additional strategies include a clear vision and guiding principles, along with engaging a COAC to help design the workforce development approach. For more information, see the ODOT “Workforce and Business Opportunities” page on the I5RQ website (<https://www.i5rosequarter.org/workforce-business/>).

Furthermore, ODOT established a DBE utilization goal range of 18-22 percent for the future construction contracting phase of the Project. This DBE utilization goal range is one of the highest goal ranges identified for ODOT projects statewide. ODOT will specify a separate assigned DBE contract goal for each Early Work Amendment, the Guaranteed Maximum Price Amendment, and as applicable, other Amendments of Change Orders.

### 3.2.10 Freight

#### **Commenters are concerned that the proposed highway improvements will not provide the additional capacity needed to solve congestion and improve freight reliability.**

The Project is integral to the RTP and essential to modernizing the state and regional transportation system. Overall, this multimodal RTP will improve freight reliability within the Project Area. As described in Section 2.3.1.1 of the EA, the Build Alternative would improve traffic operations on I-5 in both the AM and PM analysis periods, and weaving segment operations on I-5 would also improve. Potential queue lengths would be reduced on I-5, and travel speeds and times would be improved for all I-5 segments as compared to the No-Build Alternative. These resulting improvements in traffic operations would also improve freight reliability.

### 3.2.11 Other

#### **Commenters are concerned that the EA does not provide an explanation as to why certain resources were not analyzed.**

Consistent with FHWA guidance in Technical Advisory 6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents*,<sup>41</sup> the EA addressed only those resources or features which had a likelihood for being significantly impacted. The following information pertains to the reasons why certain resources were not analyzed in detail in the EA.

- **Wetlands and Waters:** Two potential wetlands were identified in the API: an excavated wetland swale southwest of N Broadway and N Interstate and an isolated wetland at the Martin Luther King Jr. Boulevard trestle over I-84. It was determined that the concepts identified in the I-5 Broadway/Weidler Interchange Improvements Facility Plan (ODOT 2012b) would not involve permanent or temporary disturbances near identified wetlands. Therefore, adverse impacts are not expected.
- **Visual Resources:** The primary visual setting of the Project Area is an urban landscape. Views from within the Project consist of roads, interstate highways, and commercial and industrial buildings, but they also include views of the Willamette River and downtown Portland. Views toward the Project Area from the east are minimal and assumed to extend

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<sup>41</sup> [https://www.environment.fhwa.dot.gov/legislation/nepa/guidance\\_preparing\\_env\\_documents.aspx](https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_preparing_env_documents.aspx)

three blocks or less, due to the large number of obstructions common in an urban landscape. The nature of the Project conforms to the predominant land use and visual landscape character type of the Project Area. Additionally, the Project will likely include design features that will improve the aesthetic quality of the area. Maintaining and improving views toward the Willamette River and downtown Portland and maintaining and improving the general aesthetic quality of the area are considered of high public interest. That said, the Project is expected to improve these conditions and therefore adverse effects are not anticipated.

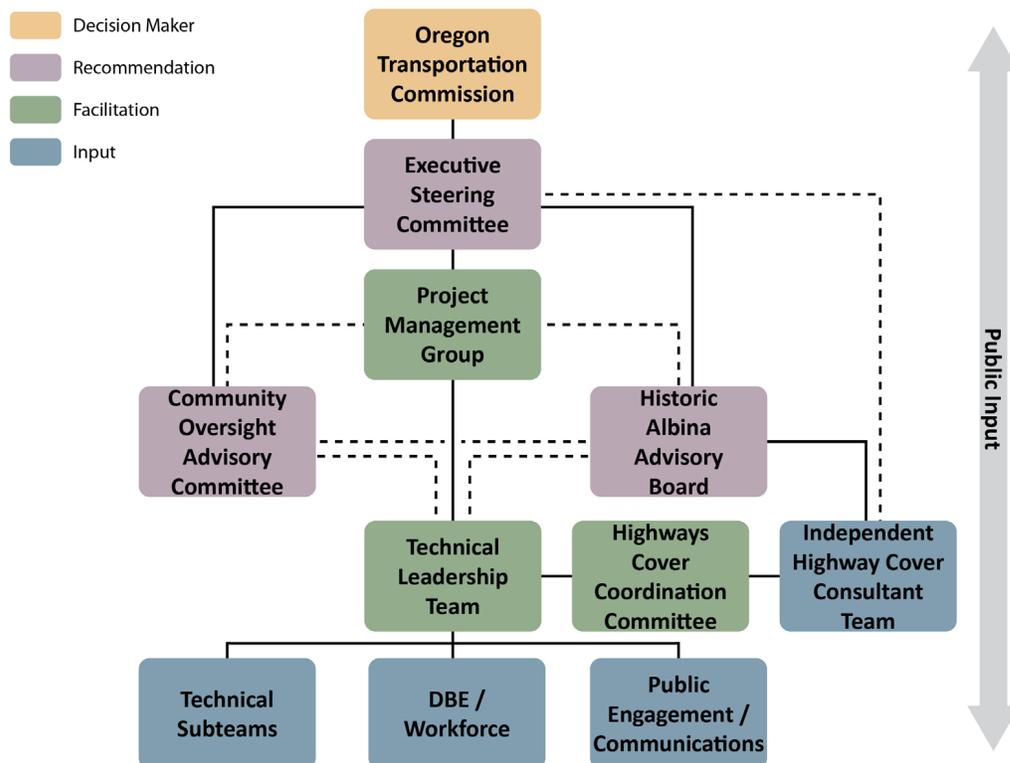
- **Terrestrial Biology:** No known terrestrial threatened, endangered, or sensitive species were identified within the Project Area. Habitat quality is low due to the high level of development. Given the urban environment and lack of suitable habitat for terrestrial species, the Project is not expected to have adverse impacts on terrestrial wildlife species. Two avian species, the bald eagle and American peregrine falcon, could potentially be present within the API. As of May 2011, no eagle nests or communal roost sites were documented in the downtown waterfront area. Peregrine falcon use structures in urban environments for nest and perching habitats, and nests have been documented on the Fremont and Broadway Bridges. Construction and operation of the Project is not expected to remove, damage, or disturb peregrine falcon nests, and impacts will be related to temporary construction noise and vibration. ODOT will coordinate with Oregon Department of Fish and Wildlife regarding nest locations, occupancy, and normal breeding and rearing periods to minimize potential construction impacts to breeding falcons, and any vegetation removed will be done so in accordance with the Migratory Bird Treaty Act. Assuming the above, adverse impacts are not anticipated.
- **Aquatic Species:** The EA included analysis of potential Project impacts to aquatic species because proposed in-water construction activities associated with the widening of the southbound I-5 to eastbound I-84 off-ramp (i.e., removal of existing support columns and installation of new support columns in and near the Willamette River) could result in short-term impacts to protected fish and California sea lions, if present in areas of in-water construction activity, due to increased turbidity from the resuspension of river sediments and underwater noise. However, since issuance of the EA in February 2019 and following receipt of public and agency comments, the Project design on the I-5 mainline to the south of the I-84 off-ramp was reconsidered and modified to avoid impacts to the Vera Katz Eastbank Esplanade and in-water work within the Willamette River. With these changes, no substantial impacts to fish and other aquatic species that use the Willamette River will occur. Therefore, the analysis of potential impacts to aquatic species has been removed from the Revised EA.
- **Agricultural Lands, Coastal Zone Management, and Geology and Soils:** Because no agricultural lands are present within the Project Area and because Multnomah County is not subject to the provisions in the Coastal Zone Management Act, neither topic was included for analysis in the EA. Because the potential effects of the Project on Geology and Soils from activities such as clearing and grading would be so small, a full evaluation of the topic in the EA was not warranted.

### 3.2.12 Design Recommendations

Table 8 includes design-related comments received through the public comment process. As design has progressed on the Project, these comments are being addressed through sub-teams and focus meetings during the final design stage.

The Project also has a defined governance structure for the design phase. The Project is governed by a structured decision-making process consisting of Project teams, advisory groups, committees, and the OTC (Figure 1). Each group has a specific purpose, either providing technical or community input, facilitating Project administration, providing advice/recommendations, or making the ultimate decisions for the Project.

**Figure 1. I-5 Rose Quarter Improvement Project Leadership and Decision Structure**



As the Project owner, the OTC has ultimate decision-making authority for the Project, and all input and recommendations for the Project roll up to the OTC. The OTC convened the ESC with OTC Vice-Chair Alando Simpson as the ESC Chair. The ESC is composed of local government officials and pertinent community- and interest-based organizations in the region and state. The ESC makes recommendations to the OTC at specific milestones.

A Project Management Group of key ODOT and partner agency senior management staff provides oversight and administration of Project planning, compliance, and scheduling and helps support the work of the ESC.

Two advisory bodies provide community input and advice to the ESC on critical aspects of the Project. The COAC consists of community members with connections to the Project Area and diversity in contracting expertise. The COAC focuses on the Project’s DBE and On-the-Job Training goals that support diversity in construction contracting and workforce development for minority and woman-owned firms.

The HAAB reflects the voices of Black Portlanders and people with deep ties to historic Albina in Project decisions. The HAAB provides recommendations to the ESC. The HAAB is focused on providing recommendations to the ESC regarding Project design details that support a reconnected Albina community, with a focus on wealth generation for communities of color.

As discussed in the responses above, the Independent Highway Cover Assessment Team (ICA) is a group of third-party consultants who are working independently to assess and recommend highway cover design scenarios to the ESC for ultimate OTC approval. The ICA meets periodically with the ESC, HAAB, and the community for this work. A Highway Cover Coordinating Committee consists of agencies who serve as the staff working group supporting the ESC.

The ESC, COAC, HAAB, and ICA teams are all facilitated by neutral, third-party facilitators, many of whom have personal and professional connections to historic Albina and the Project Area.

Technical working groups support these efforts, with a focus on design, DBE and workforce development, and communications and public engagement.

The community engagement approach for the Project's design phase is both broad-based and specific to the Project Area, notably the historic Albina community. Project information and input opportunities are shared regionally and beyond through the Project website ([www.i5rosequarter.org](http://www.i5rosequarter.org)) and via social media, news media outlets, online open houses and community forums, and tabling events throughout the Portland metropolitan region.

However, a major focus of the Project's community engagement activities is centered on Black Portlanders and people living in, working in, or with historic ties to the Albina neighborhood and broader N/NE Portland area (Albina diaspora). ODOT is committed to ensuring that members of this community are able to participate and actively shape the Project, so that design decisions reflect their interests and that the resulting Project serves to reconnect and rejuvenate historic Albina, with partnership opportunities for economic development and wealth generation. ODOT is committed to ensuring that those who have been harmed by past decisions directly benefit from the investments of this Project. In addition to the HAAB, outreach activities include working with faith-based and other community organizations, mailers, phone calls, event tabling, and Project tours.

**Table 8. Design-Related Comments**

| <b>Comment</b>  |
|---|
| Design project roadways consistent with City of Portland policies, which conform most closely to ODOT's LTS 1 user.   |
| The design analyzed references several design guides, including the AASHTO bikeway design manual, the Oregon Bicycle and Pedestrian Plan, Oregon Highway Design Manual, and others (ATTR, 19-25). The Rose Quarter Project area is unusual among US and Oregon bikeways in that it carries a high volume of bicycles at peak period. Hence, the system must be designed not only to the basic cross-section and intersection designs in the handbooks and manuals, but expanded in width and operational features to accommodate significant numbers of bicycle users rare in other parts of the city.                      |
| New cross-sections, new roadway widths, signal timings, etc. should be developed that will allow 36 bicycles per minute, of varying speeds and acceleration rates, to move through the project area on all of the major corridors.  |
| The 36-foot-wide multi-use path on N Williams between Broadway and NE Weidler: Concern that the thirty-six feet of space for a multi-use path is not enough to accommodate all of these road users. According to PBOT's design standards, the current volumes of bicycle and pedestrians would require this facility to be thirty feet wide. Adding space for planters, this corridor will already be at capacity or narrower than it is today. Portland's Transportation System Plan (TSP) calls for a 25% bicycle mode share by 2030 from the current 6%. New facilities need to be able to accommodate long-term growth. |
| Concern that for people travelling south on N. Vancouver Avenue, they will no longer be able to continue straight, but need to transition from the west to east side of the street, and head east one block to continue south. In this movement people biking will encounter an additional two traffic signals and 180 feet of travel. With the elimination of N. Flint Avenue, this is the only remaining southbound route in the area, and the signal timing and space allotted for queuing at them could limit the growth of this corridor as a bicycle thoroughfare.  |
| The additional pedestrian facilities only fill a fraction of current sidewalk gaps (i.e., portions of N Wheeler and N Williams (formerly NE Wheeler segment) would be filled (approximately 800 feet). Other existing gaps, as listed in Section 5.1.1, would remain (approximately 2,600 feet).  |
| As a result of the failure to use design principles that route active transportation users away from freeway ramp termini, there are larger-scale deficiencies in the proposed bicycle network. Specifically, people on bicycles are routed through the intersection "box" area, on some routes where they could be routed around it. A meaningful redesign for bicycles would make Flint Ave a through street from Tillamook to Weidler, allowing northbound traffic to bypass the freeway interchange altogether, just like southbound traffic can do today.  |
| Retain the Flint Ave or redesign the Hancock overpass to allow southbound bicycles the existing excellent southbound conditions they now enjoy.   |
| Connect Flint Ave to Weidler, via Wheeler, for northbound bicycle traffic from the Broadway Bridge, so it can completely bypass the "box" area of the freeway intersection.   |
| Connect the Clackamas Pedestrian Bridge to the Moda Center area on Winning Way near Flint Ave, rather than curving north to Williams or squiggling down to Winning at Williams. This would create a direct east-west route for bicycle traffic to and from the Broadway Bridge that would avoid the "box" area entirely.  |
| Consider design that would retain Flint Bridge. 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.  |
| Any traffic detours as a result of closures to Vancouver and Williams should avoid Flint Ave at all costs due to the presence of Harriet Tubman Middle School. This project should not be creating a traffic detour that runs directly in front of a middle school. Instead, drivers should be diverted to I-5, Interstate, or MLK.   |

| <b>Comment</b>   |
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| Consider widening the current pinch point of the connection on Lloyd Boulevard between the Esplanade connector and NE 1st Ave. One option for obtaining this width may be converting Lloyd Blvd to one southbound-only lane from Oregon to 1st and using the space from the remaining lane to widen the sidewalk/path here. NE 1st could be converted to one-way northbound from Lloyd to Oregon (this would have the benefit of removing a conflict point at the intersection of Lloyd and 1st), and Oregon could be converted to two-way traffic by removing on-street parking between Lloyd and 1st.  |
| The width of Broadway between Williams and 1st is shown as five (5) one-way motor vehicle lanes, which is incompatible with a multimodal, mixed-use environment, and may increase in poor driver behavior. Consider development of alternatives to this.   |
| Include a southbound bike lane on Williams between Broadway and Wheeler, to best connect with the Rose Quarter Transit Center and Moda Center.   |
| Clarify design on how the signalization at Williams and Hancock would move bike riders from the right side to the left side, and how bike riders on Vancouver would transition from the right side of the street to the left side prior to Hancock.  |
| Clarify design on how the sidewalk on the west side of Vancouver north of Broadway can be retained and connected to the crosswalk on the north side of Broadway.   |
| Turn Radii & Travel Lanes on Wheeler -- This project introduces much wider turn radii than currently exists on every corner of the Broadway/Weidler/Victoria/Williams block, as well as on the northwest and southeast corners of Weidler/Williams. If there is truly a need for improving truck turning at these corners, ODOT should install mountable truck aprons that allow trucks to make improved turns while still directing auto drivers around a tighter curb, thus slowing speeds to a safer level and generally reducing pedestrian crossing distances. If drivers are to be given a free-flow turn movement at these intersections, it is VITAL that leading pedestrian intervals are provided to allow pedestrians to safely cross the intersection without intimidation and the increased risk of being struck by careless, speeding, and/or inattentive drivers. |
| The project also appears to significantly widen the turn radius at the northwest corner of Wheeler and Ramsay, which seems completely unnecessary given that there is already essentially a slip lane (i.e., Center Street) from Vancouver/Wheeler to Winning Way. If such a wide turning radius is necessary here, the Center Street alignment should be removed entirely (leaving only a stub designed as a woonerf for parking garage access).  |
| Access to Center Street from Vancouver should be designed to have the streets meet as close as perpendicularly as possible, and have a tight turn radius to minimize the distance that vulnerable road users are exposed to fast-moving turning vehicles.  |
| The drawings also seem to indicate that southbound Wheeler would be widened to two lanes from Winning to Multnomah (currently, Wheeler is one lane leaving Winning, and widens to two lanes about halfway between Winning and Multnomah). The existing configuration of Wheeler between Winning and Multnomah is sufficient; widening will only encourage higher volumes and speeds approaching the Rose Quarter Transit Center.   |
| IF Wheeler were widened, the right-most lane should be designated as a transit-only lane, transitioning to a BAT lane no more than 200 feet from the intersection with Multnomah (approximately where the solid line separating the existing turn lanes is today).   |
| Vancouver sidewalk: This removal of a critical sidewalk connection is a negative impact to the connectivity of the neighborhood to the north, down to the project area. This could be remedied in the project, by shifting the Vancouver bridge to the east, to allow those auto lanes to "aim" Southwest into the intersection so that lanes connect, and there is still room for the west Vancouver sidewalk to connect.   |
| Missing identification of critical gap in pedestrian facilities. There currently is no connection between the west side sidewalk on Vancouver and the north leg crosswalk at Vancouver/Broadway. The west side sidewalk is currently signed as closed between Broadway and north of the I-5 overpass. Note that an error in the base data was recognized that needed to be rectified for future design.  |

| <b>Comment</b>  |
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| Missing identification of critical gap in ped facilities. There currently is no connection between the west side sidewalk on Vancouver and the north leg crosswalk at Vancouver/Broadway. The west side sidewalk is currently signed as closed between Broadway and north of the I-5 overpass.  |
| Revise and confirm sidewalk deficiencies listed in Table 10, Table 11, Table 16 of <i>Active Transportation Technical Report</i> .  |
| Include a mitigation measure to temporally separate pedestrian and vehicle phases at all signalized intersections in the study area, and especially along Broadway and Weidler. This could include leading pedestrian intervals or full separation. It should also include prohibiting “turn on red.”   |
| Consider an east side MUP along N Williams (formerly Wheeler) from Ramsay to Multnomah  |
| Improvements to N Vancouver (buffered bicycle lane) should be included in the No Build scenario. Not clear that Build scenario will improve Vancouver beyond that. Bike box is required.  |
| Bicycle volumes will be expected to increase at the Weidler/Vancouver intersection. Weidler is classified as a Major City Bikeway and is expected to carry the majority of bicycle trips traveling east-west through this corridor. The Clackamas bicycle and pedestrian bridge is classified as a City Bikeway, as are the roadways connecting to it. Mobility offered by the Clackamas corridor is limited by the nature of the network, which ends at NE 7th Avenue to the east and N Larrabee to the west. This limited extent will necessarily limit the traffic attracted to this facility. The project should work with the City to minimize risk to cyclists during project design. |
| Design elements requiring further detail include signal timing and storage space for bicycle turning movements. There are several locations where storage and signal timing will be key considerations.   |
| One is at the foot of Vancouver at Broadway where a heavy demand for the southbound to westbound movement will necessitate significant storage for efficient operations. It is not clear that sufficient storage is available.  |
| A second location is at Williams and Hancock. There, people bicycling northbound will have to transition from a right-side facility to the existing left-side bicycle lanes. This will need to be done at a signal (Hancock) to provide for low-stress operations. The diagonal movement will require at least three-phase operation of the signal. It is not clear that sufficient time will be provided for this movement.  |
| A third location is eastbound on Hancock at Williams. Bicycle traffic southbound on Vancouver will need to head east on Hancock to access the two-way pathway on the east side of Williams. Without a large bicycle box at this intersection there will be a long linear queue of people bicycling needing to make the transition to the Williams facility. Given the totality of demands on this signal it will be difficult to allot the time needed to clear a linear queue of eastbound cyclists. Once again, a large bike box would be needed.   |
| A fourth location is at the intersection of Multnomah and Williams. A potential eastside two- way bikeway running south from Ramsay would necessitate a diagonal movement into the existing bicycle facility in the transit center. In the absence of modeling and design it is difficult to assess if a large storage area could be provided for a heavy southbound movement. It is also   |
| The Synchro analysis and corresponding VISSIM analysis of the Broadway-Weidler corridor shows a delay scenario that appears to operate much better than observed conditions in the field for most intersections. The report does acknowledge limitations of Synchro when modelling congested conditions. In addition, VISSIM outputs for queuing are included in the report. PBOT continues to be concerned about accurately representing traffic conditions in the model. Some analysis conditions that are not discussed are the following:   |
| Field observations of queues to confirm if the model is representative of the actual conditions. If not representative, then the model should normally be calibrated to reasonably represent the conditions.  |

| <b>Comment</b>   |
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| Travel time along the corridor does not appear to have been measured or modelled, as there was no discussion. This is another evaluation that should have been completed to confirm if the model reasonably represents traffic conditions.   |
| This analysis should be completed with design to confirm that the lanes on the Broadway- Weidler corridor approaching the interchange will be adequately long to serve the demand and provide reasonable v/c and/or LOS. No-Build and Build analyses may need to be adjusted accordingly.  |
| The report says that VISSIM delays for vehicles are greater than the delays in Synchro. However, in the VISSIM results tables, more than half of the intersections show less delay (operating even better) than Synchro. Another example that demonstrates that basic delay results aren't representative of actual conditions. Please confirm.  |
| Clarify if a MUP from terminus of Flint at Tillamook to Vancouver can be included in Project design  |
| How does ODOT propose to handle the signalization at Williams and Hancock to move bike riders from the right side to the left side?  |
| How and where will ODOT/PBOT transition bike riders on Vancouver from the right side of the street to the left side prior to Hancock?  |
| Will the bike lanes be built as drawn? I.e., the entire length of Hancock/Dixon, Broadway, and Weidler, curb tight, with some form of proper protection, at least from Ross to 1st? Or will the final bike lanes be narrow, paint-only and/or for shorter lengths (barely better than existing conditions)? The final design of these facilities will significantly affect any analysis of the adequacy of such designs.   |
| This project should develop BAT or transit-only lanes for the streetcar on both Broadway and Weidler, and for the bus routes on both Williams and Vancouver from Wheeler to Hancock. Only vehicles that are making left turns or transitioning to left-turn lanes adjacent to the streetcar lane should be driving on the streetcar tracks once this project is complete. These improvements will be necessary to ensure that the project does not degrade transit performance once completed.   |
| The project as drawn appears to include a two-way bike lane on Williams between Broadway and Hancock, which would be 10 feet at its narrowest point. Considering that the Williams corridor is one of the busiest bike routes in the city, a 10-foot-wide two-way path is in no way sufficient to safely handle reasonably expected volumes of bike traffic. Instead of widening the on-ramp to I-5 northbound to two lanes, the project should instead retain a single lane on the on-ramp to I-5 northbound, which would allow the northbound Williams vehicle lane to be shifted west far enough to provide a two-foot cycle track of proper width (20 feet). |
| All sidewalks within the construction footprint must be built out to minimum PBOT standards. None of the roadway changes should result in narrower sidewalks than exist today.   |
| The Vancouver route includes a shift of the bike lane from the right side to the left side of the Vancouver, funneling cyclists into a "jug-handle" staging area for a right turn across Vancouver and the freeway offramps. Consider challenges associated with the high number of daily bike commuters on this route, and the potential discomfort and safety issues with switching across motor vehicle lanes and making a 90-degree turn into the jug-handle, crossing over and avoiding cyclists on the through-bike-lane on Broadway, and lining up in staging area that may be too small to wait for the light.   |
| Design bike-ped on crossings such that they do have direct connections without switchbacks on both sides, even if that means a wider swing to the south to accommodate the grade change. Consider a stair component on the west side that would allow able-bodied pedestrians more direct access.  |
| Consider feasibility and cost of retaining both Hancock and Flint as overcrossings.  |
| Clackamas Crossing: 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.  |

| <b>Comment</b>  |
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| Clackamas Crossing: Confirm 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?  |
| Clackamas Crossing: Consider thrust of traffic in and out of the west end of the bridge onto Second Avenue.   |
| Clackamas Crossing: Consider other aspects specific to design around Calaroga Terrace:  |
| 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  |
| The traffic in and out of the Calaroga carport right across Second Avenue   |
| The on-street parking on Clackamas that serves health personnel visiting patients at Calaroga   |
| The cars from Weidler that take shortcuts through Second Avenue and Clackamas in order to avoid waiting for the traffic light at MLK  |
| 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  |
| 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;  |
| 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;   |
| The need for traffic controls for both bicycle and pedestrian traffic coming off the bridge.  |
| The Dixon-Hancock overpass must be built with cemented, separated, bike facilities. Painted buffers are not acceptable for new construction   |
| Confirm space for transit boarding islands within the API (question if there is sufficient space due to number of travel lanes (as well as protected bike lanes). Confirm that additional right-of-way might be necessary in order to provide these.  |
| Given that both Broadway and Weidler are Major Transit Streets facing potential reduction in the number of travel lanes for auto, streetcar and bus traffic to accommodate new bicycle facilities, recommend a cross-section be developed that provides a dedicated lane for the streetcar. The dedicated lanes should be accompanied by signal priority or a dedicated streetcar signal phase at Victoria, Williams and Vancouver, along with the elimination of driveways and other proven tools to speed up transit.   |
| Consider the Streetcar line from NE 7th to the Broadway Bridge to be dedicated bus/train only   |
| The Construction Phasing Plan should include the following:   |
| Design details for temporary pedestrian/bicycle facilities (e.g., facility typologies, widths, and signage)   |
| Details for maintaining pedestrian and bicycle movement throughout the entirety of the Project's construction timeline"   |
| The proposed highway lid between Williams, Vancouver, Hancock, and Broadway is insufficient as currently conceived. This lid should entirely cover the freeway on this block, leaving only the I-5 on-ramp exposed in order to create an actual usable space. The lid covering the on-ramp in this same block should be increased in size as well, as far back toward Broadway as safe height clearances will allow. Additionally, the lid on the north side of Dixon should stretch from Flint all the way to Vancouver, and not just cover the northbound lanes of I-5. |

| <b>Comment</b>  |
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| All of the proposed freeway lids should additionally be designed to actually be able to accommodate trees, grass, and other landscaping, including proper irrigation, and not just be built as large concrete expanses that can serve no purpose and would look just like empty parking lots. Even better would be designing the lids to a structural quality that multi-story building could be built atop them.   |
| Study an option that builds highway covers strong enough to support 6-story building.   |
| Consider extending highway cover over the I-5 section between NE Hancock street and NE Broadway Street to create a more unified and functional space.   |
| Mitigation for any tree removals as part of this project should include a commitment to replace every removed tree with at least two new trees as close to the removed trees as feasible.   |
| Concern about how the street configuration impacts the access to and egress from the parking garages that provide spaces for events in the Moda Center and the Veterans Memorial Coliseum (VMC).  |
| No support from Moda for current street configuration because the elimination of N Williams and the relocation of the SB 1-5 onramp would require significant out-of-direction travel from the garages to exit the area, funnel essentially all event traffic through several constrained intersections - creating increased pedestrian/vehicle conflicts, and greatly increasing the amount of time it takes to empty the garages.   |
| Proposed mitigation of rerouting traffic northbound on N Wheeler by way of cones and flaggers after all events is financially unsustainable and potentially unsafe.   |
| Support for options contained in the 2016 report: Moda Center - Post Event Traffic Analysis. This study was puts forth two options which would work better for the Rose Quarter, both of which call for N Wheeler to be permanently configured as a two-way street. Option 4 in that study is the preferred option. This configures N Wheeler as a four-lane road with two lanes in each direction. It also realigns N Wheeler with the Garden Garage exit. Option 1 configures N Wheeler as a three-lane road with either one southbound lane and two northbound lanes or an easily convertible center lane that is only used during events. |
| RCM and the City understand that garage egress times may increase slightly due to needed active transportation improvements and other development, but ideally, we would like the time it takes to empty the garages after events to stay the same or decrease with the project.  |
| Look at alternatives and align urban design elements of the project and the lid to create active, safe, and usable spaces supportive of community visions such as the Albina Vision;  |
| Features like walkability, access to affordable housing and local business growth potential for displaced communities should be central to design planning;   |
| Consider project elements that recognize the impacts of the freeway's construction and attempt to reconnect the neighborhood space with a focus on people, cultural, and community amenities and cohesion over convenience to the automobile  |
| 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.   |
| Consider access to medical services and Calaroga Terrance and Hooper. 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.   |

| <b>Comment</b>   |
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| Consider areas in front of the Paramount Apartments and the Grandma’s Daycare property on the north side of Broadway be made contiguous by the vacated Flint ROW, thereby creating a public space described as “a broad pedestrian plaza”, a “the center of place in placemaking” of the newly revitalized area, with the 1923 Paramount Apartments on the north side of Broadway and the 1923 Left Bank Building in the south side as “the twin bookends to this center of place”.  |
| In the effort to re-connect a fragment of an original neighborhood to a larger, intact adjacent district, physical and visual continuity are important. Buildings with active ground floor space, adequate sidewalks, street trees and amenities all contribute to a continuous experience. However, visual continuity of neighborhood on either side of I-5 is also important. More detail is needed, but it should be noted that noise walls are typically 10-12’ tall and made of dense material like concrete to provide noise mitigation. These will isolate the two sides of the neighborhood, to their detriment. Consider transparent noise barriers or other alternative configurations that don’t cut off views between areas. |
| Ensure that the design and construction of the proposed changes will not negatively impact PPS property or the Tubman school. Confirm retaining wall elements will be designed and constructed adjacent to the site to not interfere with the timber pile and micropile foundations that are at Tubman Middle School.  |
| Ensure that contemporary seismic standards are addressed in design.  |
| 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 not related to events when events take place at the Moda Center.  |
| The Commission’s feedback is based on the Central City Fundamental Design Guidelines, the approval criteria that applies to most of the project area. Specifically: A3: Respect the Portland Block Structures A5: Enhance, Embellish & Identify Areas A7: Establish and Maintain a Sense of Urban Enclosure A8: Contribute to a Vibrant Streetscape B1: Reinforce and Enhance the Pedestrian System B2: Protect the Pedestrian B3: Bridge Pedestrian Obstacles B4: Provide Stopping and Viewing Places B5: Make Plazas, Parks & Open Space Successful C1: Enhance View Opportunities C4: Complement the Context of Existing Buildings C5: Design for Coherency C7: Design Corners that Build Active Intersections                        |

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## Appendix A Comment Submission and Submittal Code

| Submittal Date               | Name            | Organization     | Submittal   | Comment Back Up Document  |
|------------------------------|-----------------|------------------|---|---------------------------|
| 2019 0331<br>Aaron           | Aaron           |                  | I am a Portlander commenting on the proposed I-5 Rose Quarter expansion. While state government seems to consider this a priority, the people of the actual surrounding area have many other things they would rather see the money go towards - from our public schools system to affordable housing or even our parks system. Even within the confines solely of transportation, we and the greater area (including a significant portion of the rest of Oregon) would benefit more in all realms (air quality and emissions, decreased congestion, etc.) from measures that have larger and more sustained impact, such as public transportation. (Even improvements to bicycle and walking infrastructure or even electric car charging infrastructure would be more effective uses of this money.) Independent of whether this project goes through or not, it clearly needs a new environmental impact study. Several flaws in the study that has already performed make its usefulness highly suspect, including one huge flaw (the assumption of a nonexistent new 1-5 bridge over the Columbia). (Though, if we can get Washington and the feds to agree to help pay to send the Max across the Columbia, then that's worth pursuing.) The immediate neighborhoods, the people of the state of Oregon, and US taxpayers (many folks in this area have seen their taxes rise due to new federal legislation, while less and less goes to anything that meaningfully affects us) deserve this at the least. Thank you.   |                           |
| 2019 0329<br>Aaron Abrams    | Aaron Abrams    |                  | I'm writing to express my deep opposition to the Rose Quarter Freeway Expansion project. The idea that we would spend at least half a billion dollars on a project that will increase carbon intensive infrastructure in the midst of a climate crisis is immoral and unconscionable. In addition, it is clear that this project will not actually relieve congestion due to induced demand. When you factor in the health and safety impacts to Tubman middle school, the clearly substandard pedestrian and bicycle infrastructure that has been proposed, and the inadequate access to background data, it all adds up to a terrible project for our region. Particularly galling is the fact that a solution is already available to ODOT. Congestion pricing would reduce congestion, reduce driving, and eliminate the need for this project all together. I encourage ODOT to rethink this project all together. At the very least, ODOT should commit to a full EIS process. It's impacts to public health and safety will be large and widespread. You owe it to the public to look harder at how this project will affect communities in the area, especially since these communities were already devastated by freeway building in the past. This project has far too many questions to move forward without more study. I will actively support candidates that oppose this project, and will not vote for, donate to, or volunteer for any candidate that supports this project. You have an ethical and moral obligation as public servants to think harder about this project. I encourage you to live up to these obligations, and to your obligation to future generations.   |                           |
| 2019 0314<br>Aaron Andrade   | Aaron Andrade   |                  | I'm deeply concerned about climate change. I know that adding freeway space to encourage more vehicles is going in the wrong direction. We need a radical rethinking of our lifestyle and energy use priorities. Please recognize that freeway expansion has never decreased congestion, care about the air that our children (such as those at Harriet Tubman Middle School) will breathe, and think long term, channeling the massive expense into initiatives that encourage sustainable behaviors.  |                           |
| 2019 0327<br>Aaron B. Strong | Aaron B. Strong |                  | I am in support of the upgrade for the I5 freeway initiative. I have lived in the Lloyd Center area since 1977 and traffic has presented terrible traffic concerns.   |                           |
| 2019 0401<br>Aaron Bini      | Aaron Bini      |                  | The proposed Rose Quarter I-5 expansion is just plainly and simply an awful idea. Induced demand: you've likely heard it hundreds of times in other comments being submitted. That's because it's very real, and exactly why this is such a stupid idea. This will do nothing to solve congestion problems in Portland. I do support tolling. Start there and use money received to improve public mass transit options. We do the planet no favors by trying to get more people into cars on our roads. Oh also, it's absolutely unacceptable that ODOT assumes the existence of the Columbia River Crossing in it's travel time projections for this highway expansion proposal. That bridge never got built! You're lying to the people of Portland, and I call bull!  |                           |
| 2019 0304<br>Aaron Brown     | Aaron Brown     | No More Freeways | Request for Additional Data, Figures, Appendices not Included in ODOT's Rose Quarter Freeway Expansion Environmental Assessment Document. Good morning. Please find our letter attached - The No More Freeway Expansions Coalition requests additional data, figures, and appendices not included in ODOT's Rose Quarter Freeway Expansion Environmental Assessment document released on February 15th. We look forward to your correspondence. The No More Freeway Expansions Coalition wishes to thank the Oregon Department of Transportation (ODOT) for their willingness to extend the Rose Quarter Freeway Expansion Environmental Assessment public comment period an additional two weeks. As our coalition reviews the documents included in ODOT's Environmental Assessment, it appears that certain key significant data are not included in the report. ODOT released the "Traffic Operations Analysis Summary: 1-5 Broadway Weidler Interchange Improvements" (TOAS) document received by HOR as "Appendix A <<Footnote 1>> ." The document, however is listed as a "Draft," with a publication date of January 21, 2015. The document appears to be missing four Figures (Figures 11, 12, 13 and 14) as well as Appendices B, C, D, E, F, and G. Community members working with our coalition called the ODOT Senior Environmental Project Manager at the phone number listed in this document on February 24th to learn more about this incomplete report, but as of March 4th we have not yet received any clarifications or answers to our questions about this incomplete document. The No More Freeways Coalition explicitly requests a confirmation from ODOT that this 2015 version of the TOAS document is the most recent version of this study, and additional clarity regarding whether the Build vs No Build assessments are based on traffic projections for the year 2035 or 2045. The 2015 TOAS report includes traffic projections to 2035, whereas the rest of the | 2019 0304 Aaron Brown ATT |

| Submittal Date           | Name        | Organization     | Submittal  | Comment Back Up Document     |
|--------------------------|-------------|------------------|--|------------------------------|
|                          |             |                  | <p>EA documents appear to be measuring the project against 2045 traffic patterns. These discrepancies make it difficult for our organization to independently verify and assess ODOT's claims about the proposed freeway expansion would impact traffic (and therefore air pollution and carbon emissions) on the corridor. Additionally, the No More Freeway Coalition requests that ODOT please provide us the following data sets and appendices that are currently missing from the documents provided by the Environmental Assessment released on February 15:</p> <ul style="list-style-type: none"> <li>• Synchro Output worksheets for all local intersections, for both existing and future conditions</li> <li>• VISSIM calibration details and outputs for the highway modeling</li> <li>• NCHRP 255/765 worksheets used to derive future volumes</li> <li>• Any available updated version of the Traffic Operations Analysis Summary consultant report, complete with missing figures and appendices.</li> </ul> <p>Access to these data sets and appendices is imperative for our concerned community members to accurately understand ODOT's calculations and assertions. This information will allow community members to independently verify ODOT's claims about the impacts this proposed freeway expansion will have on our planet's carbon emissions, our children's lungs, our region's traffic congestion, and our local neighborhood's traffic patterns. Please send these documents to our <a href="mailto:nomorefreewayspx@gmail.com">nomorefreewayspx@gmail.com</a> email address at your earliest convenience. Thank you very much for your ongoing cooperation and assistance throughout this public comment period.</p> <p>FOOTNOTES:1 This document can be found online on ODOT's 1-5 Rose Quarter website: <a href="https://i5rosequarter.org/wp-content/uploads/2019/02/I5RQ-Traffic-Technical-Report-010819-Appendix-A.pdf">https://i5rosequarter.org/wp-content/uploads/2019/02/I5RQ-Traffic-Technical-Report-010819-Appendix-A.pdf</a></p>  |                              |
| 2019 0307<br>Aaron Brown | Aaron Brown |                  | I oppose this project, and request ODOT release their data on traffic projections No More Freeways requested.  |                              |
| 2019 0318<br>Aaron Brown | Aaron Brown | No More Freeways | <p>Request for Full 45 Day Public Comment Period for ODOT's Rose Quarter Freeway Expansion EA. The No More Freeway Expansions Coalition is writing to ask the Oregon Department of Transportation (ODOT) to honor their stated promise to hold a forty-five day public comment period for the community to respond to the agency's Rose Quarter Freeway Expansion Environmental Assessment document. Please find our full letter attached. We look forward to hearing from ODOT regarding our request for that the agency fulfill its original promise of adequate provision of time for public comment on this \$500 million freeway expansion. The No More Freeway Expansions Coalition is writing to ask the Oregon Department of Transportation (ODOT) to honor their stated promise to hold a forty-five day public comment period for the community to respond to the Environmental Assessment. Many crucial documents, data sets, figures, and appendices necessary for our community group to independently verify ODOT's claims about this project were lacking from the original, incomplete version of the Environmental Assessment document originally released by ODOT on February 15. ODOT only made these data available on March 13 - they were posted on the Rose Quarter project website a full nine days after our community group formally requested the information, which by all accounts should have been included in the original EA document. &lt;&lt;Footnote 1&gt;&gt; The data provided (Synchro output worksheets, Alternative for the AM/PM peak periods, VISSIM model outputs and calibration report, Volume Forecasts for the 1-5 mainline, Build Alternative for the AM and PM peak periods, and the full Traffic Operations Analysis Summary and full collection of Appendices) represents over 632 pages of technical, quantitative measurements about bike, transit and automobile traffic flow on the freeway itself and the surrounding neighborhood streets. It is difficult to overstate the centrality of these up-until-recently-missing data sets to ODOT's claims about the purported impacts this project will have on the neighboring community. Without these data, it is simply impossible to independently assess ODOT's claims about how this freeway expansion will impact the local community. ODOT's assertion that the proposed Rose Quarter Freeway Expansion will somehow improve traffic congestion, ambient air pollution or carbon emissions is a bold one - it flies in the face of decades of empirical research about urban freeway expansion projects across the country. Our community leaders believe we deserve more than nineteen days (and only thirteen business days!) to look over the six hundred and thirty two pages of data that are the heart of whether this half-billion dollar freeway expansion proposal will impact our state's carbon emissions, regional traffic congestion or local rates of asthma and diabetes. Our community group asserts that adequate provision of forty five days to review these data sets would require ODOT to receive public comment on the Rose Quarter Freeway Expansion Project up until Saturday, April 27, 2019. We stress that we are not asking for an extension of the public comment period, but merely requesting that the agency acts in good faith and provides the forty-five days to respond to a complete Environmental Assessment document that we were originally promised by the agency. In a letter dated January 11, ODOT denied our request for an extension of the public comment period, but noted "...once the comment period begins, we will consider if an extension is necessary based on feedback received after publication of the document." &lt;&lt;Footnote 2&gt;&gt; Given the inadequately short amount of time between today and ODOT's original April 1st deadline for Public Comment, the overwhelming centrality of the only-recently-provided 632 pages of data to ODOT's assertions of the public impact of this proposed freeway expansion, and the overwhelming sentiments of concern about this freeway widening proposal expressed by the public at the March 12th public hearing, &lt;&lt;Footnote 3&gt;&gt; we are asking ODOT to ensure our community has a full forty-five days to review the full Environmental Assessment document with relevant and necessary data included. We welcome and encourage local elected officials to join us in asking ODOT to fulfill their promise of government transparency and meaningful opportunity for public comment in regards to a proposed \$500 million freeway expansion in the backyard of Harriet Tubman Middle School. FOOTNOTES:1 A copy of our letter to ODOT requesting this data is available here: <a href="https://nomorefreewayspx.files.wordpress.com/2019/03/030419-nmf-request-for-additional-ea-data.pdf">https://nomorefreewayspx.files.wordpress.com/2019/03/030419-nmf-request-for-additional-ea-data.pdf</a> 2 We also wish to emphasize that our coalition had flagged the limitations of a truncated</p> | 2019 0318 Aaron Brown<br>ATT |

| Submittal Date           | Name         | Organization | Submittal  | Comment Back Up Document |
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|                          |              |              | <p>public comment period in a letter we sent to ODOT on November 28, 2018. Our letter, cosigned by 32 elected officials, small business owners, and leaders of local nonprofit advocacy organizations, specifically asked for a sixty-day extension of the public comment period. It stated that "As community advocates, local business owners and elected officials concerned about the impacts this project may have on the North Portland community and the region as a whole, we are concerned that the 30-day public comment period will not give community advocates enough time to meaningfully review and provide feedback on ODOT's findings. By initiating a thirty-day public comment period in late January, the ability of community members and stakeholders to weigh in on the proposal is severely dampened."Our original request for an extension can be found on the No More Freeways website: <a href="https://gallery.mailchimp.com/33eee76771d2f4f3df7221428/files/7a9d2360-272d-4ddb-b311-c4b1081d784b/112818_60_Day_Extension_Request_Letter.pdf">https://gallery.mailchimp.com/33eee76771d2f4f3df7221428/files/7a9d2360-272d-4ddb-b311-c4b1081d784b/112818_60_Day_Extension_Request_Letter.pdf</a>ODOT didn't respond to our request for over forty-four days, and denied our request by responding at 4:35pm on Friday, January 11. A copy of ODOT's letter, in which the consideration of a potential extension due to community feedback after publication is mentioned, is available here: <a href="https://nomorefreewayspxd.com/wordpress.com/2019/03/i-Srosequarter_responseletter_011119-1.pdf">https://nomorefreewayspxd.com/wordpress.com/2019/03/i-Srosequarter_responseletter_011119-1.pdf</a> "Opponents Dominate Hearing On Portland Rose Quarter 1-5 Expansion Project" Oregon Public Broadcasting, March 12 2019. <a href="https://www.opb.org/news/article/portland-oregon-interstate-5-rose-quarter-expansion-hearing/">https://www.opb.org/news/article/portland-oregon-interstate-5-rose-quarter-expansion-hearing/</a>"Rose Quarter freeway critics dominate meeting, then Chloe Eudaly throws curveball." The Oregonian. March 13, 2019. <a href="https://www.oregonlive.com/commuting/2019/03/rose-quarter-freeway-critics-dominate-meeting-then-chloe-eudaly-throws-curveball.html">https://www.oregonlive.com/commuting/2019/03/rose-quarter-freeway-critics-dominate-meeting-then-chloe-eudaly-throws-curveball.html</a>A full round-up of news coverage of the public hearing on Tuesday March 12 is available here: <a href="https://nomorefreewayspxd.com/2019/03/15/overwhelming-turnout-for-the-good-guys-at-odot-hearing/">https://nomorefreewayspxd.com/2019/03/15/overwhelming-turnout-for-the-good-guys-at-odot-hearing/</a></p> |                          |
| 2019 0312<br>Aaron Brown | Aaron Brown  |              | <p>Good evening. My name is Aaron Brown. I live in the St. Johns neighborhood of north Portland. Back in May of 1980, I was born. I was born in Titusville, Florida. My dad worked at NASA, which was really cool. Speaking of NASA, one month after I was born, James Hansen testified at congress, federal congress, when air quality was 350parts per million of carbon. So we've known about this for 30 years. And the entire 30 years of mylife we have emitted half of all the carbon that exists in the atmosphere in those last 30 years. In those last 30 years, I've had nothing but gas lighting. Every single time, I've been aware of climate change my entire life and there's been this constant belief that someone will get around to it eventually. Well, we lost a certain election or an election didn't go that way, or well, next legislative session. We're out of time. I understand that there are political realities. There are physics realities. There's only so much carbon that we can put in the atmosphere. 40 percent of Oregon's carbon emissions come from transportation. This is climate denialism. All of this -- and frankly, I would accuse ODOT of gaslighting, but you're not even making the data available for us to review it.Your entire claims that this will reduce global warming, emissions, air quality, pollution and traffic congestion are based on a dataset that you didn't even provide in the environmentalassessment. We've only got 20 days left of your 45 day public comment period, which you only extended to us because Commissioner Eudaly gave us a lending hand. This meeting is only here because they had to shame you into looking me in the eye and telling me that you're okay with future generations, the children in this room, the children that many folks here have wondering what side their parents were on in terms of standing up for a planet that maybe will be able to feed future generations. As to whether coastal cities like the one I was born in will be under water by the time I am a couple years older. My parents are here today to support me. I hope each of you are here to support your future generations. Thank you.</p>   |                          |
| 2019 0402<br>Aaron Brown | Aaron Brown  |              | <p>For the past nineteen months (and especially for the past month and a half), I've spent an enormous amount of my own personal and professional time writing angry letters to ODOT. Letters to ODOTsounds like the name of some urban planners regrettable punk rock band they played bass in back in college, but it adequately assesses the general state of how I've spent much of 2019. I, along with literally hundreds of other community members, have been attending dozen of community meetings and watching ODOT speak demonstrable untruths with barely-concealed slight-of-hands, and spent many a rainy weekend pouring through egregiously depressing data about climate change, air pollution, traffic congestion, and traffic fatalities to make our case that this project is an damning piece of evidence of the urgency with which metropolitan America needs to retire the freeway industrial complex.But instead, with my last five minutes before the public comment period closes, I want to write a quick love letter. A love letter to the dozens of parents I met at Tubman Middle School, figuring out how to build a PTSA that will stick up for their entire community and learn how to work together despite having individuals from enormously different backgrounds. A love letter to the individuals who have taken their personal trauma stemming from losing a loved one to senseless traffic violence and weaponized these unspeakable losses into voices that clamor for government agencies to be more vigilant in their investments to prevent future tragedies. A love letter to the youth who are increasingly organizing to take over the world and prevent the older generation from dooming us to climate apocalypse. A love letter to the hundreds of community members who have shown up to dig through ODOT's public records and, frankly, out-hustle your staff to point out the obvious clerical errors that you hoped to hide from public scrutiny. A love letter to the good community members and citizens who have stood up for freeway revolts in the past, present, and future of my hometown. A love letter to all who are working to understand the intersections of transportation, climate, social justice, white supremacy, the patriarchy, and are working to untangle all of these for a more verdant and sustainable future.Thank you, ODOT, for giving me an excuse to wallow in the trenches for the past few months. Please kill this damn project.</p>  |                          |
| 2019 0326                | Aaron Choate |              | I previously engaged in the online open house and submitted comments regarding the proposed I-5 changes in the Rose Quarter. After viewing the website   |                          |

| Submittal Date                     | Name                  | Organization | Submittal   | Comment Back Up Document |
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| Aaron Choate                       |                       |              | I stated that I did not support any changes at freeway level and only supported changes on the ped/bike level above the freeway at street level. Having read more about the project, I now support no changes whatsoever as the total impact on pedestrian, bike, and public transit throughput will be negligible, instead causing delays and creating inaccessible grades. This proposal masquerades as a green project, instead prioritizing vehicle traffic, increasing emissions, and encroaching on Harriet Tubman Middle School and the Albina N/NE Portland neighborhoods, a site of historical displacement and ongoing climate injustice. The changes ODOT is proposing would only perpetuate these issues while offering no solutions. I therefore in good conscience cannot support any the changes proposed and encourage you to consider abandoning the project. If the goals of ODOT are to increase efficiency and reduce congestion, please instead implement tolling or time-of-use pricing, with these funds dedicated to supporting sustainable transportation--walking, biking, and public transportation.   |                          |
| 2019 0401<br>Aaron Kirk<br>Douglas | AARON KIRK<br>DOUGLAS |              | Lets spend the half billion on better transit, implementation of HOV lanes, and implementation of tolls to reduce those bottlenecks. I think the data provided by other investigations and experts has demonstrated sufficiently that widening the roadway will not reduce crashes or accidents, will result in more cars on the road overall, and will not improve air quality or reduce greenhouse gas emissions. There are many other options for this type of expenditure (like say the I-5 Bridge over the Columbia?)  |                          |
| 2019 0401<br>Aaron Kuehn           | Aaron Kuehn           |              | I moved with my family to Portland to benefit from a city and a state committed to innovation and a healthy sustainable future. I was enthusiastic about the positive leadership of projects like the Tilikum crossing, a car-free multi-modal bridge. That bridge has rightly become a vibrant centerpiece of this city. People live in cities to be around other people, not to be around cars and trucks. Cars and trucks and their grossly outsize infrastructure incorrectly dominate the space, the sound scape, the time, the air, the climate, and the finances of city, robbing us of our communities, our time and places together. We should be removing automobile infrastructure from this city, correcting the mistake, healing the city, and reclaiming the space for people. For ODOT to force this out-dated injustice upon us is inherently wrong, and makes me question my decision to reside in this state.   |                          |
| 2019 0401 Abby<br>Peterson         | Abby Peterson         |              | Expanding our freeway will only negatively impact our climate and our students at Harriet Tubman. They are already severely impacted and should not continue to be disappointed in adults that have not served them well.   |                          |
| 2019 0319<br>Abigail Hazlett       | Abigail Hazlett       |              | I'm writing to state my objection to the proposed Rose Quarter Freeway Expansion project. There is absolutely no evidence that widening the freeway will solve traffic congestion. ODOTs own hired consultants admit that this project wont address recurring traffic congestion on this corridor. I would urge ODOT to consider investing funds in other roadway improvements (for example improving 82nd) or delaying the project until a more prudent plan can be developed. I am a resident of North Portland and am just as impacted by traffic congestion as others, but I want to see a solution that moves toward reducing reliance on single occupancy vehicles and improves our community rather than a band-aid solution that won't make a meaningful difference in congestion, disrupts the community, threatens vulnerable populations like the students at Tubman Elementary, and does nothing to mitigate the environmental impact of car travel. I believe ODOT wants to do good work and this project is not good work. I don't support the project as proposed and I urge ODOT not to proceed.  |                          |
| 2019 0312<br>Abraham Sutfin        | abraham sutfin        |              | 1) On page 26 of the EA, ODOT states, the Build Alternative would not create new capacity or add substantial capacity to the existing highway. Can someone please tell the public why this is a selling point by ODOT but its clearly contradicted in the EA?<br>2) Noise is a form of pollution that doesn't seem to have anyone's attention. As someone who lives within blocks of the freeway I can attest to how loud the freeway is. This is something that will not go away regardless of the way the cars are powered.<br>3) Having a park or community space on top of a freeway (lid) is a back handed way for people to experience green space and a sleazy way to tie the old neighborhood to the new.   |                          |
| 2019 0328<br>Adam Brunelle         | Adam Brunelle         |              | PLEASE do not allow this tragic misuse of taxpayer funds to occur. We have so many priorities worthy of \$500 million in investments, and many of them would do incredible things for working people. Freeway expansion will only worsen air quality, further invest in fossil fuel infrastructure (highways), and *it will not reduce traffic.* This project has been hastily approved with little foresight and understanding of community needs. Throwing money at lane widening in response to our increasing traffic problem is the kind of reactionary thinking that needs to go extinct. We need many of the investments in bike and pedestrian infrastructure that were promised with this package, and we need *all* of the money allocated for this project to go to improving pedestrian and bike safety in our city. Far too many people are dying on our streets simply crossing the road, like happened in my neighborhood at 92nd & Holgate by one of our city's biggest, most popular parks. The fact that ODOT used columbia river crossing assumptions is incredibly problematic and frustrating, and it seems little has been learned since that last failed attempt. The community won't accept this project. We won't accept that you didn't do an Environmental Impact Statement, which is an absolutely necessary action for a half \$\$\$\$ billion project (\$500,000,000) that will have significant negative impacts on school-aged kids. Imagine the positive impact we could have on these kids if we made their streets and transit safer and more effective! |                          |

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| 2019 0326<br>Adam C. Foltzer  | Adam C. Foltzer |              | I simply cannot believe we're contemplating a freeway expansion at a time when:- Our climate is getting worse every year, with midwest flooding being only the latest symptom of our overreliance on carbon emissions- We see that environmental injustice falls overwhelmingly on our neighbors who are already marginalized, from Flint's water to the students at Harriet Tubman having to cancel recess- We have seen in study after study that induced demand means that congestion will return just as soon as we expand the freeway- Our TriMet and C-Tran systems are in need of investment, and underserve many of our neighborhoodsHow can we possibly believe that this is the best way to spend half a billion dollars? It would be better to set the money on fire than to spend it on this project, but the amount of good it could do if put into transit, pedestrian safety, and cycling infrastructure would be historic.Please do the right thing and cancel this freeway expansion.   |                          |
| 2019 0226<br>Adam Kimbrough   | Adam Kimbrough  |              | I support any initiative to expand existing or for construction of new highway or interstate routes through and around Portland. Our city and population has grown far beyond what the current infrastructure is capable of handling, and will only continue to grow. Thank you.   |                          |
| 2019 0313<br>Adam Kimbrough   | Adam Kimbrough  |              | Please expand Portland's highways!!!! No more bike lines with out more roads.  |                          |
| 2019 0313<br>Adam Kimbrough 2 | Adam Kimbrough  |              | As a young adult living in the Mississippi neighborhood, and commuter to downtown Portland, I fully support any freeway expansion. We do not need more bike lines, we do not need more light rail, we need more lanes for car traffic and in addition, a larger bypass for north and south bound freight traffic. I support expanding Portland freeways.   |                          |
| 2019 0329<br>Adam Kimbrough   | Adam Kimbrough  |              | PLEASE PLEASE PLEASE EXPAND THE HIGHWAY. We desperately need to grow and expand our transportation routes as the city expands, and north and south bound freight via trucks increases.   |                          |
| 2019 0327<br>Adam Manwaring   | Adam Manwaring  |              | One of the reasons I love Portland is that it's one of the most foot and bike friendly cities in the country. For decades Portland has been moving towards a vision that roads are not just for cars, that having people out and about on sidewalks is a good thing, and that having cohesive neighborhoods is important. Highway expansion undoes all of that. The vision for Portland should not be to develop it like small midwestern cities that have lots of highways, bad air, and empty sidewalks. Nobody likes to visit those cities. And their downtowns are basically huge parking lots. If the goal is to reduce congestion, the plans should be to offer more affordable housing closer to urban centers and make driving less necessary, not more. Make things more affordable and available, invest in people, not traffic; neighborhoods, not highways.  |                          |
| 2019 0320<br>Adam Pitts       | Adam Pitts      |              | Let's try mass transit instead. I'm thinking about trains for mass transit. More efficient, less energy, less traffic, less pollution. Too many cars and too much pollution as is. Expanding roads will only make more people drive. The cycle will never end until it is too late.  |                          |
| 2019 0402<br>Adam Robins      | Adam Robins     |              | As a North Portland resident who drives, cycles, walks, and takes transit to get around the city, please cancel this mid-20th century era thinking and halt all work on expanding the freeway. The proposed \$500 million price tag, which we all know is going to expand from there, is a down-payment on the backwards direction Portland is taking away from sensible transportation alternatives and a step closer to climate collapse. The bottleneck argument is ridiculous, and that's a never-ending game of whack-a-mole. Spend hundreds of millions of dollars here and find another bottleneck within months and then start the whole process over. This money would be much better spent on transportation alternatives and a move away from a fossil-fuel dependent car culture. Just think what it could do for eliminating transit fares, or providing enhance bike and pedestrian infrastructure.  |                          |
| 2019 0327<br>Adam Smedberg    | Adam Smedberg   |              | Bad deal. Brings more cars, more pollution, and more problems. Does not improve the lives of Portlanders.  |                          |
| 2019 0327<br>Adam Weis        | Adam Weis       |              | ODOTs environmental assesment for the Rose Quarter project considers only two alternatives: either we spend about \$500 million on expanding the capacity of I5 or we do nothing and instead we take that cash, throw some gasoline on it, and burn it. Well... ODOT isnt literally suggesting we burn money, but by failing to consider what other uses we could put these dollars towards, that is essentially the frame they are setting. Anyone whos ever managed a household budget knows that doesnt reflect reality in a world of limited resources. In the real world there are trade-offs. Anytime we spend money on something theres something else were giving up. If ODOT wants to justify this project, the critical question they need to answer through an environmental impact report is not whether the proposed improvements will marginally improve sporadic episodes of congestion or reduce fender benders, its whether - in light of the states environmental, transportation, land use, and equity goals - widening I5 is the best and highest use of \$500 million. Thats a higher bar to clear than whether or not a project is better than just taking the cash and burning it. To make a case for the rose quarter project ODOT should prepare a report that genuinely considers alternative approaches to the regional problems of congestion and safety. This would presumably include a study of the |                          |

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|                |                    |              | likely impacts of congestion pricing and transit expansion. It would also consider a scenario in which the Columbia River bridge is not expanded. I give this environmental assessment an F for failing to address the prompt.   |                          |
| 2019 0325      | Adin Eichler       |              | I live very near the Banfield Freeway. It's a noisy eyesore that significantly lowers the neighborhood's quality of life. We don't need any more freeways. We need more access to more frequent public transportation, not only for our generation but for the very future of the Earth. We cannot continue to make sacrifices to the automobile industry that has wrought so much destruction to our world.   |                          |
| 2019 0327      | Adrian Purkey      |              | I am in support of the Broadway Corridor project   |                          |
| 2019 0326      | Adriana            |              | Don do anything else to Portland we dont need it. Focus on get homes for veterans. And homeless. Helping kids with college insteading if expending roads.  |                          |
| 2019 0319      | Adrien Lee         |              | Why is this even under consideration when we have evidence that freeway expansion doesn't solve congestion and when the consequences to our kids' ability to breathe clean air is clear? It amazes me every day how much parents will gripe about vaccines and trans people using bathrooms while dooming their children to a climate apocalypse. Shame on them and y'all. NO FREEWAY EXPANSION. As someone who spends 2.5+ hours a day on a bus, and as someone who kinda wants the earth to be habitable when I get to be retirement age, I do. not. want. more. cars. on. the. road. What's the matter with y'all, honestly?  |                          |
| 2019 0329      | Adrienne Dickinson |              | We grew up high school years on in Los Angeles County, went to college there, in the days of smog so bad we could not see foothills, Mt. Baldy et al which frose at basically the end of our street. This was in the late 60s. Lots of environmental laws clamped down on emissions of cats and factories and really helped air quality improve! Science is good! But lots of people kept moving in, KEEP pouring in and three lane freeways with moving traffic have become five and six lane, (that's ten lanes across!) freeways with massive miles of literally stopped cars, parking lots slowly inching into the distance as far as the eye can see. We had left LONG before this time, but we can hardly bear to go back and visit survivors in the family down there in Los Angeles County. The more freeways and wider freeways they build, the more and more and more drivers and people keep coming and driving, with no end, no improvement, less life, less air, less quality of life, less view, less joy, less health, less time for living and family, more crowding, more frustration, more cramping of spirit. This is not the future we want or you want for Portland, Building more and wider freeways is not the answer, and don't waste our money. Listen to all the creative other ideas. There are better ways! Fossil fuels are over. Electric buses and trains, more bicycles, better parklike pedestrian paths, more community enterprises spread around so people can get to good places without driving, keep brainstorming! We can do it! Be more creative. Just say no to the nightmare you will only make worse with more of the same problem! We love our Earth. Fossil fuel automobiles are death to the planet. Let's face it.  |                          |
| 2019 0326      | Adrienne Leverette |              | I am writing to express my strong opposition to the I5 Rose Quarter Freeway Expansion project.I am a Portlander and a mother, and I am stunned that in 2019 we are still considering spending massive amounts of money on the failed paradigm of urban freeways. There is simply no morally acceptable justification for making such an expenditure, given that the guaranteed harm will far outweigh the meager and dubious benefits of the project.Freeways do not accommodate traffic; they create it. ODOTs own hired consultants admit that this project wont address recurring traffic congestion on this corridor.Aggravating as traffic is, what's really at stake here is the health of people and the environment. We simply cannot keep making choices that prioritize single occupancy vehicles over the well-being of school children and our carbon emission reduction goals. It's backwards, destructive thinking, and we can ill afford it.I have been dismayed by the strange misinformation and specious arguments being made in favor of this freeway expansion. The idea that this project would somehow reduce emissions is patently absurd. We need to spend our effort and our money on projects that will make a positive difference both for the community and the environment. The I5 Rose Quarter Freeway Expansion does not meet those basic criteria. If traffic congestion and safety are the actual concerns, we can alleviate those problems much more cheaply: by implementing congestion pricing, and increasing investments in public transportation.We need a better vision for the Albina neighborhood: one that restores the urban fabric and contains the freeway in every way possible. We need a better vision for regional mobility: one that shows we have hope for our children and hope to avoid climate crisis. We can't keep making the same mistakes. This project is a mistake. |                          |
| 2019 0330      | AJ Ore             |              | I am writing to express significant reservations regarding the I-5 Rose Quarter Improvement Project Environmental Assessment, to indicate opposition to the project as presented, to suggest mitigation and modified design should the project move forward as presented, and to request that ODOT and FHWA complete a more rigorous Environmental Impact Statement process to evaluate the substantial shortcomings of the project that are not properly captured, evaluated, and mitigated in the Environmental Assessment.Project NeedODOT claims this project is needed for safety. However, in the executive summary of the Safety Technical Report, ODOT states that, of the 881 crashes in the project area between 2011 and 2015, the only fatality was due to a combination of a pedestrian illegally on the roadway and alcohol; neither of those factors would have been obviated had this project been in place. Additionally, the   |                          |

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|                |      |              | <p>safety report indicates that the majority of the crashes were property damage-only, rear-end collisions that generally resulted from drivers following too closely. This project would not resolve those safety issues on the freeway itself. On top of that, the local street "improvements" described by the project would do little or nothing to improve safety, and will in fact only encourage more reckless driving and speeding as a result of larger turn radii and prioritization of asphalt and driving space over sidewalks, bike lanes, transit priority, and open space. To better address safety in the Portland region, \$500 million could be MUCH better spent on any number of high-crash, high injury corridors in the Portland metro area, such as Columbia, Lombard, 82nd, or Powell, corridors where there are actually higher documented instance of serious and fatal injuries that could be mitigated and reduced through proper investment. In terms of operations and reliability in the Rose Quarter, the state already has a project underway that will address this need: tolling. To better address operations and reliability, ODOT should focus on expediting the implementation of the proposed tolling of I-5. It is concerning that this project does not evaluate the effects of tolling, on either the no-build or build scenarios (or as a separate scenario). Changes in traffic patterns as a result of implementation of tolling should be a part of the traffic analysis on this project. Regarding Broadway/Weidler interchange operations, ODOT's proposed "improvements" will generally and significantly degrade the existing network for walking, biking, and transit in the Rose Quarter, and decrease safety conditions in the local roadway network. Turn Radii &amp; Travel Lanes on Wheeler This project introduces much wider turn radii than currently exists on every corner of the Broadway/Weidler/Victoria/Williams block, as well as on the northwest and southeast corners of Weidler/Williams. Particularly for the turns from Victoria to Broadway, and from Williams to Weidler, there is more than enough existing space for a truck to make a left turn given a standard urban street corner radius. Each of those corners currently has a fairly standard turn radius that still allows for trucks to safely make turns onto the receiving street. While wide turning radii would make it easier for trucks to make turns at these locations, current conditions prove that it is not actually necessary to provide them. Providing these extra wide turn radii significantly degrades the pedestrian environment by lengthening crossings and encouraging higher auto speeds entering the turns. If there is truly a need for improving truck turning at these corners, ODOT should install mountable truck aprons that allow trucks to make improved turns while still directing auto drivers around a tighter curb, thus slowing speeds to a safer level and generally reducing pedestrian crossing distances. Additionally, if drivers are to be given a free-flow turn movement at these intersections, it is VITAL that leading pedestrian intervals are provided to allow pedestrians to safely cross the intersection without intimidation and the increased risk of being struck by careless, speeding, and/or inattentive drivers. The project also appears to significantly widen the turn radius at the northwest corner of Wheeler and Ramsay, which seems completely unnecessary given that there is already essentially a slip lane (i.e. Center Street) from Vancouver/Wheeler to Winning Way. If such a wide turning radius is necessary here, the Center Street alignment should be removed entirely (leaving only a stub designed as a woonerf for parking garage access). This would also allow the large grassy, tree-covered space to remain as usable open space and even be expanded. If the realigned Center Street is being designed to allow direct access to the Moda Center parking garage, it should have, at most, two lanes, directly aligned with the parking garage entrances. The right-most lane can also serve as a right-turn lane for access to Winning Way, obviating the need to provide right-turn access from SB Wheeler to Winning (or at least allowing the existing turn radius to remain unmodified. Access to Center Street from Vancouver should also be designed to have the streets meet as close as perpendicularly as possible, and have a tight turn radius to minimize the distance that vulnerable road users are exposed to fast-moving turning vehicles. The drawings also seem to indicate that southbound Wheeler would be widened to two lanes from Winning to Multnomah (currently, Wheeler is one lane leaving Winning, and widens to two lanes about halfway between Winning and Multnomah). The existing configuration of Wheeler between Winning and Multnomah is sufficient; widening will only encourage higher volumes and speeds approaching the Rose Quarter Transit Center. IF Wheeler were widened, the right-most lane should be designated as a transit-only lane, transitioning to a BAT lane no more than 200 feet from the intersection with Multnomah (approximately where the solid line separating the existing turn lanes is today. As designed, these project elements substantially degrade conditions for pedestrians in the Rose Quarter in order to speed up cars and trucks, which is counter to a number of PBOT and state-wide safety, mode split, and prioritization goals. Vancouver sidewalk ODOT also proposes the complete removal of the west side sidewalk on Vancouver approaching Broadway. The utility of this sidewalk has been continuously reduced for years, and has currently been narrowed to an unusable point, such that the sidewalk has officially been closed. However, particularly given the proposed closure of the Flint bridge, it is vital that this sidewalk remain open and connected to the north side of Broadway. Especially if the Vancouver bridge is being rebuilt anyway, it should be a straightforward design modification to have the travel lanes jog slightly to the east to accommodate this sidewalk. An added benefit will be that a safe refuge can be provided where the sidewalk meets Broadway, allowing a place of rest for those who are unable to cross both Vancouver and the I-5 off-ramp on one signal. Highway Covers/Lids: The proposed highway lid between Williams, Vancouver, Hancock, and Broadway is insufficient as currently conceived. This lid should entirely cover the freeway on this block, leaving only the I-5 on-ramp exposed in order to create an actual usable space. The lid covering the on-ramp in this same block should be increased in size as well, as far back toward Broadway as safe height clearances will allow. Additionally, the lid on the north side of Dixon should stretch from Flint all the way to Vancouver, and not just cover the northbound lanes of I-5. All of the proposed freeway lids should additionally be designed to actually be able to accommodate trees, grass, and other landscaping, including proper irrigation, and not just be built as large concrete expanses that can serve no purpose</p> |                          |

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|                |      |              | <p>and would look just like empty parking lots. Even better would be designing the lids to a structural quality that multi-story building could be built atop them.</p> <p><b>Clackamas bridge:</b> I am very concerned about the design of the proposed Clackamas bridge. The graphics that ODOT has shown to date indicate a sweeping but direct connection onto Williams just south of Weidler, which may be adequate (although a southbound bike lane should be provided to connect from the bridge to Wheeler for those heading toward the Rose Quarter Transit Center, Moda Center, or other destinations to the south). My primary concern is that other drawings (particularly looking at Appendix C to the Historic Resources Report) show multiple switchbacks, one with a very tight radius, that present comfort, safety, and visibility concerns, particularly considering conflicts between bike riders heading downhill and gaining speed and people walking or biking uphill around potentially blind corners. The existing switchback near the Steel Bridge (from the Esplanade to Lloyd Boulevard) is an example of this type of design in practice, which is woefully inadequate for existing volumes at that location and for more than minimal volumes at the proposed Clackamas bridge. Any bridge design should have direct connections without switchbacks on both sides, even if that means a wider swing to the south to accommodate the grade change. ODOT should additionally consider a stair component on the west side that would allow able-bodied pedestrians more direct access.</p> <p><b>Hancock/Dixon bridge:</b> Similar to the Clackamas bridge, the public-facing Hancock bridge drawings show a smooth and straight connection from the Hancock bridge to Broadway using the Flint alignment. However the drawings in Appendix C to the Historic Resources Report clearly show multiple switchbacks in this same location, which present the same concerns related to comfort, safety, and visibility. Even an elevator would be a superior design to the drawn configuration shown in Appendix C to the Historic Resources Report. If this connection is built with switchbacks, it should include a stair component with bicycle tire runners, so that able-bodied individuals can avoid the switchback.</p> <p>Between the two proposed bridges, there is not nearly enough detailed information to do a complete analysis (including grade changes and ADA-required slopes) that would allow for an honest assessment of the adequacy of these connections in consideration of the overall project.</p> <p><b>Local street improvements:</b> As presented to the community, the local street improvements concerning bikeways appear generally neutral or favorable. However, I do have a number of concerns.</p> <ol style="list-style-type: none"> <li>1. How does ODOT propose to handle the signalization at Williams and Hancock to move bike riders from the right side to the left side?</li> <li>2. How and where will ODOT/PBOT transition bike riders on Vancouver from the right side of the street to the left side prior to Hancock?</li> <li>3. Will the bike lanes be built as drawn? I.e. the entire length of Hancock/Dixon, Broadway, and Weidler, curbtight, with some form of proper protection, at least from Ross to 1st? Or will the final bike lanes be narrow, paint-only and/or for shorter lengths (barely better than existing conditions)? The final design of these facilities will significantly affect any analysis of the adequacy of such designs.</li> <li>4. This project should develop BAT or transit-only lanes for the streetcar on both Broadway and Weidler, and for the bus routes on both Williams and Vancouver from Wheeler to Hancock. Only vehicles that are making left turns or transitioning to left-turn lanes adjacent to the streetcar lane should be driving on the streetcar tracks once this project is complete. These improvements will be necessary to ensure that the project does not degrade transit performance once completed.</li> <li>5. The project as drawn appears to include a two-way bike lane on Williams between Broadway and Hancock, which would be 10 feet at its narrowest point. Considering that the Williams corridor is one of the busiest bike routes in the city, a 10 foot wide two-way path is in no way sufficient to safely handle reasonably expected volumes of bike traffic. Instead of widening the on-ramp to I-5 northbound to two lanes, the project should instead retain a single lane on the on-ramp to I-5 northbound, which would allow the northbound Williams vehicle lane to be shifted west far enough to provide a two-foot cycle track of proper width (20 feet).</li> <li>6. All sidewalks within the construction footprint must be built out to minimum PBOT standards. None of the roadway changes should result in narrower sidewalks than exist today.</li> </ol> <p><b>Rose Quarter Transit Center + Tree Removal</b> The addition of new permanent structure at the Rose Quarter Transit Center appears to require the removal of a number of large, mature trees, which will have significant impacts on the built environment, specifically on conditions for those waiting for trains or buses at this location. Mitigation for any tree removals as part of this project should include a commitment to replace every removed tree with at least two new trees as close to the removed trees as feasible.</p> <p><b>Eastbank Esplanade</b> The currently released plans call for an expansion to southbound I-5 at the intersection with I-84, and an expansion of the southbound I-5 to I-84 ramp. It appears this widening would result in new freeway structure covering a portion or the entirety of the Eastbank Esplanade for an indeterminate distance (not clear from the drawings, but demonstrated graphically in a recent BikePortland article), which is a significant change in setting and experience for use of the park. It also appears from the drawings in the Section 4(f) analysis that there will be a new, permanent overhead structure that partially or fully covers the switchback landing on the path from the Eastbank Esplanade to Lloyd Boulevard. I am concerned with changes to natural light in this location, as transitioning from daylight to under-structure shadow and back again at an already tight switchback location is likely to result in increased risk of collisions between users of the path. A permanent covering of the main Esplanade or of this switchback landing is likely to lead to long-term, persistent unauthorized camping conditions as are currently experienced where Lloyd Boulevard crosses under the existing I-5 structure, which effectively narrow the usable space and degrade safety conditions for all users of the facility. Any negative impacts to the Esplanade as part of this project (particularly new visual impacts and/or changes in setting from new permanent above-path infrastructure) are unacceptable, and must be avoided entirely or else significantly mitigated. I discuss temporary mitigation below, but in terms of permanent mitigation, if ODOT is going to impact the Esplanade as indicated, ODOT should commit to widening the Esplanade path in the vicinity of impacts to a minimum of 20</p> |                          |

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|                |      |              | <p>feet, and to create a new ramp connection to the switchback connector to Lloyd (connecting to the south end of the switchback) to reduce the conflicts that occur at the bottom of the existing ramp. ODOT should additionally commit that no vertical elements (i.e. concrete columns) will be placed within the path itself. Additional permanent mitigation should include widening the current pinch point of the connection on Lloyd Boulevard between the Esplanade connector and NE 1st Ave. One option for obtaining this width may be converting Lloyd Blvd to one southbound-only lane from Oregon to 1st and using the space from the remaining lane to widen the sidewalk/path here. NE 1st could be converted to one-way northbound from Lloyd to Oregon (this would have the benefit of removing a conflict point at the intersection of Lloyd and 1st), and Oregon could be converted to two-way traffic by removing on-street parking between Lloyd and 1st. Additionally, the lack of detail related to temporary closures or detours for the Esplanade in the Section 4(f) analysis (particularly the lack of completion of Appendix C to the Section 4(f) report) is concerning, as there is no way to holistically evaluate the temporary or permanent impacts to the Esplanade without this information. Mitigation on the Esplanade during construction can and should include a commitment to keep the Esplanade open for the entirety of the project (including its connections to Lloyd, the Steel Bridge, and the Burnside Bridge); if that is infeasible due to construction requirements, a true alternative/detour should be provided. Any detour to the west side of the river should include a commitment for new temporary dedicated biking and walking space on nearby bridges (i.e. Burnside or Morrison), even if that results in the closure of one or more general purpose lanes on those bridges. Any detour on the east side that requires the use of MLK to reach points south should include conversion of a travel lane to a two-way cycle track to minimize conflicts between people on bikes and people walking on the narrow sidewalk on the MLK bridge over I-84. Any temporary detour constructed on the east side that would allow for the path to remain open during construction must be, at a minimum, of equal width to the existing Esplanade, and should be developed in such a way that closures of the detour path during construction are minimized or non-existent. ODOT must also carefully consider the impact of large-scale events on any west side detour (such as Fleet Week or the many concerts/festivals in the waterfront park that limit access and add restrictions on already constrained corridors). Fleet Week particularly puts major restrictions on the area immediately south of the Steel Bridge on the west side of the river, and if an Esplanade detour sends people that direction during Fleet Week, there will be massive conflicts and bottlenecks for all path users. Additionally, any construction that closes the Esplanade seems equally likely to require closures of Lloyd Boulevard and/or its sidewalk/path where Lloyd goes underneath I-5 currently. This would result in the need for additional clear detours, and would result in significant out-of-direction travel for those walking or biking to the Esplanade and/or Steel Bridge crossing. Post-construction mitigation should include commitments to minimize closures due to freeway maintenance events, to ensure those closures occur outside of regular commuting hours and are very clearly marked and detoured, and to schedule those closures during less busy winter months whenever feasible. Transit Detours This project as proposed would result in significant impacts to transit during the length of construction (including the streetcar and lines 4, 17 44, and possibly on many more lines during possible construction near the Rose Quarter Transit Center). There may be additional impacts to Line 6 due to diversion as a result of construction closures on I-5. Every effort should be made to mitigate these impacts, including through temporary relocation of streetcar tracks, temporary bus-only lanes, and committing to minimize or avoid any detours at the Rose Quarter Transit Center. For instance, if Lines 4 and 44 are detoured to MLK/Grand, mitigation may include bus only lanes on MLK, Grand, and Multnomah. Traffic Detours Any traffic detours as a result of closures to Vancouver and Williams should avoid Flint Ave at all costs due to the presence of Harriet Tubman Middle School. This project should not be creating a traffic detour that runs directly in front of a middle school. Instead, drivers should be diverted to I-5, Interstate, or MLK. Tolling as an Alternative The Portland region and ODOT are currently working with the federal government on the potential for tolling of I-5, including the section that this EA addresses. Because tolling of the I-5 corridor is reasonably foreseeable, ODOT should be analyzing tolling as one of the project alternatives (or as a baseline condition for the no-build and build alternatives). I suspect that, with a tolling alternative, most of the congestion issues that are used as justification for this project would disappear. It is surprising that this project would assume that the Columbia River Crossing would be built as part of its analysis (despite the well-documented challenges this project has faced), but not tolling, which will likely have a significant impact on the projections used in evaluating this project. Process I have significant concerns about how the process for this Environmental Assessment has rolled out. At the release of the EA, there were significant amounts of data and information missing from the report that are necessary for a full and open analysis of the proposed activities and impacts. It is difficult for the public to trust that ODOT has accurately evaluated the project when key information is withheld from the public. As it can take significant amounts of time for even experts in the field to review all of the documents and analysis for this project, the clock on the public comment period should not have begun until a complete EA (with all of its supporting data) was provided to the public. Instead, bits and pieces of additional data and information have come out over the course of the public review period (including design files indicating a much more significant impact on the Esplanade than indicated in the EA and Section 4(f) analysis, which was provided less than a week before the public comment period was set to close). Considering that portions of the EA documentation are still represented by placeholder text, it would be impossible for the public to truly review this EA in an informed and accurate manner; therefore, the public comment period should be extended until 45 days following the complete release of the EA and all its supporting documentation. Delay I did not see a rigorous evaluation of delays and impacts to bus riders, bike riders, or pedestrians (either during construction or in the year of analysis) in the EA's analysis.</p> |                          |

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|                         |               |              | <p>Please provide a comprehensive review of delays and impacts to these users. The preferred alternative should ultimately provide IMPROVEMENTS to travel times for these users, not delays, and should minimize any other negative impacts to these users. Conclusion Due to the many issues cited above (along with significant community opposition or concern, including from Portland Public Schools, the Portland Pedestrian and Bicycle Advisory Committees, the Audobon Society, OPAL Environmental Justice, the Community Cycling Center, the Sierra Club, Oregon Walks, NAACP Portland, and the Eliot and Irvington Neighborhood Associations), I am requesting that a more vigorous Environmental Impact Statement be conducted and additional mitigation be developed, as this Environmental Assessment lacks the rigor, detail, and public process to adequately analyze the myriad impacts this project will have in its vicinity. An EIS should include consideration of tolling as either a baseline condition or a separate set of alternatives for analysis. Failing such analysis and lacking a more complete and acceptable plan for mitigating the many negative impacts of this project, the no-build alternative is far preferable to the build alternative. I am also requesting that the project incorporate the suggestions contained within this letter in future designs, such that if the project does move forward in its current form, improvements can be made to minimize the significant negative impacts the project will have locally. Thank you.</p>   |                            |
| 2019 0329 Alan J Winter | Alan J Winter |              | <p>I am opposed to any more freeway building including a new Columbia Crossing bridge. These will not solve but increase the congestion and pollution problems. It's time to find environmentally sound solutions like public transportation.</p>   |                            |
| 2019 0401 Alan Kessler  | Alan Kessler  |              | <p>The Rose Quarter project, as documented in the draft Environmental Analysis (EA) would have substantial unmitigated negative impacts on our environment, social institutions, public spaces, local and global natural resources, multi-modal transportation networks, historically-marginalized communities, and the Portland Metropolitan region at large. As such, a finding of no significant impact is inappropriate, and the project should not move forward without a full Environmental Impact Statement (EIS). The City of Portland and Oregon Metro have established policies (Footnote 1) to encourage walking, bicycling, and transit over the use of private automobiles. Nonetheless, transit usage has been stagnant or declining, which is attributable (Footnote 2) to degradation of service as TriMet buses are mired in car traffic. These delays have largely been caused or exacerbated by the Oregon Department of Transportation (ODOT) single-minded focus on movement of vehicles, rather than the movement of people and goods. With the present draft EA, ODOT has proposed a half-billion dollar freeway widening project which, under its own modeling, will further slow TriMet buses and will not have any positive long-term impact on vehicle congestion. ODOT, focused squarely on the single, outdated, discipline of Level of Service, has made no attempt to model on a per-rider level the impacts the slower buses will have on the movement of transit riders. This fails to meet the local or federal policies of increasing accessibility and mobility of people and freight. The Federal Highway Administration's (FHWA) policies requiring an interdisciplinary approach, robust public process, and full consideration of potential alternatives. The public process during the development of, and during the comment period on the draft has been deeply flawed. Even though the Oregon legislature directed ODOT to evaluate congestion pricing, and even though ODOT's own procedures manual requires consideration of such transit demand techniques (Footnote 3), ODOT has intentionally segregated process around the widening process from its consideration of value pricing. Congestion pricing is exactly the type of alternative that should be studied in detail in an EIS before proceeding with a disruptive, expensive, urban freeway project. ODOT has also not provided information sufficient to understand whether it could build a project with the same performance outcomes at a lower cost. The current plan includes portions with gigantic medians: sufficient space in the right-of-way to add additional lanes for the cost of paint; yet the EA does not consider or model this potential. If the purpose of the width is not to add more capacity later it is not clear why ODOT would include the incredible cost to acquire and pave so much surplus urban real estate. In that case, an alternative scenario using the minimum amount of additional land should be considered. If the purpose is to allow for more capacity later, this fact should be disclosed and the impacts should be modeled. Many other alternatives have been discussed in the public realm, but have apparently not been considered by ODOT. Removal --or temporal closure-- of some of the urban ramps could dramatically improve the flow of goods and people at minimal expense and impact. Removal of I-5 entirely (e.g. re-designating I-205 as I-5 in the Metro area and deconstructing the current I-5 infrastructure) would have dramatic positive impacts on our city, natural resources, carbon consumption, environmental justice, and modal goals, and may not create any additional long-term mobility problems. These options should be studied and discussed in an EIS as well. Unfortunately, the public has no way of knowing what ODOT has considered or its reasons for rejecting those alternatives. ODOT has been reticent to release information--even about the plan discussed in the EA-- and has been deceptive with the information it has released. For example, only last week the public learned of ODOT's plan to build above a portion of the Eastbank Esplanade. This should have been made during the planning process and should have been described fairly in the 4(f) statement; it was obfuscated. Likewise, it was only through the careful sleuthing of a local economist that the public learned about ODOT's counterfactual assumption that the abandoned Columbia River Crossing was complete and operational in 2015 to generate numbers for its traffic simulation modeling; this came out after the agency had publicly denied it. ODOT has not even been truthful with respect to the process itself. In a public hearing before the school board, an ODOT representative told officials that an EA and an EIS require the same level of detail and process. She argued that the board members did not need to request an EIS, even though there were concerns about the effects of the project on one of its schools, because the processes for the two documents were the same. In order to provide the opportunity for a full and honest assessment of the proposed projects and the most promising alternatives, the public should have the benefit of a full EIS. I respectfully submit that</p> | 2019 0401 Alan Kessler ATT |

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|                |                          |                       | the ODOT has failed in its attempt to show that there will be no substantial impact. Moreover, there is no proposed mitigation for the many impacts that are apparent even with the limited data available. The draft EA should be withdrawn or rejected by the FHWA. ODOT should instead prepare an EIS; hopefully, it will do so with an honest and open public process.1 See, e.g., <a href="https://www.oregonmetro.gov/sites/default/files/2017/06/02/RTP2018-Vision-Goals-201706.pdf">https://www.oregonmetro.gov/sites/default/files/2017/06/02/RTP2018-Vision-Goals-201706.pdf</a> and <a href="https://www.portlandoregon.gov/transportation/article/690972">https://www.portlandoregon.gov/transportation/article/690972</a> . 2 <a href="https://www.portlandoregon.gov/transportation/article/6868963">https://www.portlandoregon.gov/transportation/article/6868963</a> <a href="https://www.oregon.gov/ODOT/Planning/Documents/APMv2.pdf">https://www.oregon.gov/ODOT/Planning/Documents/APMv2.pdf</a>   |                          |
| 2019 0226      | Alan Winter              |                       | Portland needs to invest in environmentally sound solutions to our transportation issues. I drive that section of I-5 by the Rose Quarter often. Please consider this not expanding the problem.   |                          |
| 2019 0402      | Alastair Drong           |                       | If there's anything the 60s, 70s, and 80s have taught us, it's that widening city roads only hurts neighborhoods. In the 90s and early 2000s, we've been discovering that widening sidewalks, adding bike lanes, adding additional transit options (including street cars, shared bikes, and yes, even the dreaded scooters), and even going so far as to completely close off streets to cars has a positive impact on fostering growth in neighborhoods. Experiments with this in New York, Amsterdam, Chicago, and London has proven this to be true. Expansion of roads and interstates, on the other hand, has proven again and again to only draw more traffic through and area, but not TO it.  |                          |
| 2019 0329      | Aleeza Jill Nussbaum     |                       | My name is Aleeza and I'm writing to let you know of my strong feelings regarding the I-5 expansion proposal. Im told the period for public comment is drawing to a close so I just want to quickly say that im against it! I dont usually write emails like I should. It hard for me for all the usual reasons and then some that I won't go into here. So please dont mistake the brevity, or the seemingly borrowed talking points for a lack of passion on this issue. I am, as is every local voting adult I know, terrified about what we are doing to the climate. I think this proposal would take us significantly farther in the wrong direction on climate change. Furthermore most people dont want it. The effects on air quality and other concerns have also not been thoroughly studied and should be. Even more depressing is that highway expansion hasnt proven to achieve its intended purpose in other cities. Why ruin the the reputation of such a special city as ours? People like it here, are drawn to it, admire it for precisely the opposite kinds of choices we've historically made. We have always been innovative and ahead of our time on city planning and preservation of the environment. Why would we ever want to mess up the biggest thing weve got going for us? Please give us a full environmental impact statement before even considering proceeding any further. Also please consider other ways all that money could be used to solve problems in forward thinking ways. |                          |
| 2019 0212      | Alejandra Prado          | Local 1503 Carpenters | I am for it because, of safety reasons. Also to make travel time faster boosting jobs also helps the economi.  |                          |
| 2019 0325      | Alejandro Chavez         |                       | This freeway expansion will do nothing to help congestion, many studies have shown that adding lanes just means more people will choose driving as a commuting method, thus worsening or keeping traffic the same. Portland needs to focus more on bettering our public transit instead of strengthening a failed system (highways/cars). Build more light rail, BRT lanes and bike lanes. NOT bigger highways. A big reason I love living in Portland is never having to use highways, and if we increased that it would change the way this city is viewed and make it much much more unappealing. Do not make Portland into LA.   |                          |
| 2019 0000      | Alex and Christian Grand |                       | Based on the recent EA and based on my understanding that freeway enhancements are bad for the environment and don't ease traffic, I move that Portland not move forward with the proposed Rose Quarter Project.   |                          |
| 2019 0402      | Alex Dikeman             |                       | I would like to urge you to forgo the expansion plans. As it currently stands, the extra pollution would be harmful to the children at the Middle School next door, and it wouldn't even help with the congestion issues.  |                          |
| 2019 0301      | Alex Gamboa Grand        |                       | Do not widen the freeway please. Please focus on public transportation instead.  |                          |
| 2019 0327      | Alex Johnson             |                       | Please do not expand the freeway! I write this as a commuter who has to sit in this exact traffic (I-5 between interstate and south waterfront) every day that I drive to work. However, I also bike to work, and the number one motivator for me biking to work is the traffic. So many more people could carpool or bike, and additional public transportation could be added. Freeway expansions are always a band aid, and as climate change worsens, I personally believe the era of every person commuting alone in a 5-passenger vehicle is nearing it's end. So you may very well expand the freeway just to find that new regulatory policies and cultural changes are already reducing traffic. Thank you for listening, and please do not expand the freeway! If you don't build it, we will bike/carpool/max to work!  |                          |
| 2019 0326      | Alex Michel              |                       | Research has consistently shown that freeway expansions do little to alleviate gridlock and congestion and instead have a history of increasing traffic. Please consider re-purposing this funding to sustainable transit alternatives such as bike lanes, buses, or improved pedestrian walkways. I oppose freeway expansion!   |                          |

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| 2019 0331 Alex Morken       | Alex Morken       |              | <p>I am a resident of North Portland who often commutes by both car and bicycle to downtown Portland. When commuting by car, I travel through the proposed project site and I see no need to spend \$500 million dollars on easing traffic there for what is mainly single occupancy vehicles. I would like my money spent on promoting less single occupancy transportation and to reduce congestion through other means than what has been proposed by PBOT/ODOT. Basically, I feel any solution to this problem other than the one proposed would be better (as long as it involves decreasing single occupancy vehicles).</p> <p>On top of that, I am concerned about the impact on the east bank esplanade, the school in the neighborhood, and the fact that widening/adding lanes has historically done nothing to ease congestion on the roads. What does ease congestion is increasing the efficacy of public transportation, adding tolls to roads, and providing greater access to other methods of transportation.</p> <p>Finally, I am disheartened by the way the agencies have handled this project. They have been on the attack, aggressively pushing a single agenda, while seemingly using bad data sets (CRC crossing traffic estimates) and not doing their due diligence and conflating different environmental impact studies that are not at all the same.</p> <p>Please stop spending money supporting an unnecessary increase of use of fossil fuels and start decreasing our reliance on outdated methods of moving people around our cities. We have done enough damage and it's time we stop the bleeding.</p> |                          |
| 2019 0228 Alex Page         | Alex Page         |              | <p>I thought Oregon was better than this. I thought people looked to us for progressive transportation planning. But, no. It appears, after reading your open house materials, that you're cooking the data for your department's gain. Ignoring induced demand, using pedestrian deaths as reason to add lanes? Carving highways through Tubman? ...Robert Moses would be proud. ODOT really is full of fossilized engineers. I was skeptical before, but now I'm just angry.</p>  |                          |
| 2019 0312 Alex Woolery      | Alex Woolery      |              | <p>My name is Alex and I am writing to oppose the Rose Quarter Freeway Expansion project. It is unnecessary, incredibly costly at \$500 million, would do nothing to address the issue of traffic congestion (even according to ODOT's own studies), and is a full-on climate-exacerbating disaster when we must do everything we can to reduce our impact. Please put this money slated for this disastrous freeway project towards projects we actually *need*, that could help all of our community and help reduce pollution and our climate impact, such as improved public transit lines, rail infrastructure, and improvements for pedestrians and bicyclists.</p>   |                          |
| 2019 0330 Alexander Emery   | Alexander Emery   |              | <p>I don't want the i5 project and I strongly distrust the findings of the environmental assessment as it is strongly contradicted by knowledge creators with less personal links to the project like universities. I think many people in the world of sociology would also classify the Orwellian language around environmental Justice as a form of racist green washing. Given such stark contrast between the language used and math used in the environmental assessment, who in government is financially or otherwise responsible in the case that their knowledge turns out to be corrupted by corporate greed and pollution increases in the area from diesel exhaust? Will they be held responsible for their lies and treason? I work in the Rose quarter and am aware of how little the current laws around car exhaust are enforced in order to promote favored industry like trucking. Maybe you should find out how many people die from the current exhaust and find creative ways to get those numbers reduced by getting people off the freeway instead of inducing new demand at huge costs to the society. Maybe some of the violence of pollution should be reversed and trickle upward towards the wealthy as a penalty and deterrent for future crimes.</p> <p>&lt;&lt;...&gt;&gt;</p>  |                          |
| 2019 0401 Alexander Grasley | Alexander Grasley |              | <p>We cannot afford to continue to expand the use of high emissions vehicles. The resources going towards this freeway expansion would be better spent on improving public access to alternative and more environmentally friendly modes of transportation, including walking, cycling, public transport, etc. This freeway expansion will not effectively reduce traffic or congestion long-term, and will only exacerbate our current climate crisis by putting more vehicles on the road. As Oregonians, we should lead the nation in sustainable and environmentally friendly transportation and reduce our dependence on vehicles that use fossil fuels.</p>   |                          |
| 2019 0402 Alexander Leeding | Alexander Leeding |              | <p>If approved to move forward as outlined in current ODOT project plans, the Rose Quarter Improvement Project (RQIP) will be a financial boondoggle that will impact air pollution, livability, active transportation routes, and climate as we know it in the Rose Quarter/Lower Albina area. It is difficult to decide on where to begin in describing the massive disservice that ODOT has done in every step of this project planning process. From obscuring and manipulating data and not allowing independent groups to verify traffic projection data, to attempting to limit the period of public comment, ODOT's business practices in the instance of the RQIP project go directly against any semblance of an open and fair government and are nothing short of bureaucratic malfeasance. Even if one ignores the negative externalities that would result from the RQIP as is, it would be remiss not to mention ODOT's poor track record in staying within budget of large capital projects. ODOT estimates the cost of the RQIP project to total approximately \$500,000,000. Given ODOT's track record in budgeting (Highway 20 between Corvallis-Newport project went overbudget by \$256M or 332% of initial bid, MLK/Grand Viaduct went overbudget by \$67M or more than 300% of original project costs), it is very likely that this project if moved forward will incur large cost overruns. Even if we</p>   |                          |

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|                                      |                         |              | <p>(generously) assumed the average amount of cost overrun on ODOT projects (27%) the RQIP's cost overrun would be \$135,000,000 or a little more than 25% of Tri-Met's annual operating budget. These cost overruns would have to be covered by funds otherwise earmarked for maintenance or the implementation of more pressing and important ODOT projects, such as safety improvements to ODOT-owned city highways such as 82nd Avenue or Powell Blvd. Despite the high price tag of the RQIP, the project as proposed will do nothing to ease long-term congestion, and cause deleterious impacts to residents in the area. The proposed expansion of 48 feet to make room for these new lanes, which are billed as auxiliary lanes but are shown in ODOT's own plans as full travel lanes will create induced demand for vehicle traffic, increasing emissions and pollution and do nothing to actually relieve traffic. ODOT also has used inaccurate data to draw results within their Environmental Assessment -- showing that greenhouse gas emissions will decrease with the building of this project (assuming an increase in fuel efficiency), and basing all projections about traffic and emission levels assuming that a new bridge connecting Portland and Vancouver over the Columbia River will be built. Air pollution is also a major issue surrounding this project, and ODOT has done very little to begin to address concerns about the impact of additional freeway capacity. A prime example of this is Harriet Tubman Middle School, located less than 200 feet from I-5. A 2003 EPA study showed that Harriet Tubman Middle School is ranked in the bottom 1 percent national for air quality. A widening of the freeway would increase greenhouse gas emissions and further lower air quality for students at Harriet Tubman and for residents in the immediate area. Plans released by ODOT for the RQIP completely go against and even undo any semblance of working towards a multimodal mixed-use environment in the immediate area around the proposed project. With regards to transit, travel lanes are expanded on the width of Broadway between Williams and First, but do nothing to give transit any priority. ODOT's own environmental assessment admits that transit times will be slower if the project gets built. As the Rose Quarter is a major transit hub, this will negatively affect transit-riders and may encourage transit-riders to switch modes to less sustainable methods such as single occupancy personal vehicle travel. For bike infrastructure, the project impact would be even worse and discourage casual riders or new riders and stagnate bicycle mode share. The removal of the Flint Street overpass and subsequent replacement of bike infrastructure as outlined in the RQIP such as the Hancock-Dixon crossing includes bicycle lanes at a 10% incline grade; the MUP replacement for the Flint overpass would be a 5% switchback. For comparison, the Tilikum Crossing's grade is 5%. These replacements will not only discourage active transportation methods such as cycling and walking, but also directly contradict the City's own Transportation System Plan with regards on implementation of Major City Bikeways. Even where there is no new bicycle infrastructure built, the RQIP would negatively affect the appeal of existing infrastructure. An expansion of the southbound lanes by the I-5/I-84 interchange would require an acquisition of an easement by the Eastbank Esplanade and periodic closure of the Esplanade to allow ODOT ramp access, as well as result in the new lane directly overhanging the Esplanade, creating an increase in noise pollution, decreasing availability of green space and most likely necessitating the construction of additional support columns. In short, the addition of unsuitable bicycle infrastructure and the diminution of appeal of existing infrastructure will be a negative effect on the mode-share of bicycling in the area. Additionally, proposed components of the RQIP such as highway caps would attempt to help reconnect the fragmented lower Albina neighborhood, but are not close to sufficient as outlined in the current RQIP. Highway caps, while a step in the right direction, are insufficient as laid out in current plans and do not meet land use plans as mandated by the City of Portland. The caps as proposed would be built to minimum specifications and primarily used for construction staging, and would not be able to support even greenspace. Caps should be reinforced and support types of development, even if it is low-density construction. We do not need more vacant, underutilized spaces in such a central part of our City. Even Portland Parks &amp; Recreation has submitted a letter raising concerns about these caps, citing the "fragmentations of the greenspaces, with the larger pieces isolated by vehicular traffic and thus of limited utility". ODOT also has done a poor job of community relations during this period of public comment. Several local organizations with large and vocal constituencies including, but not limited to Albina Vision Trust, The Street Trust, Oregon Walks, Portland Public Schools, and citizen pedestrian and cycling advisory committees from PBOT have all shared serious reservations about this project and at the very least, calling for a full Environmental Impact Statement. ODOT has stonewalled these groups and the constituents of the area at every turn during the public comment period and at open houses, and have taken few, if any steps to receive feedback about this project outside of the bare minimum required. As shown above, ODOT has not even begun to fully assess the long-term impacts that this project would have on several levels, nor have they studied the feasibility of alternative solutions to the Rose Quarter bottleneck and congestion easing outside of the addition of lanes. At the very least moving forward, ODOT needs to be honest and unbiased in presenting the impact of this project to the public, fully study alternatives to an expansion (including but not limited to decongestion pricing), and undergo a full Environmental Impact Assessment. This will allow the true nature of this project come to light and allow the public citizenry to have an open, honest debate on how this project, if it does move forward, will affect citizens in the years to come.</p> |                          |
| 2019 0402<br>Alexandra<br>Zimmermann | Alexandra<br>Zimmermann |              | <p>This project is a gross misrepresentation of what should be done in the Portland metro area. It is unconscionable to build the I-5/Rose Quarter freeway expansion as represented in the plans and documents released by ODOT. From misconstruing construction and final project impacts to the existing bicycle, pedestrian, and transit facilities and claiming that the project will provide any improvement in accessibility or travel time, to miscalculating the volume of traffic that would move through the area and deliberately manipulating the purpose of the project and any supposed "benefit" that might come through</p>  |                          |

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|                             |                |              | the freeway lids/noise mitigation/emissions produced/reunification of lower Albina, ODOT has not done its due diligence to the community, the city, or the region. A full EIS must be required of this project, with a new public review and comment period that begins only after all project data, drawings, reports, and supplemental materials have been made available and accessible to the public. Additionally, all analyses that are performed in an attempt to justify the project must be calculated based on existing, current conditions and leave out numbers or manipulation of numbers for potential long-term projects that are conceptual at best and only exist in long-term planning documents. The money for this project should be reappropriated to the City of Portland through a jurisdictional transfer, and I urge ODOT to move forward with implementation of congestion pricing and tolling on all major freeways as their first goal for improving our transportation system.   |                          |
| 2019 0326<br>Alexis Peterka | Alexis Peterka |              | As a daily bike commuter and member of the NE Portland community, I oppose the Rose Quarter Freeway expansion. It will NOT reduce auto traffic congestion, and will worsen conditions for the residents of a historically African American neighborhood by increasing air pollution and decreasing livability.  |                          |
| 2019 0311<br>Alexis Johnson | Alexis Johnson |              | Want to be added to the mailing list.   |                          |
| 2019 0328 Ali<br>Jones      | Ali Jones      |              | This is a to register a big no to the Rose Quarter expansion. Harriet Tubman already has curtailed recess due to poor air quality; the health of all of us living along the I-5 corridor should count for more- especially since the expansion won't solve actually solve congestion. The project is a non-solution solution and therefore, a waste of money, a waste of health, and a waste of Portland's urban planning reputation.   |                          |
| 2019 0330 Alice<br>Corbin   | Alice Corbin   |              | You are mistaken. The pavement that you propose to add to I5, despite your nomenclature, will be new additional lanes. They will draw in more traffic and will fill up, with the end result that we'll have the same congestion as before, with more cars and greater pollution. In addition, removing Flint will make it difficult to impossible for me to get into NE any longer. I'm aging, and don't think that I can make a 10% grade on a bike any more. Heck, I'm not sure I could do it on foot. We have reached the point in history where we desperately need to discourage travel with high carbon emissions (like driving) and encourage travel with low or none (like walking and biking). This project would encourage the former and discourage the latter. It is entirely the wrong direction to take.  |                          |
| 2019 0226 Alice<br>Shapiro  | Alice Shapiro  |              | I grew up in Los Angeles and was there as a young adult driver. I still return to visit family occasionally. More and more freeways have been built there and never is there less congestion--always more. Expanding freeways does not relieve congestion--your own studies have shown that. And, as you know, 40% of Oregon's pollution, including greenhouse gas emissions, results from the transportation sector. We are committed to meeting our climate goals--expansion is counter to that. I also have two young granddaughters, ages 8 and 10, who attend school in North Portland. This expansion would negatively affect their health and the health of all!!! Please do not approve this expansion.   |                          |
| 2019 0219 Alice<br>Shapiro  | Alice Shapiro  |              | I have been involved with the climate/environmental/climate justice movement for quite a long time. Portland has done much (at least in theory) to protect the environment. However, freeway expansion is counter to Oregon's climate goals. Since 40% of Oregon's carbon emissions come from transportation we must concentrate our expenditures on improving and expanding public transportation and make it easier for people to drive less and to walk and bike more. Climate change is a serious problem which is already affecting the lives of Oregonians. Please do not expand any highways. Additionally, air pollution will increase (especially at the already hazardous Harriet Tubman school) and studies have shown that traffic congestion is not mitigated by such expansion projects. I oppose the 1.8 mile freeway widening project through North Portland's Rose Quarter. Protect our climate future and our immediate health.   |                          |
| 2019 0312 Alicia<br>Cohen   | Alicia Cohen   |              | Hi, my name is Alicia Cohen. I am the parent of two children, young children, ages 13 and 9. I am profoundly concerned about their future. We are in midst of a climate crisis and emergency through scale and scope is really -- has been described by the UN's IPCC report as dire in ways that humanity has never faced before, and it's given us 12 years to completely turn this -- not ship of state, but ship of all states around. So it's really all hands on deck. And I think the green new deal is the scale of mobilization that's required, but we can't wait for that unfortunately. Trump is in the White House and so we need -- and I thank you so much, the amazing citizens, I am so honored to have as my fellows for and against. And I really sympathize with people concerned about congestion pricing. I hope that we can find a way to price congestion that makes it affordable for everyone to use the freeways in a fair and equitable way. But we need the level of citizens, the level of ODOT, you know, at the city government level, the state government level, all meet together and everything has to relate to climate. We have to bring carbon down. Experts have made it clear. The studies make it clear. We all know that expanding the freeways does not bring pollution down. Yes, we'll have electric cars and that will be great. Right now we have 10 years. We need to get busy and we need to get serious and we need to take carbon seriously in the short term. Thank you. |                          |
| 2019 0221 Alicia<br>Johnson | Alicia Johnson |              | I am unable to attend the public comment hearing but I wanted to express my dismay at seeing the project of I5 expansion move forward. Widening highways will not solve Portland's congestion and does nothing to support alternate forms of transit, which are essential for a carbon neutral future. Please reconsider and use the allocated of funds in a way that will benefit Portland in a more useful and environmentally conscious way.   |                          |

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| 2019 0323 Alisa             | Alisa          |              | <p>It is concerning that 'no more freeways PDX' is unwilling to hear dissenting opinions. How does anybody expect to have a public discussion when those providing a platform only listen to views that they agree with?</p> <p>I was having a discussion in the FB group but the admins in that group decided they did not like my opinion and took away my ability to comment. It just confirms what I already knew. That is that radical leftists do not value any other viewpoint that is not their own. That is why Trump got elected. Many many people see this for what it truly is.</p>  |                          |
| 2019 0329<br>Alison Dennis  | Alison Dennis  |              | <p>Hello, my name is Alison Dennis, and I'm writing to you as a Portland resident who is vehemently opposed to the I-5 Rose Quarter Freeway Expansion. I navigate the city primarily by bicycle and also by transit and am deeply concerned about the dangers of Climate Change and the effects of pollution on our city's air. I try to stay as active as possible and walking and bicycling are a big part of that, but it's become more difficult as I try to manage my asthma amid growing air pollution in the city and regional, Climate Change related forest fires. I've also seen the city fail to retain its status as a leader in alternative transportation. The rise in automobiles on the streets has made non-motorized transportation more difficult and dangerous and the city and state have shown a saddening lack of political will to create safe, accessible alternatives to SOV commutes for many people, but this is the only way to truly tackle the root cause of congestion. It is absurd to me that that ODOT wants to spend \$450 million to build more freeway lanes when 40% of Oregon emissions come from transportation and when Climate Change poses the greatest threat to human civilization. This is a huge step backwards! The project will also not even provide long-term congestion relief, because of the well-documented reality of induced demand. The only way to properly relieve auto congestion is to create viable alternatives to driving and incentivize them while de-incentivizing driving. We need to be investing this money in public transportation and safer, more accessible pedestrian and bicycle infrastructure, which is also generally much more cost effective than freeway widening. I'm also concerned about the effects this project would have on the health and connectivity of the neighborhood. The proposed surface street changes would not be an improvement to pedestrian and bicycle accessibility. The Flint Street Bridge is a vital part of cycling infrastructure that should not be removed, and the newly built infrastructure fails to provide the same connectivity. The expansion also threatens to increase health risks faced by students at nearby Harriet Tubman Middle School. It is unconscionable to put our city's children at risk for a project that doesn't even provide long-term solutions to congestion. In addition to expressing my opposition to the freeway widening project, I would like to request that ODOT make a full Environmental Impact Statement. This should include research into other alternatives to reduce congestion, such as increased mass transit, congestion pricing and improved active transportation infrastructure.</p> |                          |
| 2019 0326<br>Alison Kastner | Alison Kastner |              | <p>I bike through the area slated for expansion every day and have done so for 12 years. There are limited ways to get downtown by bicycle as is. Tearing this area up will displace all of the walkers and cyclists who use this area not to mention disrupting an area that has historically been the focus of unwanted development. The result will be more, not less traffic, with people who don't live in the community driving through on their way to somewhere else. It will cost a fortune, damage the environment and result in more traffic that will soon be as snarled as if no expansion ever took place. Surely there are better solutions than to build and build and build. It is unsustainable. Please do a proper environmental impact assessment and reconsider this expansion that will be irreversible.</p>   |                          |
| 2019 0401<br>Alison Lucas   | Alison Lucas   |              | <p>I live in North Portland and bike commute downtown every weekday, and I am strongly opposed to this project. Expanding the freeway will encourage even more traffic (induced demand!) and increase air pollution.</p> <p>This expensive project is using funds that could much better be used to build more public transit or pedestrian/cycling focused projects--things that will help us fight climate change and grow our city sustainably.</p> <p>I understand that cars continue to be an important transit method for many people, but if we want to be thinking about how we are going to keep our city liveable and how we want to support the environment over the next 20-50 years, people need more environmentally friendly transit options. We want to ride our bikes, and we want to take clean public transportation; use these funds instead make these options more available to us. Please don't build this project and make us and our children regret it for the rest of our lifetimes in Portland. Congestion pricing should be implemented, and this expansion project should be scrapped!</p>   |                          |
| 2019 0402<br>Alison Rhea    | Alison Rhea    |              | <p>I am taking time from my business day to implore you to not expand I-5 at the Rose Quarter. I am concerned about the following issues:- Expanding freeways is not an effective strategy for reducing congestion. ODOT has failed to make the case for why this project should move forward.- ODOT should fully evaluate proven strategies such as congestion pricing and investment in public transportation before spending a half billion dollars to expand a short stretch of highway.- The project is entirely at odds with the City of Portland's Climate Agenda. 40% of Oregon's emissions are from the transportation sector. We need to focus on strategies that reduce dependency on cars, not perpetuate 1950s style highway projects.- At the same time that ODOT is proposing to spend nearly half a billion dollars on expanding I-5, the region continues to neglect serious road safety problems in East Portland. - The project will increase air pollution in the backyard of Harriet Tubman Middle School, which already has some of the worse air quality in the state. For a project with</p>   |                          |

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|                               |   |  | <p>an estimated cost of over \$500 million, I feel the projected community benefits are just not there - while the opportunity cost of using these funds shelves other deserving projects with tangible safety improvements or opportunities to decarbonize our transportation system. I respectfully ask you to rethink this project and find some other more environmentally conscience way to address traffic congestion!</p>  |  |
| 2019 0402 Allan Rudwick et al | Allan & Annie, Mary, Nan and Faye Rudwick |  | <p>To those in power and those on the project team- We are very concerned about the proposed I-5 widening project near Broadway. This project is the wrong one for our city, our neighborhood and the greater Portland region. Allan has been closely watching this project develop since before 2010, when the planning process was started and the Stakeholder Advisory Committee was formed. Allan submitted some of the '70 designs' that were proposed through the planning process. The project certainly took on a "less bad" feel over the course of that process; nevertheless we have ended up with a project that fails the community on many levels. Firstly, safety. This intersection is relatively safe. Our family travels through this interchange area at least 10 times per week on foot, bicycle or by car. Things are not that bad on the surface streets or the highway with the current configuration. I'll quote the Eliot Neighborhood Association: Safety ODOT has pitched this project to neighborhoods as a way to move more vehicles more quickly through the Rose Quarter, both on I-5 and on surface streets. Higher speeds and increased throughput on surface roads increase the chances a driver will kill or maim another road user. Our transportation network should prioritize safety instead of speed. The removal of Flint bridge appears to place cyclists onto either a very steep road or in mixed traffic with motor vehicles. We are aware the current renderings are not finalized, but it appears bikes are an afterthought and will be squeezed in where it is possible at the last minute, likely leading to unsafe outcomes. Many dangerous intersections in this area have had multiple bicycle and pedestrian crashes and deaths in the past. These include Broadway/I-5/Williams and Broadway/Flint intersections. The lives that have been lost are a testament to the bad engineering decisions made in the past, and the incremental improvements made throughout the years reflect learnings on how to make the streets safer. Redesigning all of the streets in the area may place us back in a situation where we have to live with untested designs at the risk of more accidents, injuries and fatalities. ODOT's own data indicate that the area in question does not experience dangerous accidents at a higher than average rate. If safety is our priority, we the public would get the best bang for our buck by investing in major safety overhauls on surface streets which double as state highways in East Portland. Secondly, this project is an example of extreme fiscal irresponsibility. We have a system that is working with bridges that are not about to fall down, but we are considering replacing what we have with an "improved" or widened facility. The data used to justify this widening seems highly suspect based on public data that was not included in the Environmental Assessment document. This widening does not appear to have any fiscal benefits apart from lining the wallets of contractors who will design and build the project. We would be way better off making a bunch of small changes that actually improve quality of life across the city than on spending almost half a billion dollars on one interchange that is currently functional. Perhaps this plan could be put on the shelf until after the existing facility needs replacement post-earthquake or at the end of its lifespan in a hundred years or so. Thirdly, the urban design of this area is a shame. The freeway has reduced property values around the Rose Quarter area and it is almost completely devoid of any urban life. Part of the reason bicycles are so prevalent in the area is that the destinations are too far apart to walk to. The proposed design is a complete failure to fix the urban character in this area, in fact it will be moved in completely the wrong direction. If we can't make this area feel like a part of the city, this project should be viewed as a complete failure. During the stakeholder process, there were big aspirations of patching up the street network to rebuild the city in this area. It seems like it might be easier to do this with the current design than what we have seen proposed here. ODOT may not have the technical expertise to make it happen, but there are organizations that could use their imagination in a better way to make this area feel like a neighborhood again. Reducing traffic throughput is a big part of that which is the opposite of what this project appears to be doing. Lastly, construction impacts. Since our family and many residents of North and Northeast Portland travel through this interchange repeatedly and live around it, the construction impacts of a project like this will fall on us the hardest. From ruining one of the best cycling facilities in the entire city for several years to putting a huge volume of traffic right in front of Tubman middle school, this project appears to have major impacts - much more than the claimed "finding of no significant impact " that the Environmental Assessment has done currently has proposed. Please do everything in your power to kill this project as soon as possible, and if delay is the best you can do then please demand a full Environmental Impact Statement to figure out how to mitigate/fix the bad designs and huge impacts that this project will have on residents in our neighborhood and ourselves.</p> |  |
| 2019 0325 Allan Rudwick       | Allan Rudwick                             | Eliot Neighborhood Association Land Use and Transportation Committee | <p>Message: Approved Minutes from the Eliot Neighborhood Association Land Use &amp; Transportation Committee from 3/11/19. Minutes submitted by Allan Rudwick. About 20 people were in attendance. Presenters: Doug Siu (ODOT), Stacey Thomas (ODOT Consultant HDR), Aaron Brown (No More Freeways PDX) From Committee: Brad Baker, Allan Rudwick, Jonathan Konkol7:05 Rose Quarter I-5 Expansion + Questions Decades of planning - state has tried multiple times to widen this part of I-5. The presenters claim it was built too small originally and especially with I-405 going in it became a problem. They mentioned the 2010-12 planning workshops which Eliot NA was a stakeholder to. Allan mentioned that Eliot attended all meetings and voted nolf built (they use language that implies it is guaranteed). There will be a 4 year construction window, with phases so not all roads will be closed at all times. There are 3 major highways connecting in the area. I5 and 84 were built in the 60s, I-405 early 70s. In 1987, the 'Greeley-Banfield' proposal would have further decimated the city grid. A modified greeley-banfield proposal existed from 1990-96 and was abandoned due to public pressure. In 2007, ODOT</p>  | 2019 0325 Allan Rudwick ATT (Eliot Neighborhood Association) |

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|                |      |              | <p>commissioned a design workshop. In the 2010-12 timeframe "70 designs" were considered. (Editorial- Allan submitted at least 6 of these with MS Paint).The presentation uses the word "Improvements" many many times. However just because something is changing doesn't make it an improvement. (Editorial- Allan thinks this word should be used more carefully.)Public comment: "Isn't this project a continuation of i5 cutting through neighborhood" and not a healing in any way. Public comment is cut down- only constructive comments and clarifications to the presentation will be encouraged until later.Currently: Heavily used area by all modes of traffic.New structures will be "Seismically resilient" although current ones are not near the top of the list of risks.Highway covers will provide more space for bicycles and pedestriansThis project is projected to save 2.5 million hours of travel annually within project constraints area. Details in traffic operations section of EA documents."Vision zero" project will improve safety for all modes through the area.Hancock Dixon overpass will change the way streets are connected and remove the Flint overpass.Video shown with a "Drivers view" of the area.Freeway lids: Why the hole in the cover? Ventilation and emergency access. This is still the overview phase. "A lot of design to get to still." (Editorial: often the design phase public is told that the project is already past the point where we can make changes.)Pollution is going to be "the same" with giant lid and ventilation - just possibly shifted a few feet based on where gaps in the lids are. If we had a "tunnel air wouldn't be filtered just moved outside the tunnel.New construction would be to a 9.2 earthquake standard or better.Most pollution is from Diesel pre-2008 trucks.Owner of trucking company below Bridges on attendanceOn the lids: we can have trees, parks. "Anything we want"Buildings on them versus what type of buildings? Possibly we could have a 1-2 story building but probably not a 6-story one. Possibly 3-story in some spotsCan't dig out i5 due to disruption to traffic. Lots of non local traffic on the freeway. Need access control to keep people safe. Buildings need access.Certain properties affected by this project. Block by block impacts are different.Ownership model... ODOT would let city of Portland own &amp; manage buildings if they were built on top.All of this is to say that "green space" is most likely. Specifically "Parks" surrounded by lots of polluted air.ODOT and City worked together on process - this was "not an ODOT managed process [in 2010-12]"Public Comments: Air quality modeling. Tubman students not supposed to go outside currently. Will this be worse with this project?Noise concerns - this will make things louder for us.Brilliant ideas wanted for how to use LIDsCaps for construction staging - Doug said this was not true, there are cheaper ways to do staging. This is different than what other project staff have told us in the pastPublic Comment: Other Freeway caps: Seattle freeway park? LID i5 group working on it currently.What assumptions are made about Regional VMT with and without project? Consultant will get back to us.Environmental phase over a year. 1000+ commentsHow do we see this as different? Goal is to not displace unlike previous versions. Findings are of "no significant impact" - this is a leagal term.Jobs: Investment in small businesses to work on project. Construction and design firms.Auxillary lanes - pitched as a net win. They have been successful along 217 and I-5.Economic benefits to area? No Cost Benefit Analysis has been done.This is a National Environmental Project Assesment (NEPA). Needed for federal matching funding.Currently they are defining scope, design criteriaPublic Question: Does the "No build" traffic modeling include other freeway projects. Answer: Master model that includes lots of other regional freeway projects. Some trends included, some not. Tolling not included.Air quality and noise, environmental JusticeProject area, each category gets its own areaProblems trying to solve:405 SB to 84, many vehicles getting on i5 just to go 1 exitProject will be fairly neutral for travel times on local streets. Some slightly faster, slower. Report is blaming bicyclists for traffic slow down due to new signal phasing.Neighborhood. Are speeds being lowered for safety or anything? A road diet on N Wheeler proposed near the Moda center.There are no projections with congestion pricing modelled.They are "separate projects". This doesn't factor that in to that one.Public comment: No build scenario... Is there a seismic upgrade? Consultant: Paralyzes whole state if any link goes down?Public comment: Amazed by Thompson water issues, dirt seems to be unstable under columns of I-5 north of project area by Thompson.Project is trying to create space for pedestrians and cyclists on each blockNo additional transit with this projectProject was coupled with North-Northeast quadrant plan. Supposedly integrated with city's plansPublic concern: Ramps steeper than standards. Why are we putting in. When it's not an improvement. Short answer is output of previous planning. 9% due to existing grade. Can't give final grade but aware of grade challengesMUP is to fix grade challengesAir quality trends... Are the blue lines matching current data? National graph shows improvement but local may notDifference is so small not to be an impact to human health. Slightly shorter distance. Benefit? Shouldn't consider as benefitBenefits exist outside of projectHoping for existing regulations to help pollutionWhich freeways did we should we locally look too show this is a good ideaLocal projects 217 to 205Capital highway to 217 i5 SouthSeen operational improvements exceeding expectations for aux lane projectsNeighborhood effect? Threshold for human health?Construction vehicles, dust control.During construction, traffic down Flint. Flint causing pedestrians to get hit already. Traffic volumes measured at wrong time? Chaos in front of TubmanA lot of potential traffic in front of school\$12M on air quality at Tubman already"Traffic management plan and control plan"In talks with PPSGoal of project, taking traffic away from FlintPortland versus ODOT. City supposedly at tableWhy should these kids beat burden if i5 constructionDo boosters of project want their kids at Tubman? Guessing their kids aren't going to Tubman. There's going to be an impact, we need to mitigateWhen we get to next phase, everyone gets to put in their comments. Conversations are active with PPSA long time to work this out"Not acceptable to send that volume through a school zone"Next phase is design if all goes well.No more freeways presentationDozens of buttons tomorrow\$500 m4 major platformsAir qualityInduced demandEnvironmental JusticeWorst census tract for air qualityClimate changeDriving is too energy intensiveInvest in transit40% emissions in Oregon for transportationWe need to drive lessSafetyNo traffic fatalities in a decadeODOT owns much</p> |                          |

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|                         |               |                                | <p>more dangerous facilities<br/>No datasets included in EA document. Response from ODOT: will Fulfill request. We're already 23 days in. [since this meeting, documents came out]FHWA said they would prefer the numbers not be released. Don't want to release information that is modifiable. Trying to get to this quickly. EA provides methodology and outputs.What is the Delta VMT (Vehicle Miles Travelled projection)? Information to be sent to us. Harriet Tubman PTA in oppositionPPS had over promised and under delivered on Tubman so they are swamped with other efforts.Comments now make a difference. Eliot has posted ways to comment online.Comments affect legal standing to sue in the future.Public Comment: Pastor lunch that ODOT talked to - Had no more freeways talked to them? They are just a small group of volunteers but they would talk to if we connected them.Other freeway widening projects increasing VMT in state. Goal needs to be VMT reduction for Climate reasons.Does ODOT have prioritization of non car modes? They look for opportunities. Most things are affecting city jurisdiction. Need to make improvements. What kinds of things would help that are under ODOT's jurisdiction? We have issues in transportation planning with solos. Funding streams. Colors of money make it hard to spend on transit.ODOT can prioritize non carIf no more freeways is successful, what's nextUltimately personal opinion swaying. Idea of auxiliary lane seems different than through lanesNMF: Within Urban growth boundary, shouldn't widen anything before congestion pricingWould you call a plumber to fix a leak or buy a new \$500 Million sink first? No congestion pricing in model is fatal flaw to this project- should do congestion project first.We have to stop motordom. It's so nice to be outside of a car.Freeway industrial complex is benefitting from this projectMotion to approve Minutes: Approved 3-0Motion: Write another letter regarding I-5 Project (still in opposition)</p>   |  |
| 2019 0221 Allan Rudwick | Allan Rudwick |                                | <p>I have been following the I-5 Broadway/Weidler project from the beginning.This project will set in concrete the built environment for several generations in the Rose Quarter area. If we build something expensive at this interchange, it is essential makes our community stronger. The project as currently proposed is roughly as good for the community and urban fabric as the existing infrastructure. Yes, the sidewalks will be slightly wider, and everything will sparkle with that new concrete smell, but honestly this project is just polishing the &lt;&lt;...&gt;&gt; that is this interchange. (An ODOT staffer used this expression at a meeting several years ago.) The new "neighborhood connections" that the project is building are equivalent and possibly worse than the existing ones - we'll have one local street connection to the north similar in function to N Flint St now, and the pedestrian bridge being proposed to the south is so circuitous that it provides no travel time improvement over walking on existing streets and may only be slight more comfortable to walk on. The highway widening underneath the freeway is the only reason ODOT is proposing this project in the first place - this is their main dream for the interchange, but I think that widening the highway in this area is a mistake. Congestion will not substantially change from today due to 2 reasons. a) The major bottlenecks in all directions around this interchange will limit any benefit from increased capacity in this area. b) Any increased capacity will be immediately consumed by latent demand - that is people who want to drive but think it is too much of a pain with current traffic levels.Why would we spend \$500 Million on this interchange? It isn't falling down and spending more than \$100 per Oregonian on one interchange in Portland is not good stewardship of state funds. If we care about congestion - we should not build any new highways until we can get a congestion tolling scheme on all metro area highways. This will prove if drivers are willing to pay for roadway capacity increases or if we can shift enough trips to alternative modes like walking, biking, travel time shifting or simply not taking low-value trips. I realize that these types of mega-projects are jobs programs, but building ourselves a monument to driving, continuing same failed policies of the past 70 years is a major mistake and will only set us back.I know there are other reasons that many oppose the project and I think some of them have been blown out of proportion, but I think that from a cost-benefit analysis we should take a hard look at all transportation projects and make sure we are getting value for our limited tax dollars. This Project would easily fail that test.</p> |  |
| 2019 0401 Alan Rudwick  | Allan Rudwick |                                | <p>Hi there. I have been working with some friends to help collect some of the things people are saying about this project online. Certain communities of Portlanders have been very active and vocal about opposing this project for a number of reasons. Please add these twitter comments to the public record. The text is below and an excel document with the data is attached. There are more replies to these tweets below.</p>   | 2019 0401 Alan Rudwick ATT1; 2019 0401 Alan Rudwick ATT2 |
| 2019 0312 Allen Rudwick | Allen Rudwick | Eliot Neighborhood Association | <p>My name is Allen Rudwick. I have represented the Eliot Neighborhood Association since the beginning of the previous round of public engagement, 2010. I thought I was giving a really important speech. I was going to convince someone into changing their vote at the end of that process, and turns out that everyone had already made up their minds. Sam Chase talked in the beginning today about how there's lots of development happening in the Lloyd District. It's, like, yeah, it's happening right next to the MAX. Right around the highway we have this huge void are where no one wants to be in these empty lots. A highway project is not going to solve that. It's still going to be right next to the highway, which is noisy and uncomfortable to be around. This project from the very beginning, I sat through 20-plus meetings, got a lot of free food. There always was this, okay, we're going to widen the highway underneath so what do we want on top. If we wanted to -- like, this is a highway widening project. The others threw the word "improvement" around. Oh, my god, I'm sick of the word "improvement." Just because you're changing something doesn't make it an improvement. We need to build a lot of stuff. I love that all the trades people are here and, like, you guys are going to be a huge part of us building the new future that we want. Unfortunately, I don't think this project is part of that. If this were a jobs project, we could build almost anything we want and provide jobs. If this were an environmental project, we should try and get people out of their cars. Is this an environmental justice project? I mean, come on. This is not an environmental justice project. If this is a congestion project, we should be doing congestion pricing. So I wish we could free engineers who put a lot of time and energy, and the consultants, all of</p>   |  |

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|                            |                  |              | the dollars that go into that into solving problems that the city and citizens actually want. There's a lot of drive here to build a better city and I hope that we can do that, just not this one. Thanks.   |                          |
| 2019 0329 Allen Vogt       | Allen Vogt       |              | I do not support the proposed Rose Quarter project. Relieving congestion is an important part of improving our transportation system, but this project will not address that goal. However, there are numerous studies that show that adding highway space leads no improvement in traffic levels due to induced demand. Increased supply with no accompanying increase in price just lead to more use! In fact the only proven method to decrease traffic volume is through market (congestion) pricing. We need to implement congestion pricing! There are some that argue that the cost of congestion pricing (tolls) would fall on inequitably on the poor. However, this ignores the fact that drivers tend to be wealthier than non-drivers and that there are many alternative investment opportunities available (transit) that would benefit low income citizens more than the proposed project. Finally, 40% of carbon emissions come from transportation. In order to meet our stated carbon reduction goals, not investing in carbon intensive projects is a no brainer. Meeting goals that will impact our children and generations to come is a moral imperative. How can we not incorporate carbon reduction goals in public project evaluations?  |                          |
| 2019 0401 Allison Cloo     | Allison Cloo     |              | I drive across Portland every day in order to get from my home in Sandy to my office in Tigard. Many people are forced to make similar commutes as the result of jobs moving or needing to relocate their own families. I know that others like myself are still opposed to a freeway expansion that would do little to improve congestion. More cars will fill the gap. It's a never-ending race and the only winner is pollution from the cars and the concrete itself as it releases CO2. I strongly urge you to re-prioritize public transportation and bike/pedestrian access as a way to reduce traffic where possible.   |                          |
| 2019 0327 Allison Sliter   | Allison Sliter   |              | I'm writing in opposition to the Rose Quarter freeway expansion project. We don't need to speed up driving times just to slow down other forms of transportation, it's inconsistent with our climate change policy goals, it increases pollution and air toxics in the vicinity of a school, and it's a whole lot of money that could be better spent elsewhere. I'm currently a car-commuter. I live in SE Portland and drive to Beaverton every day. And I hate it. I hate every second spent in my car. But taking my commute from a 40 minute commute to a 35 minute commute would change my experience of my drive not at whit. I drive because the transit option is brittle (I can miss transfers too easily) and takes too long. If I had a transit option that took less than an hour, I would 100% take that. Saving me 5 minutes on a drive actually makes my qualify of life worse than it would if you gave me good service to Beaverton. We're relatively blessed in the NW for having a lot of our electricity generated by renewables already and our mild climate means we spend little energy on heating and cool - so the remaining carbon emissions are overwhelmingly coming from transportation. Most Oregonians are burning fossil fuels with every vehicle mile they drive. Do you really believe that we can continue to have the internal-combustion , single occupant vehicle be the dominant form of transportation and not drown in our oceans in the next 100 years? My kids are 1 and 5. If we have any hope of them growing up in at least a tolerable climate as I've had, people need to drive less. Not more. Not even the same amount. And people don't change their ways unless they have to. And people have! The VMT in Portland has been descending slowly since 1995. That's no accident - we have had comprehensive active transportation policies to improve access to cycling and transit, to improve networks and to make it less painful to give up the car. There *are* good alternatives to driving in Portland. Let's not make them less good. Cars have gotten cleaner in the last 50 years but they still put out airborne toxins. Diesel engines put out carcinogenic fine particulates. My daughter and I both have asthma - which is exacerbated by ozone. Increasing the amount of idling cars next to a school is unconscionable. Here is a short list of things I would spend \$500M on instead:- the Sullivan Gulch bike bridge- Dedicated BRT lanes- Light Rail to Tigard- Sidewalks in Outer SE- Safe pedestrian crossing on all 5 lane arterial- Road diets for Hawthorne Blvd, Cesar Chavez, - New coaches for the Street Car- Extending the Orange Line to Oregon City- Extending the Yellow Line to Clark County- Extending the Green Line to Oregon City- Emergency, Temporary, and Permanent Housing for the folx living on the I205 MUP- Frequent Service on the 17-Holgate line- Bring Back Fareless Square- Amtrak service improvements between Portland and EugeneLiterally any of these would be better - as none of them are likely to increase VMT in the Portland Metro area. Thanks for reading, if you did! |                          |
| 2019 0307 Allyse Heartwell | Allyse Heartwell |              | According to EA data, the project will increase vehicle miles traveled and overall vehicle trips. Given the GHG 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 and 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 just not good enough in 2019. Do better.   |                          |
| 2019 0327 Alon Raab        | Alon Raab        |              | I am writing to express my strong opposition to the planned Rose Quarter freeway expansion. Research conducted over many years has clearly shown that expanding freeways does not solve congestion and that the damage to our health, livability and the planet's survival is a price that is not worth paying. Please reject this idea and instead focus and dedicate resources to improve public transportation (more frequent and free), add trams and ferries in Portland, expand inter-city train service (including 'bullet trains'), and create safe and protected bicycle lanes and infrastructure, as bicycles are among the best ways to combat greenhouse gas emissions.   |                          |

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| 2019 0312<br>Althea and Timur Ender | Althea and Timur Ender |              | <p>We are writing to provide comments as it relates to the Environmental Assessment for the I-5 highway expansion project. Air Quality I am deeply concerned about air quality. Until recently, our infant child was enrolled at a daycare facility on N. Flint immediately adjacent to this project area for 6 months. The air quality issues surrounding the existing poor air quality in this area was the single most important driving factor in taking her out of daycare and moving our child to another location. We were able to switch daycares because we had the means; many of our child's classmates do not have the luxury to make that choice. During our morning walks to daycare on the Flint street bridge, I could hear my 6 month old infant child cough due to the poor air quality. When I saw 2 year old kids playing outside, I couldn't help but notice the exposure to poor air quality that they were surrounded by. It is my opinion that this highway expansion project will only make this worse by attracting more cars and therefore more congestion and idling vehicles. Surface streets One of the best things cities can do to encourage sustainability is to provide opportunities for safe, convenient options for biking and walking. The Flint street bridge is one of the most used bicycle corridors anywhere in a major US city. It is unacceptable that this project does not replace this bridge or restore the grid network to provide this direct access. The extra effort required by people who bike under the proposed plan should be considered in the EA as a negative environmental impact. If biking is less convenient, people will likely shift to other modes which impacts the environmental health of this district and the city. Funding Highway expansion mega projects are notorious for cost overruns. Further, this funding can be allocated elsewhere where the safety need is greater given that it is a discretionary decision by state lawmakers and not federally obligated funds. Arterials in East Portland are statistically much more deadly than this stretch of I-5. No one denies that a highway should have a shoulder but a lot of people feel that highway widening with added lanes and providing a shoulder is not worth the \$500 million cost when there are other more pressing community priorities as expressed by neighborhood and advocacy groups. Tolling Tolling is the single policy that actually solves congestion. This should be implemented first, ensuring that it is equitable for all involved. We need to make our transportation system work for freight and people who need to drive. Tolling the corridor would remove discretionary trips off of the system and could also improve transit, biking, and walking. This should proceed any effort to widen the highway. Data The claims surrounding greenhouse gas emissions being reduced under the plan to build more highway lanes ignores the concept of induced demand and is not a believable assertion. I am curious as to what this claim is based off of. "The Build Alternative would not create new capacity or add substantial capacity to the existing highway." This is from the EA and I find it to be both untrue and misleading. The proposed project does add highway lanes and therefore capacity. The simple truth is that the build proposal has more lanes than what is there today even if they connect ramps throughout the corridor. More lanes induce the demand for more driving which means air quality, congestion, and climate change are all pushed in the wrong direction. The inability to acknowledge the principle of induced demand is a failure of the environmental assessment. Conclusion I feel the items mentioned above are not adequately addressed in the EA and I think it is critical that this project have a full Environmental Impact Statement if it is to move forward. The best alternative would be to reallocate the funding to arterials where people are actually dying, toll the I-5 corridor, and to improve surface streets above the highway without expanding the I-5 corridor.</p> |                          |
| 2019 0331<br>Amanda Caffall         | Amanda Caffall         |              | <p>Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces. We can't road-build our way out of population growth. We certainly shouldn't try to if we care about climate change, and, if we care about the future habitability of the planet, we do.</p>   |                          |
| 2019 0000<br>Amanda Kimball         | Amanda Kimball         |              | <p>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?</p>   |                          |
| 2019 0401<br>Amanda Gilmore         | Amanda M. Gilmore      |              | <p>Expanding the I-5 freeway is a short sighted solution to a more integrated problem that Portland is facing. There isn't a *single* city that has successfully relieved traffic congestion by expanding a freeway, and based on our current rate of expansion, adding lanes won't even keep up. We should be channeling our resources into making our mass transit systems faster, more reliable, and more accessible to more Portlanders. Or even better, create a network of bicycle expressway lanes in the style of the Netherlands or Denmark. Portland already has a strong bicycle culture and infrastructure, and not only would redoubling our investments in it be more environmentally friendly, it will make for a pleasanter and more equitable city. I don't own a car because it's unnecessarily expensive. By investing in cleaner and environmentally sustainable infrastructure, we're also enabling lower income Portlanders to travel, regardless of whether they can afford a car.</p>  |                          |
| 2019 0402<br>Amanda Plyley          | Amanda Plyley          |              | <p>I'm writing to express opposition to the freeway expansion in the Rose Quarter. I believe that adding more lanes just encourages more single car drivers. I would like to see other solutions explored to traffic congestion. I commute approximately 5.5 miles everyday between SE Portland and John's Landing. Instead of driving my (fuel efficient) car, I choose to ride my bike or take the bus. It takes equal or less time than driving. I think this is the healthiest choice for me and for my fellow citizens of Portland. I would like to see our spending prioritized on projects that help more people access rapid transit instead of</p>  |                          |

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|                             |                |              | individual cars on highways. I believe the communities who are adjacent to the proposed expansion deserve an Environmental Impact Statement and to have their health concerns treated seriously. More car traffic through Portland is not a healthy choice or people or our climate, in the short term or the long term. Thank you for your attention to the widespread community input on this matter.  |                          |
| 2019 0327<br>Amanda Poole   | Amanda Poole   |              | Please no freeway expansion!   |                          |
| 2019 0226<br>Amanda Rhoades | Amanda Rhoades |              | I'm interested in a paper copy of the environmental assessment that I could pick up and take home with me. Is that something that's available and if so, what is the cost?   |                          |
| 2019 0308<br>Amanda Wickham | Amanda Wickham |              | I strongly oppose the freeway expansion project for the I-5 Rose Quarter. Los Angeles spent \$1 billion widening a section of the 405 freeway; after five years of construction, rush hour commute times increased or were exactly the same. So after millions of dollars in wasted money, negative environmental impacts, displacement of local communities (predominately populated by people of color), and years of grumpy travelers stuck in delays and detours, the net result is the same. Why would we try the same failed strategy here? That is a maddening waste of resources, especially at a time when our community needs to be making the necessary changes to combat further climate change and prepare for the future in a climate-changed world in the absence of federal leadership. Investment in public transportation, biking, and walking must be the priority for our city's future.   |                          |
| 2019 0402<br>Amanda Zuniga  | Amanda Zuniga  |              | I am writing to voice my opposition to the Rose Quarter freeway expansion. Surely you recognize that this is not the vision of Portland in which the community has worked so hard to build since the last era of redevelopment from urban renewal and policies of racial discrimination in NE Portland. I recognize that many other voices have written to express the issues with the expansion, and I would like to reiterate the ones that I feel should provide enough context to vote against this proposal. Data has clearly illustrated that traffic congestion cannot and will not be solved by widening a freeway. Long term, this project will fail to address the ultimate issue which is reliance on fossil fuels and single occupied vehicles. Not to mention that the impact of increased vehicular traffic exposes students and staff at nearby Harriet Tubman Middle School to increased air pollution. The current proposal fails to address the vulnerability of the population at Harriet Tubman. If Oregon wants to truly commit to fighting against climate change, then why are we proposing to spend \$500 million (likely more) towards a project that does nothing to decrease the overall carbon output from transportation. More innovative approaches such as decongestion pricing and rapid bus transit lanes provide a much easier avenue to implement to address the issues of bottleneck congestion. Nevertheless, if any of the aforementioned points fail to convince you that the freeway expansion should be opposed, please consider the fact that ODOT's data has been questioned by experts and professionals in the field of traffic engineering and environmental science. The community asks that ODOT provide a full Environmental Impact Statement to focus on the health and safety impacts of this project. A collaborative and thorough process must be followed before making changes to Portland at such a grand scale. Please consider how decisions made today with misleading and inaccurate information will impact our future. |                          |
| 2019 0225<br>Amber Canavan  | Amber Canavan  |              | I am a resident of Sellwood-Moreland neighborhood in SE Portland and I oppose the Rose Quarter Freeway Expansion plan. While I share ownership of a car with my husband, I drive a little as possible and take public transportation or use my bicycle as much as possible. I love Portland because it is a city willing to invest in non-car infrastructure, which is why it is baffling that so much money might be spent increasing the footprint of the freeway. Please instead use this money for public transportation such as bicycle, bus, or Max improvements that will really tackle air quality, carbon emissions, public health, and congestion relief.  |                          |
| 2019 0402<br>Amelia Good    | Amelia Good    |              | I strongly believe that the I-5 Rose Quarter Improvement Project will not only fail to deliver the improvements it promises, but it will have an overall detrimental effect on Portland, the state of Oregon, and our planet. ODOT's primary motivation is to improve traffic flow on I5 through Portland. To get buy-in from the city, they're throwing in the sweeteners of freeway caps and some nominal pedestrian and bicycle infrastructure improvements. All of this for the high price of half a billion dollars and years of construction, assuming all goes as planned. The changes to pedestrian and bicycle infrastructure are treated too much as an afterthought in this plan. The sparse details currently available have caused both the PBOT Bicycle Advisory Committee and Pedestrian Advisory Committee to endorse the No Build alternative. One concrete detail of the bike plan that particularly concerns me is the removal of the quiet Flint Street bridge, and diversion of bike traffic onto a main car thoroughfare with an unprotected bike lane. I worry that these types of concerns will fall to the wayside as the project moves forward with priority #1: the freeway. In terms of mitigating congestion, I believe the overall approach of widening the freeway with additional entry and exit lanes simply will not work. If vehicle volumes were to stay the same, then yes, the additional capacity might provide for more smoothly flowing traffic. However, history has proven time and again that this temporarily unencumbered flow will only invite more driving, recreating just as much congestion within a few short years, and this time with more cars. This phenomenon of induced demand cannot be overlooked (as it was in the EA), especially in light of Portland's growing population. Once we acknowledge that the increased freeway capacity will result in  |                          |

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|                |                         |              | more vehicle miles traveled (VMT), the claim in the EA that vehicle emissions could go down as a result of this project is laughable. This project has the potential to dramatically increase emissions as well as pollution in the immediate area, and the EA completely failed to consider anything beyond a best case scenario of zero VMT increase. As global warming looms large in the next couple decades, we have a responsibility to decrease emissions as much as possible. Since the transportation sector makes up such a large share of greenhouse gas emissions in Oregon as well as globally, we must take an extra critical look at these types of projects to ensure that they are moving us in the right direction. Committing resources to make driving easier is questionable to begin with, and the I5 RQIP purposely ignores its environmental consequences, inadequately modifies infrastructure for alternative modes, all while failing to mitigate congestion on I5. No build!  |                          |
| 2019 0327      | Amie Riley and Joe Buck |              | The madness has to stop. Congestion is increasing because people around the country are coming to the Portland area for a particular way of life, let's cultivate what they came here for versus an easier commute. We say this as commuters ourselves! Let's stay committed to our ethics of sustainability and community care by investing this vast sum into transportation solutions that will serve all of us with long term vision. Students at Harriet Tubman middle school can't play outside because of I5 emissions already, Exxon just spent almost 4 million dollars promoting a fossil fuel future in Facebook ads, and there are 1000s of statistics and stories just like this. As a new mother of an incredible new little girl, when I imagine her future as a Portland citizen I must ask why this is a path we are doubling down on? Can we not envision any better ways to invest half a billion dollars in our steps towards a Portland of the future? Do not build this expansion. Just don't do it.                                  |                          |
| 2019 0402      | Amy                     |              | We do NOT need any more freeways in Portland! Stop turning this city into a car exhaust wasteland! We have enough freeways! Freeways destroy the city's beauty and the nature around it. Keep Portland the way it is and encourage people to ride share or take alternate transportation. New freeways are NOT the answer. The people of Portland don't want them.  |                          |
| 2019 0313      | Amy Borden              |              | Please don't invest in projects that don't actively reduce driving, and have been proven to do so, such as congestion pricing. This is also an awful plan for area school children's air quality. Let's be the city we tell people we are.  |                          |
| 2019 0329      | Amy Borden              |              | This plan seemed dicey in the first place, especially considering climate change and pollution affecting Harriet Tubman Middle School, but the recent revelation that ODET is not even modeling in good faith by including traffic patterns and congestion from the I5 plan that's all but dead, means I no longer trust ODET to serve in the public interest. I oppose this plan.  |                          |
| 2019 0401      | Amy Hall                |              | I've lived in Portland, Oregon for 20 years and have two teenagers who already are embracing the wonderful public transit options we have available in this city. We only have a little over a decade to lower carbon emissions (based on IPCC report) or we will be locked into an unsustainable future. We need to be lowering carbon emissions and not creating more cars on the road. Please don't create the infrastructure that will increase our issues of air pollution. Adding expansions is the wrong direction.  |                          |
| 2019 0226      | Amy Hansen              |              | As a mother, I support increasing our reliance on public transportation, rather than encouraging individual vehicle travel. Transportation emissions account for 40% of greenhouse gas emissions in Oregon, so why would we invest \$500 million dollars in a project that would add capacity for traffic? New transportation infrastructure projects must address our crises with climate change, air quality, and equity, not make them worse. Unfortunately, the proposed I-5 Rose Quarter Expansion Project-- like all other freeway expansion projects-- will increase traffic congestion, carbon emissions, and air pollution, and do so right in the backyard of Harriet Tubman Middle School where the pollution is already so bad that public health experts recommend students forgo outdoor recess.  |                          |
| 2019 0330      | Amy Hansen              |              | As a mother who cherishes our State's beautiful ecosystems, I kindly ask for a full Environmental Impact Statement. I am concerned that ODOT's truncated Environmental Assessment document simply isn't focused enough on the significant impacts to health and public safety this project represents. Let's instead more fully study alternatives (including decongestion pricing!) to this expansion with a full Environmental Impact Statement.  |                          |
| 2019 0309      | Amy Iannone             |              | I would like to record my disapproval for any plans to create more space for more fossil fuel burning vehicles. No more freeway expansions! Mother Nature is done with her warnings. All plans for transportation solutions from here on out need to not include anything that supports more fossil fuel emissions. Solutions need to be electric. Solutions need to be out of the box thinking. How about offices have access to more showers & safe parking for more bike commuting? How about more investment in technical improvements so more people can work at home more days of the week? How about investing in a lot more public transportation that reaches more neighborhoods and free public transportation on weekends/evenings? I know there are many innovative solutions from experts in preventing climate change. This is where we need to be headed. My kids deserve to want children of their own. I never thought I'd dissuade them from having kids, but our leaders don't seem to be taking this issue seriously. No more freeways! |                          |
| 2019 0331      | Amy Murray              |              | Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces.  |                          |

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| 2019 0226 Amy Pate                  | Amy Pate                  |              | Freeway expansions are an old-fashioned, outdated solution to an ever increasing problem. We should be thinking of the future and using technology to improve our cities and our lives. Lead us into the future.  |                          |
| 2019 0227 Amy Robbins               | Amy Robbins               |              | Regarding the Rose Quarter Freeway Expansion project. Please scrap this project. I'm originally from Southern California and know very well that widening freeways is pointless. They become clogged again in no time, and it encourages the commuting lifestyle which simply increases pollution and speeds climate change. Spend the money on projects that decrease the number of vehicles on the road and make roads safer for all users. Then toll the roads and bridges to pay for their maintenance and more projects that reduce greenhouse emissions. Focus those projects in areas that have suffered the most from past bad practices. We've all been brainwashed to believe our lifestyle is just fine. It's not. It needs to change. Facilitate projects that move us into a stable and healthy future, not ones that reinforce a 1950's world view.   |                          |
| 2019 0326 Amy Subach                | Amy Subach                |              | Freeway expansion would take Portland backwards: air quality near the expansion would worsen; congestion would drop for a year or two then go back to how it was or worse; and more people would be encouraged to take single occupancy vehicle trips. This expansion is not only a waste of money, especially when you factor in the risk of a cascading subduction zone earthquake over the next 50 years. We should be investing in efficient public transit and alternatives to cars. For the good of our children, and for ourselves, and for the entire planet, I beg you to stop this freeway expansion and use the money to bring Portland and SW Washington into the future and the fight to stop Climate Change.  |                          |
| 2019 0402 Ana Berry                 | Ana Berry                 |              | Please oh please don't waste an estimated \$500 million on expanding a freeway through the center of our beautiful east side. You all know we can do better for the planet and for Portlanders by continuing to invest in bicycle friendly, public transportation, and pedestrian options. OHSU sets a great model and precedent for Portland by offering kickbacks for alternative transportation and making parking almost prohibitively expensive... Please think outside the box. You expand the freeway and more people drive, and congestion continues, as does pollution. that's how it will go and you know it!   |                          |
| 2019 0315 Ana Tighe                 | Ana Tighe                 |              | The major thing that sets Portland apart from other cities is that, in general, we have not followed the herd for transportation planning. I am an avid bicycle commuter, and I have met people who moved to Portland specifically because of the cycling infrastructure. Improving alternative transportation options is what will bring Portland the most gains for the future. ODOT has done nothing to prove this project will in any way improve congestion on the I-5, which usually experiences a bottleneck at the Interstate bridge, which will not be helped by wasting money building more freeway space in the Rose Quarter. Back when I used to commute from NE Portland to Tigard every day this is what I saw-- a huge backup from the bridge. You need to release the data about how much congestion this will relieve, and if it doesn't show a significant improvement then for the good of Portland, abandon this project. I don't trust you and the majority of commenters at the meeting Wednesday don't trust you either.   |                          |
| 2019 0303 Ana Wyssmann              | Ana Wyssmann              |              | No more freeways! Portland's culture is strong enough to navigate this without a big freeway expansion. We can commit as citizens to lowering our footprint. We can set goals as citizens to carpool and opt out of car time. We can set an example.  |                          |
| 2019 0308 Anandi van Diepen-Hedayat | Anandi van Diepen-Hedayat |              | This proposal is so diametrically opposed to what decision-makers should have learned from decades of research by planners, engineers, and environmental scientists. I almost cannot believe we are really considering this in Oregon. I'm joining No More Freeways PDX because freeway expansion has not and will never reduce congestion. We know this. Freeway expansion is tantamount to denying climate change. And this project will cause health harms to Portlanders, and represents a huge environmental injustice. Those in power will be guilty of severe malpractice if they allow this misguided project to harm us for generations to come.   |                          |
| 2019 0401 Andrea Hamberg            | Andrea Hamberg            |              | I am terrified about climate change, around the world and in my community. The forests we love are burning beyond control, damaging our wild lands, our agriculture, our drinking water, and our air. Weather systems are out of control, dumping massive flooding rains in some places and contributing to endless drought elsewhere. New diseases are entering our region. Ozone is threatening our very literal hearts and brains. People around me are having children and I am amazed at their hopefulness in the face of our society's seemingly unending commitment to fossil fuels. A commitment we have despite the clear consensus that we are upending the very systems in which humans evolved to survive; with investments like this freeway expansion we're doubling down on that destruction. We must stop. We must stop building and expanding roads. There are other, compelling strategies for reducing congestion on this stretch of highway. Strategies like subsidized and free transit passes on a fast and frequent network of buses; like the 20-minute communities the Metro Regional Government and the City of Portland have both committed to, ensuring that a trip to the store does not require a trip on the freeway; like fully-implemented bicycle and pedestrian master plans to ensure that everyone, no matter where they live in the City of Portland, can safely use their bodies to get around their communities; strategies like ODOT's investigation into tolling, and also congestion pricing. The City of Portland and Multnomah County have committed to ending the use of fossil fuels by 2050. And yet, your Draft EA did not fully investigate these climate-friendly congestion-reduction options. You cannot call this an honest assessment of a no-build scenario without taking into account strategies for reducing local vehicle travel. And more immediately, your Draft EA also did not adequately address air pollution more broadly. While you used the EPA Moves Model to determine regional air quality impacts from this project, you failed to project impacts at the local level. And, in fact, that is the air we all breathe as we drive on the freeway, bike |                          |

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|                         |               |              | <p>over the freeway, attend school on the edge of the freeway, live or work adjacent to the freeway. When I'm next to the freeway I don't breathe a regional average, I breathe pollution from construction and traffic that's occurring right next to me. That air is the air that can trigger an asthma attack, that contributes to poor birth outcomes and a higher incidence of stroke and Alzheimers in nearby residents. That air is the air I care about, and the only way to know if that air is safe enough to breathe is for you to model the effects of construction and operation at the local level, taking into consideration local conditions that could impact local concentrations, such as topography, meteorology, and buildings. In addition, that assessment needs to include modeling of air toxics and criteria pollutants such as small particulate matter, with data sufficient for determining potential impacts to human health. This Draft EA has found that traffic safety will improve; however this section of highway is not on the City of Portland or Metro High Crash Networks. Addressing safety on those roadways should be of the highest priority, and fewer resources are available for addressing dangerous stretches of road if we spend \$500 million here. In addition, the fatalities that have been mentioned in the course of this analysis (such as by ODOT staff in local transportation conversations) have causes that are not impacted by roadway design (such as suicide). This EA has not made the case that the region's transportation system will be safer because of the substantial investments proposed on this 1-mile stretch of highway. Indeed, it seems the roads will be less safe and less convenient for people who bike and walk. The Draft EA shows significant impacts for walking, biking and transit during construction, and slower transit times after construction. In addition, none of the promised biking and walking investments look anything like initial proposals. In an increasingly dense city, in an increasingly dangerous climate, we must double down on our commitment to climate-friendly and healthy active travel. And, all of this is happening in the historic Albina community. Haven't we done enough harm here? Vanport, Emmanuel Hospital, I-5. Every single "investment" we have made in this part of the city in the last 100 years has come at the expense of the Black/African American members of our community. We must stop and ground an analysis of all projects in this community with an environmental justice/racial equity lens. We need an honest reckoning of the impact of racial bias in our institutions. And finally, this Draft EA finds benefits to historically under served communities, yet researchers at Portland State University recommend that children at Harriet Tubman (a majority-minority school), have recess indoors because of poor air quality. And there is insufficient information in the EA to determine how air quality at the school will be impacted by construction and operation of I-5. I do not find your findings of insignificant impacts to be credible. A project of this size requires a full Environmental Impact Statement, with: detailed air quality monitoring of localized impacts; a full analysis of the safety implications at the project site and surrounding road network; a clear plan for supporting active travel during construction and operation; the honest consideration of all no build options, including a significant increase in investments in active transportation and the implementation of congestion pricing; an environmental justice review of the project, including an analysis of past injustices and impacts; and a full consideration of the human health and economic costs of climate change. I request that you conduct a full impact statement.</p> |                           |
| 2019 0225 Andy McMillan | Andy McMillan |              | <p>I am a resident of Portland, Oregon writing to state my opposition to the proposed expansion of I-5. It has been well documented for decades that expanding capacity for traffic only leads to induced demand. The idea that adding a lane would lead to decreased congestion and travel times is incorrect—something I'm glad ODOT's own consultation concluded. We need to be taking immediate action against climate change and reducing our carbon emissions. Not only can we not accommodate more cars in our city, we have to start passing likely unpopular legislation to limit the use of cars, especially for able-bodied folk making unnecessary single passenger journeys. Tolls, decongestion pricing, and increasing the cost of owning and parking cars will have to be countered with bold, progressive legislation that prioritizes affordable, equitable transit and vastly improved infrastructure for cyclists and pedestrians. Expanding I-5 would be an expensive, critical mistake that generations ahead of us will be paying for with their health. I urge you to move forward with the plans for improving the Rose Quarter without expanding I-5. Thank you for reading my comments, and taking them into consideration.</p>   |                           |
| 2019 0401 Aaron Golub   | Aaron Golub   |              | <p>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 <a href="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</a> " 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</p>   | 2019 0401 Aaron Golub ATT |

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|                                |                   |              | <p>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."</p> |                          |
| 2019 0402<br>Andrea Pisani     | Andrea Pisani     |              | No comment provided   |                          |
| 2019 0318<br>Andreas           | Andreas           |              | This project if, if implemented, will be a giant boondoggle, cost far over budget, leave Portlanders indebted because of automotive worship, and does not support the espoused values of the City.  |                          |
| 2019 0304<br>Andrejs Galenieks | Andrejs Galenieks |              | Having lived in and studied a number of cities that have chosen to expand their freeways, I can honestly say that those are cities I least wanted to live in. Portland is a unique city and community and freeway expansion is not the answer to congestion issues (which are not even that bad here). This is not central Florida or southern California and we don't need endless freeway construction projects or wider freeways. There's no need to pave over potentially valuable land for a project that will outgrow itself within a few years. Induced demand is not rocket science and this is not the 1970's, 80's or 90's where the 'answer' to traffic is to throw more money into freeway construction projects. Don't devalue Portland please.  |                          |
| 2019 0318<br>Andrew Clyde      | Andrew Clyde      |              | I've been a small business owner in Portland for 5 years now and one of the reasons I moved here is because I thought it was a forward thinking city. I moved from Texas where they do this add a lane a mile nonsense all the time and let me tell you, that just doesn't work. I would love to see the money go to fixing the streets we already have and looking into more public transit.   |                          |
| 2019 0401<br>Andrew Crampton   | Andrew Crampton   |              | I am very disappointed with ODOT's inconsistent, inaccurate, and inadequate public outreach and public comment process. ODOT has not allowed adequate time for members of the public and partner agencies to review ODOT prepared technical documents during the EA comment period. I would recommend ODOT extend the public comment period in order to allow adoption of an open, collaborative, and transparent public process with an iterative design approach. This will establish trust between ODOT and community partners and result in a project that better meets the needs of the community, environment, and regional transportation system.  |                          |
| 2019 0305<br>Andrew Fleming    | Andrew Fleming    |              | Congestion won't improve. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor.  |                          |
| 2019 0000<br>Andrew Holtz      | Andrew Holtz      |              | 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.   |                          |
| 2019 0401<br>Andrew Kaiser     | Andrew Kaiser     |              | Please no more freeway expansions! I live near the rose quarter and I don't want the expansion to ruin the livability of my neighborhood. It won't fix the problem!   |                          |
| 2019 0325                      | Andrew M          |              | Freeway expansions incentivizes more traffic. More lanes equals more merging and more slowdown. This stretch could be used more efficiently instead of  |                          |

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| Andrew M                       |                   |                           | adding lanes and extending the highway. Use the money on public transit cause it's the right call.   |                                 |
| 2019 0329<br>Andrew Martin     | Andrew Martin     |                           | 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.   |                                 |
| 2019 0326<br>Andrew McCollough | Andrew McCollough |                           | I entirely reject the premise that Oregon's future lies in adding to the sunk costs of the obsolete fossil fuel industry and I urge ODOT to put their money into infrastructure projects that will benefit all Oregonians far into the future. Freeways fail to achieve ODOTs and other Oregonian's goals because: * Freeways do not reduce congestion in the medium or long term. Multiple studies show that congestion pricing reduces trips while freeway expansion increase trips. And therefore pollution. * Expanding freeways bring pollution closer to where people live and cause severe negative health effects. * Investing further in obsolete technology reduces funds available for Oregon's to invest in the transportation technology that a robust and resilient Portland will need in the future. Specifically, bus, rail, ferry, bike, and pedestrian infrastructure. * The proposed expansion destroys historically underprivileged neighborhoods. In short, the proposed freeway expansion is a poor use of public resource, shortchanges Oregon's future, poses a threat to public health and safety, and will destroy or severely compromise already precarious neighborhoods. I oppose this freeway expansion and I urge ODOT to immediately cease this project.   |                                 |
| 2019 0402<br>Andrew Neerman    | Andrew Neerman    |                           | As a business owner located on N Mississippi, I'd like to register my disapproval of ODOT's proposal to expand capacity on I-5 through Lower Albina. At a time when we are facing catastrophic climate change we need to be urgently exploring ways to reduce demand for single-occupancy vehicle use. This proposal, despite ongoing attempts at obfuscation by ODOT, will clearly induce further demand for that section of freeway, ultimately resulting in even worse congestion and air pollution. The people who will suffer from this increase in pollution are primarily area residents who have already felt the devastating effects of wholesale displacement due to the original construction of the freeway and what we now call the "Rose Quarter". The students at Harriet Tubman Middle School are particularly vulnerable. The proposal goes against priorities outlined in Portland's Climate Action Plan and seriously undermines the vision outlined in the Albina Vision Plan. I'd like to join the Street Trust, Albina Vision Trust, Metro, PBOT's pedestrian and bicycling advisory committees, the Portland Public Schools Board and many others in calling for for a full environmental impact statement and for full transparency on the part of ODOT and other participating agencies. The use of data from the unbuilt CRC to create traffic estimates (while the effects of planned decongestion tolling remain un-mentioned) is especially galling and makes ODOT appear to be an untrustworthy partner with nefarious motives. The agency's long legacy of aut centrism and unresponsive bureaucracy must be reformed immediately. Thank you for the opportunity to comment and I look forward to this project either being abandoned or radically re-imagined. |                                 |
| 2019 0326<br>Andrew P Leyva    | Andrew P Leyva    |                           | We should not be unnecessarily expanding highways. We should be increasing green public transit. Climate Change must be addressed and enlarging highways doesn't help congestion (as many studies have show) and will only add to pollution and greenhouse gasses.   |                                 |
| 2019 0322<br>Andrew Pomeroy    | Andrew Pomeroy    |                           | No more freeway expansions please. These transportation projects IN NO WAY solve the problems they're supposed to. Pretending the data on the matter doesn't exist is a slap in the face to each and every one of us taxpayers.  |                                 |
| 2019 0401<br>Andrew Schwartz   | Andrew Schwartz   |                           | Traffic in Portland is terrible. No one can deny that. Rush hour seems to last from 730a-730p most every day. It's exhausting which is why my wife and I favor our bikes to our car now. Given the known science on climate change and the need to move away from gas-burning vehicles - and that Portland is expected to grow dramatically over the next 30 years - it figures that the best use of our resources is not to invest in outdated infrastructure technology but instead to invest in the transportation we will need in the future. I would love that \$500m go towards mixed use walking and bike paths, increased and improved lite-rail, and expanded public transportation options than towards outmoded, climate change inducing roadways. More roads does not equal less traffic. More roads will mean more cars and more pollution and more future gridlock. Please do not invest in more roads. It's a bad idea.   |                                 |
| 2019 0401<br>Andrew Singelakis | Andrew Singelakis | Washington County, Oregon | On behalf of Washington County Land Use & Transportation, I am writing to express support for the Rose Quarter project. This project will improve access and mobility for Washington County residents, businesses and the region as a whole. Interstate 5 (I-5) is the key route through the region and the state, the region's major freight route and the key connection between Washington County and the airport for transport of high value goods. The bottlenecks on I-5 in  | 2019 0401 Andrew Singelakis ATT |

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|                                |                   |              | the Rose Quarter are well documented as are the associated costs associated with congestion. Construction of the improvements at the Rose Quarter along with the improvements in other bottlenecks at Hwy 217 and I-205 are priorities for our region. I encourage you to continue efforts to complete the environmental process and secure funding for these improvements.   |                          |
| 2019 0327<br>Andrew Winterman  | Andrew Winterman  |              | This freeway expansion is a terrible idea. Nobody needs it except for Washington suburbanites upset that the whole world isn't made for their convenience. Choosing to live in the boonies and work in the city is a choice with consequences. Development in the city should be for the people in the city; which this emphatically is not. It will also not actually help traffic, since it will simply induce greater demand from communities even further out. No no no no no can I say no any more emphatically no.  |                          |
| 2019 0327<br>Andrey Bratchikov | Andrey Bratchikov |              | No comment provided   |                          |
| 2019 0401<br>Andy Palmquist    | Andy Palmquist    |              | I am a Northeast Portland resident who deeply opposes the I-5 Rose Quarter project as currently presented. This plan comes across as the state trying to jam a square solution into a round hole. ODOT's complete obfuscation of facts about the project also established deep skepticism among many locals concerning this project. There is very little about this project that makes sense. The concept that adding 1 merging lane will significantly lower carbon emissions is patently ridiculous. Moving freeway lanes nearer to Tubman Middle School makes absolutely zero sense and continues to emphasize the fact that children from lower-income families suffer more under plans like this. I am a daily bike commuter that uses North Flint Ave regularly and find both the elimination of that bridge as well as the new arrangement of North Vancouver/Williams and Weidler to be extremely underwhelming and not properly servicing anyone. There is also a significant amount of doubt about ODOT's intentions and the open-ended possibility of adding traffic lanes in the near future. If that is the case ODOT is doing the public a severe disservice. This project should not see the light of day and should go back to the drawing board.  |                          |
| 2019 0331<br>Angela Dicianno   | Angela Dicianno   |              | 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.   |                          |
| 2019 0226<br>Angela Zehava     | Angela Zehava     |              | I am beyond shocked that anyone would think it is a good idea to increase pollution levels at Harriet Tubman. This is environmental racism! This historic school needs to be cleaned up, supported and preserved, not poisoned. Secondly, we could spend this money on a light rail expansion in the I5 corridor. When I am sitting in traffic on a blessedly infrequent trip to Vancouver, I have often wished that light rail went past the airport to Vancouver. Congestion is not the problem we need to solve -- climate change is. I actually think that traffic congestion is a great deterrent that prevents people from making poor environmental choices. We should be requiring solar on new buidings, subsidizing residential solar retrofits, and rolling out biking infrastructure and lightrail.   |                          |
| 2019 0331<br>Anika Ghirnikar   | Anika Ghirnikar   |              | Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces. We need to invest in public transportation, widening this freeway will not help congestion and will just make our air dirtier. We do not need this freeway expansion.  |                          |
| 2019 0226<br>Anissa Pemberton  | Anissa Pemberton  | 350PDX       | My name is Anissa Pemberton (they/them/theirs), and I am the Just-Transition and Equity Organizer at 350PDX. Today, it is unfortunate that I have to write ODOT to voice my opposition to Freeway Expansion that is being considered. As a climate justice advocate who is also a low-income person of color who takes public transit, it has been my experience that public transit in the city is not accessible or easy to navigate. When 40% of Oregon's carbon emissions come from transportation-- as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. \$500M could be spent on a litany of other projects and needs across the region - including building a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. The way to reduce congestion is to invest in public transit infrastructure. Related to these issues, there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed "lids" over the freeway won't be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations (we wrote a letter to Portland City Hall last year articulating the ways the surface-level street changes are not an improvement to the community). This is |                          |

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|                |                 |              | deeply concerning as biking is one of the meaningful ways individuals can reduce their carbon footprint. It will also increase in air pollution in communities that are already sacrifice zones to pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue - 40% of Tubman's students are Black. Decongestion Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't solve the traffic problems on the corridor *without* sinking half a billion dollars into the expansion? ODOT's studies of traffic patterns of the proposed freeway expansion *completely* ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion. There are meaningful, valid concerns about how to implement decongestion pricing fairly â€” we've explored that in letters to the Oregon Transportation Committee last year. Thank you for taking into account these concerns from a lived experience and the scientific reality of how to reduce air pollution, carbon emissions, and congestion in Oregon. I encourage you to follow up with me via email or phone to talk about how 350PDX can be involved in conversations about freeway expansion. I encourage you to listen to frontline communities who will bear the brunt of freeway expansion, both in the near term of air pollution and in the long-term in the impacts of the climate crisis. |                          |
| 2019 0402      | Anita Bigelow   |              | I think tolling or congestion pricing would do more for lessening traffic jams than adding space could do. Likely for less money. Expansion just gives more room for pollution. Plus while construction is going on, which could be a very long time, Portland traffic would be a mess. ODOT, if it is interested in transportation without pollution, should invest in more frequent diesel truck emission testing and give support grants to public transportation. Part of our congestion problem in Portland is huge construction projects, both on busy arterials and smaller residential streets. Permitting happens without apparent regard as to how the pattern of closed or narrowed thoroughfares is going to adversely effect traffic flow. Given that this seems destined to last for, well, forever, adding a huge I5 project any time soon is a terrible idea. Thank you for your consideration.   |                          |
| 2019 0326      | Anita Lindsay   |              | I believe that this moment of time is asking our community to look to the future and makes choices that will enhance our environment and community with less traffic and pollution. Reflecting on the theory of Induced Demand, that an increased infrastructure results overtime the same or more congestion that it was trying to mitigate, I strongly recommend that you commission an Environmental Impact Statement. I am afraid that the positive results achieved, after the proposed project will ultimately make the neighborhood and environment less healthy. I know that Oregon can be a beacon for the country, leading us to a future of sustainablen living.   |                          |
| 2019 0218      | Ann Triebwasser |              | Thank you! I am so happy to hear about this project! It sounds great and beneficial to so many people. For me, the impact would mean an easier (and hopefully shorter) commute from the Montgomery Park building in Northwest Portland to my home in Gresham. In my commutes, I take the Fremont Bridge to I-5, and in the evening I connect from I-5 to I-84 and the Rose Quarter are in need of a new design. Thumbs up from this Multnomah County resident!  |                          |
| 2019 0317      | Anna            |              | Portland is a unique place and if highway expansions solve nothing, then people need evolve and seek new commuting solutions. With all the cool new motorized decives it would be more cost effective to ride/bike/skate into work. It is healthier for the individual and the environment. We also live in the PNW and have the gear available to be comfortable in bad weather. What will it take for people to want to make this change?   |                          |
| 2019 0401      | Anna Belais     |              | Investing in fossil fuel infrastructure is climate denialism. We have less than 12 years to mitigate warming and should absolutely NOT be prioritizing any additional infrastructure for personal motor vehicles. ODOT should muster the courage and integrity of those who opposed the Mt. Hood Freeway 50 years ago to make the right decision now for our future. Freeway expansion will only induce demand, increase pollution, make other modes of transportation less safe and available, and solidify Oregon's regressive environmental policy. We should be leading by example in urban sustainability and livability. Please do not waste half a billion dollars of taxpayer money on this awful project.  |                          |
| 2019 0319      | Anna Bell-Hibbs |              | Expanding freeways no longer makes sense. Traffic solutions need to focus on drawing people out of their cars, not encouraging more drivers on the road. Freeway expansion is not supported by evidence (traffic will eventually increase to the same congestion levels we struggle with now). Local residences and schools are already exposed to toxic exhaust levels. This is simply backwards thinking that should embarrass Portland planners.   |                          |
| 2019 0226      | Anna Cowen      |              | If this passes, please include provision to provide lifetime respiratory healthcare for all students at Harriet Tubman Middle School.   |                          |
| 2019 0329      | Anna Cowen      |              | Please look into other transportation methods to mitigate traffic congestion. Incentives not to drive; incentives to use public transportation; options for high speed trains; incentives for carpooling; incentives for those that can to work from home or at designated remote work locations.   |                          |
| 2019 0313      | Anna Fritz      |              | I am a 19 year resident of Portland, Oregon, a small business owner and one of the creative professionals whose work has helped make this city such a vibrant, desirable place to live. Portland is in a unique position to be a leader in stopping climate change and we tout ourselves as such internationally. Now   |                          |

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|                                 |                       |              | is the moment to invest in infrastructure that *decreases* our carbon emissions, not *increases* them! We are on a collision course with climate chaos. If we do not take BOLD action to change the way we meet our basic needs, we are facing the end of human life on earth and we're already taking many other species out with us. What an exciting opportunity this could be to re-imagine our city as a public transportation paradise! Building and expanding freeways is the WRONG direction for Portland and for life on earth. Please kill this project and put our tax dollars toward transportation solutions that rely on human power, wind power, solar power and other creative solutions to the dire situation we are currently in. Thank you for your work in service of this city. May you consider the well being of our children's children and the thriving of all life when you make decisions on our behalf.  |                          |
| 2019 0331 Anna Kelly            | Anna Kelly            |              | I have many concerns about this project as it stands today. Based on what I have read and people I have spoken with, this project will lead to more driving, fail to address congestion, increase air pollution, create disjointed and largely useless lids, and offer little to any benefit for people walking, biking, and using transit. The traffic safety benefits appear limited to reducing fender benders rather than saving lives or reducing serious injuries. It also pains me to see us spend half a billion dollars on a transportation project that does nothing to mitigate climate change, given that transportation is the largest single source of climate change emissions. Please consider reallocating the funding from this project to support projects that meaningfully support walking, biking, and transit. If we want to address congestion, we should move forward first with congestion pricing, and spend the resulting revenue on projects that support walking, biking, and transit. Given all the issues associated with this project, I support completing a full Environmental Impact Statement.  |                          |
| 2019 0311 Anna Longfield        | Anna Longfield        |              | Hey I am commenting in support of this project. It will make the area safer and help employ multiple trades.   |                          |
| 2019 0225 Anne Bryant           | Anne Bryant           |              | I agree that congestion on the proposed area is increasingly awful I live in SW and I travel this route to the East side several times a week. However, 40% of OR's climate emissions come from transportation. There is plenty of evidence from other cities that freeway expansion = more vehicles, the exact opposite of what we need due to the fast acceleration of climate disruption. Invest in more accessible public transportation and safe walking and biking routes by putting a fair toll on the freeways around Portland. I would pay for this vs, freeway sprawl. Don't turn Portland into LA.  |                          |
| 2019 0331 Anne Elizabeth Hawley | ANNE ELIZABETH HAWLEY |              | As a NE Portland resident, I am opposed to this freeway expansion, which will worsen air quality and noise pollution in my neighborhood and through most of the areas in Portland that I visit most frequently. This project is from the mid-20th century. Putting freeways through Portland was a dumb idea back then. Adding to them in 2019 is unacceptably backward and damaging. Please don't do it.  |                          |
| 2019 0329 Anonymous             | Anonymous             |              | <p>* 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.</p> |                          |

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| 2019 0307<br>Anonymous          | Anonymous         |              | This EA report is highly disingenuous! Its factual basis is suspect. Do not include effects from induced demand from a faster-moving freeway. This must be studied because it will have broad impacts on the air quality, congestion, and 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 and improving safety. It must be considered as a separate alternative and combined with the proposed.  |                          |
| 2019 0307<br>Anonymous          | Anonymous         |              | Looks good. I'm very excited about all of the new bike path options.<br>[arrow to Megan Channell's name] She's pretty rad!  |                          |
| 2019 0307<br>Anonymous 3        | Anonymous         |              | The assumption that adding 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, induced demand and compounding the negative effects of congestion, pollution, and greenhouse gas emissions.   |                          |
| 2019 0307<br>Anonymous 4        | Anonymous         |              | Congestion pricing please.What are the results of the travel modeling? I am opposed to this expansion!!   |                          |
| 2019 03327<br>Antonella Mancini | Antonella Mancini |              | I will keep my anti-expansion sentiment short and sweet by quoting an ODOT/City of Portland [N/NE Quadrant and I-5 Broadway/Weidler Plans] I-5 Broadway/Weidler Interchange Improvements Report from October 2012 ( <a href="https://www.portlandoregon.gov/bps/article/415776">https://www.portlandoregon.gov/bps/article/415776</a> ):"The profound changes that construction of the Veterans Memorial Coliseum and I-5 freeway brought to the surrounding neighborhoods in the early 1960s understandably remain a sensitive issue. While the coliseum and freeway construction benefitted the desire for regional civic facilities and improved regional and state mobility, these improvements came with the displacement of residents and a commercial district that were the heart of Portland's African-American community. The impacts of these displacements continue to resonate with members of the community to this day and set an important context for any future improvements within the North/Northeast Quadrant."It is still a sensitive issue. Where is your today, ODOT? Has this community not gone through enough? Do not expand I-5. There are better solutions and better uses for the \$500M. |                          |
| 2019 0327<br>Antonella Pagani   | Antonella Pagani  |              | I'm writing in opposition to the Rose Quarter Freeway Expansion. I believe this is the wrong approach to alleviating traffic congestion in our city. I don't believe the city should be investing resources into car transportation, but rather put those resources toward programs to reduce carbon emissions. For example, the money for this highway expansion could be put toward a pilot program to make all public transit free, expand bus routes, etc. I'm also concerned about the lack of transparency surrounding this project, as ODOT has not made the supporting data available to community groups. It is evident that this project is the wrong move for Portland and is being done in the wrong way. I urge ODOT to fully analyze alternatives to this expansion and provide a full Environmental Impact Statement to the public.  |                          |
| 2019 0000 April<br>Robbins      | April Robbins     |              | 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.  |                          |
| 2019 0315 April<br>Streeter     | April Streeter    |              | Freeway expansion ruins Portland neighborhoods and thus the quality of life.  |                          |
| 2019 0324<br>Aquiles Montas     | Aquiles Montas    |              | We need more freeways, semi freeways specially when city has cut lanes to give space to bicycles or max creating more backup specially on interstate corridor, Williams.<br>Many areas on I 5 needs one more lane for exits and move slow vehicles to next left lanes so in and out is more free. I have many locations where this would help. Feel free to contact me for more details   |                          |
| 2019 0215 Art<br>Lewellan       | Art Lewellan      |              | This professional transit planner sees the project as worthy, congratulations are in order, will be awarded after a careful, generous, problem solving rebuild nears completion. (^: Please consider writing Willamette Week to dispel the notion a published article claimed worsened air quality would result. People still believe that article. Do it. Hello. Also, any sound wall should be minimal, landscaped with a minimal block of views. I am unhappy with all three ZGF Post Office site designs, poor road and ped access, insufficient treescape and daylight. I am unhappy with Barbur MAX. Scenic beloved treescape clearcut to widen from 4 to 8 lanes beside an ugly noisy 30' buttress wall rising from a mile of sidewalk? Longer crosswalks with 35-45mph traffic? Converting WES to MAX Red Line from AORTA is the no brainer alternative. BRT has an 'opportunity' to serve Barbur way better. I'm absolutely ashamed of Metro/TriMet and City Hall for this horrible error in judgment. Lawsuits are pending you can bet on it. PS: Request my list of 7 comprehensive concerns and I'll email them over. Thanks ODOT for RQ and Marine Dr @ I-5. Don't do 217 without MAX alongside.           |                          |
| 2019 0312 Art                   | Art Lewellan      |              | Hi, I am Art Lewellan. I've been an advocate for mass transit in Portland for over 20 years. I've made a study, a constant study. I live in the area of the west  |                          |

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| Lewellan                |               |                                | side close to the Broadway Bridge. I walk across it. I bicycle. I take the streetcar and buses across it. Very familiar with the streets around the Rose Quarter and I am -- it is my opinion that the result outcome of the project will reduce air pollution, not increase it. I also believe the safety improvements will hone to achieve it -- that as well will occur. Mostly on the streets, from my way of thinking, rather than on the I-5, but I think that's possible there too. And so I'm taking the position in the supportive. And I believe the investment will be worth it. Great to see the area of this map with this great view over the river, and I think it could very well become a very busy district. All those crosswalks, all those intersections, all this rebuild will improve safety. The pedestrian-only bridge that goes into the Rose Quarter in this area, that's a real improvement. The conversion of the Flint Bridge over I-5 Dixon crossing, that's an improvement for pedestrians and vehicle traffic wherever they can avoid getting on Broadway/Weidler. One improvement that I see -- I just wanted to add to the conversation. But exiting traffic off of I-5 southbound that has to merge with the traffic getting onto I-5 southbound is one huge bottleneck that I sense improving it will improve the traffic, will make it easier for motorists to go through there and may induce some -- induced demand. We've really got to work towards reducing emissions that come out of cars. And implementing mass transit. Those are my comments.   |                                    |
| 2019 0227 Art Lewellan  | Art Lewellan  | The LOTi Project               | Hello. I'm a neighbor near the project. I walk and ride the streetcar over the Broadway Bridge often. I look forward to the new pedestrian and Dixon crossings, better crosswalks, and the new I-5 on-ramp southbound that should reduce that horrible traffic bottleneck. I believe air pollution will be significantly reduced. But, there's a campaign organized by 350PDX saying just the opposite, that it will make air pollution worse. I believe 350PDX is perhaps unintentionally misleading other organizations to oppose the project. I suggest you contact that organization. I've tried to myself but they didn't want to hear it. I got dirty looks from several 350PDX members for even showing up at public events. They have sized me up as some kind of obstructionist, which is far from the truth. I am opposed to MAX on Barbur Blvd, oppose its horrific impacts, oppose widening from 4-lanes to 8-lanes which makes ped crossing more discouraging for transit users, etc. BRT (bus rapid transit) seems clearly more suitable for Barbur Blvd. MAX isn't really a separate issue because the better MAX route is from Beaverton to Tigard, Tualatin and Wilsonville alongside Hwy 217 which ODOT plans to actually widen. Anyway. Best of luck and please don't dismiss people's genuine concerns even when they may be entirely mistaken.  |                                    |
| 2019 0000 Art Lewellan  | Art Lewellan  | The Loti Project               | 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 "Auxillary Lanes" and surface street upgrades-ped crossings, traffic bottlenecks, air pollution. This project is worth the cost and a fine investment!<br>I believe it will reduce air pollution, contrary to popular but IMO misled opinion that it won't live up to its promised improvement. The development potential is extra-ordinary, thus the cost is justified. Surface street traffic should improve as should pedestrian crosswalks and safety.   |                                    |
| 2019 0226 Arwen Myers   | Arwen Myers   |                                | It astounds me that ODOT would try to fund a \$500,000,000 project that, by its own admission, would have no long-term effect on traffic levels in the area. In this era of impending climate crisis, investing this amount of capital in a short term project (ODOT states that traffic would return to current levels in *less than a decade*) is irresponsible and foolish. Please kill this project and invest that capital in far greener projects, such as transit, sidewalks, and bike paths.   |                                    |
| 2019 0329 Ashley Haight | Ashley Haight |                                | Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation -- as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities.   |                                    |
| 2019 0401 Ashley Henry  | Ashley Henry  | Business for a Better Portland | BBPDX advocates for a transportation system that is a liberating force for everyone in the community. In collaboration with community organizations and government agencies, we are working to support a spectrum of sustainable transportation options that will aid in creating the thriving, equitable community we collectively strive for. We believe we need a transportation system that mobilizes its citizens, makes streets safer for all, and gets our community closer to its climate change mitigation goals. We want our leaders to make brave transportation decisions that benefit the entirety of the Portland region, serving business and commerce in addition to everyone who lives here. Given the legacy of institutional racism in Portland and how it has manifested in the location of this project, it is imperative that our leaders act with respect, courage and integrity. Today, our leaders have the opportunity to stand for sane, compassionate policy and prove that Portland will lead the nation in our commitment to a sustainable and equitable future. We support the detailed comments and issues raised by our colleagues at Albina Vision Trust, The Street Trust, and Oregon Environmental Council regarding the I-5 Rose Quarter Freeway Expansion.<br>We must act with conviction:Portland, and the next generation of Portlanders who will have to live with the consequences of today's actions, deserve better. We are calling on leaders to tap the brakes on this project and ensure \$500 million in taxpayer funds are thoughtfully invested in projects that deliver community benefit while paying more than lip service to equity. Proceeding without further analysis regarding the project's community and | 2019 0401 Ashley Henry ATT (BBPDX) |

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|                                  |                             |              | environmental impacts ignores irrefutable facts that question many faulty assumptions made by the Environmental Assessment. A more prudent approach would be to conduct a full Environmental Impact Statement while also giving congestion pricing an opportunity to ameliorate congestion problems and provide data that can better inform our policy and infrastructure decisions.  |                          |
| 2019 0401<br>Aubrey Jessen       | Aubrey Jessen               |              | With everything we know about our current and impending climate crisis, I can't believe that Oregon would be looking at any solutions that prioritize driving. It is shocking climate denialism. Putting resources toward making public transportation not just viable, but superior for commuters would send the message that we're invested in long-term change. We know that expanding the freeway will only result in more cars on the road, not decreased congestion. How can ODOT be so willfully in opposition to solutions that minimize harm and maximize community connection?  |                          |
| 2019 0329<br>Audrey              | Audrey                      |              | Please reconsider this investment. Widening the freeway will only increase capacity for more cars and trucks, resulting in more pollution. This adversely affects already-sensitive and marginalized communities within the area, as well as Harriet Tubman school. No child should have to refrain from participating in recess because the air is too polluted, yet this is already occurring. My little sister lives 2 blocks from Harriet Tubman, and she's not allowed to play outside. That's no way to grow up. The money proposed for this project could do alot of help elsewhere -- infrastructue for mass transit, sidewalks, safe crossings. I live off 82nd Avenue, and I've stopped counting the times I've seen people nearly hit by vehicles due to a lack of safe crossings. Please look to other thoughtful solutions to reduce traffic that don't involve harming the marginalized communities already affected by the exponential growth in this city.  |                          |
| 2019 0401<br>Audrey Groce        | Audrey Groce                |              | I oppose the I-5 freeway expansion. As a Portland native, it is undeniable that the traffic in our city has increased notably over the last decade, and I understand that it is a problem we need to address, but I do not feel that this highway expansion is a long term solution. Portland was once a leader in sustainable transit, and choosing to expand this section of I-5 is not the type of progressive solution we need for our city. Highway expansions, while having the potential to decrease traffic in the short term, have not reduced congestion in the long term in other US cities. Instead, it creates space for more drivers and leads to greater congestion issues. Portland should focus these funds on making transit, biking, and walking more appealing and accessible options for Portlanders. As we face the consequences of climate change, we need to take serious strides towards making our city greener, not providing opportunities to put more cars on the road. Additionally, the project will largely benefit commuters from Washington state, rather than the communities of North Portland, who have already experienced major displacement at the hands of I-5. While there are aspects of this project that aim to make the Rose Quarter area safer for pedestrians and cyclists, this plan needs to shift it's focus to sustainable solutions to traffic issues that are more considerate of climate issues, local communities, and are more on par with the Portland I know and love. |                          |
| 2019 0331<br>August Kroll        | August Kroll                |              | Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces.  |                          |
| 2019 0325<br>Austin Magleby      | Austin Magleby              |              | The marginal economic benefit is not worth the drastic damage to the environment this project will cause. Do not go through with this project, the need is not there and taxpayer dollars can be spent elsewhere to improve our quality of life without destroying our environment.   |                          |
| 2019 0401 Aven<br>Handley-Merk   | Aven Handley-Merk           |              | Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces. Expanding a freeway in 2019 is climate denialism.  |                          |
| 2019 04325<br>Avian Ciganko-Ford | Avian Ciganko-Ford          |              | For <<...>> sake this is not going to solve traffic congestion.   |                          |
| 2019 0325 Avril<br>Carrillo      | Avril Carrillo              |              | No comment provided   |                          |
| 2019 0302 Baker<br>Blaine        | Baker Blaine                |              | NO COMMENT PROVIDED   |                          |
| 2019 0331<br>Barbara Joy         | Barbara Joy                 |              | I do not want to see additional highways built here. This ODOT \$500 million I-5 Rose Quarter expansion will just add to the high toxic pollution levels that we are breathing everyday in Portland. Portland has some of the highest pollution in the country now! Yet we continue to allow developers to destroy the trees which can help clean the air. We add more people, cars and and trucks daily to this once-small city. The continued exploding growth here is unsustainable! The \$500 million should be put toward improving the already very efficient Trimet system, including adding more security. Portland and ODOT need to pay attention to all the research of experts who have already provided facts to support an end to the crazy expansion and pollution levels here. People's lives are being affected in unhealthy ways. Read the research and stop trying to push these projects through. Our once-beautiful city is being threatened.   |                          |
| 2019 0305<br>Barbara Kinzle      | Barbara Kinzle<br>Christman |              | I am strongly against the freeway expansion project. Why waste the 500 million on a project that may not improve congestion anyway? And increase air pollution? More lanes of cars sitting in traffic. Instead I think the money should go towards public transportation. I live in East Portland, and the only way I   |                          |

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| Christman                            |                         |              | can get anywhere without a car is by bus, which is not always reliable. Before anything gets built I think more max lines should be payed out for communities that need it. When I was in Barcelona for two weeks, I was able to get anywhere I wanted without a car, quickly and reliably, even if I was traveling to a nearby town. Max could go out to Sandy, Oregon n City, etc. Imagine the possibilities. This is the future! Let's live up to our reputation as a green city. Thank you.   |                          |
| 2019 0330<br>Barbara Krupnik-Goldman | Barbara Krupnik-Goldman |              | To Whom it May Concern:I am writing to express my opposition to the Rose Quarter Freeway Expansion Program. Building more freeways at a time when we must urgently reduce carbon emissions is an erroneous response to Portland's traffic congestion problems. 40% of Oregon's carbon emissions come from transportation, as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities.Building more freeway has not been shown to reduce congestion anyway. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent \$1.6 BILLION on a "freeway bottleneck" widening project only to find it made traffic *worse.*Decongestion Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. This must be structured fairly to avoid undue impact on lower income people.In spending transportation dollars wisely, we need to think in terms of sustainable, low carbon ways of moving people and goods, not just ways to move more vehicles.Thank-you |                          |
| 2019 0327<br>Barbara Scharff         | Barbara Scharff         |              | Dear People: Transportation emissions account for 40% of greenhouse gas emissions in Oregon, so why would we invest \$500 million dollars in a project that would add capacity for traffic (but fail to cut congestion)? New transportation infrastructure projects must address our crises with climate change, air quality, and equity, not make them worse. Unfortunately, the proposed I-5 Rose Quarter Expansion Project-- like all other freeway expansion projects-- will increase traffic congestion, carbon emissions, and air pollution. This will happen right in the backyard of Harriet Tubman Middle School where the pollution is already so bad that public health experts recommend students forgo outdoor recess. The task should be how to get people out of cars/trucks, not how to expand the capacity for more. Thank you.  |                          |
| 2019 0228<br>Barnabas Furth          | Barnabas Furth          |              | The proposal to widen the freeway is a horrible idea. It will not improve congestion, it will be bad for the environment, and it will cost \$500 million. Expanding this freeway is climate change denial.  |                          |
| 2019 0401 Barry Deutsch              | Barry Deutsch           |              | Please do not go forward with the I5 freeway expansion. It's an old-fashioned approach that experts agree will not work; it's ridiculously expensive; and it goes against Portland's character as a city that has good urban design. Best wishes,   |                          |
| 2019 0307 Barry Pelzner              | Barry Pelzner           |              | Increasing freeway capacity at the Rose Quarter runs against all we stand for as inhabitants of a forward-thinking city. As it is, congestion on I-5, I-84 and I-405 spills out onto city streets, making life less and less livable in this purportedly livable city. Increasing freeway capacity will only accelerate this trend, as it has done everywhere it is undertaken. Instead, our hard-earned tax dollars should be put to developing alternative transit options for residents who will choose to forego car travel only when efficient, economical alternatives are developed. We can never meet our climate-change goals by encouraging more car use in the region instead of pursuing alternatives.  |                          |
| 2019 0311 BC Shleby                  | BC Shelby               |              | First there would be an increase in air pollution. The expansion would move the right lane into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommend that students forgo outdoor recess. This is also an environmental justice issue as 40% of Tubman's students are Black.<br><br>Second Congestion won't improve. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. To paraphrase a line for the cinema, "if you build it more will drive".<br><br>Instead of encouraging more cars, we need to promote more efficient transit and improved walkability, The cost for this project would be better spent on improving both particularly in the east region of the metro area where many neighbourhoods have inadequate or even no sidewalks, no controlled crosswalks, along with infrequent and spotty transit service. Transit connects neighborhoods, freeways cut them apart.  |                          |
| 2019 0330 Bea Readal                 | Bea Readal              |              | No Comment Provided   |                          |
| 2019 0331 Beatrice Prusiewicz        | Beatrice Prusiewicz     |              | To whome it may concern,<br>I am writing you to express my opposition to the proposed expansion of I-5 at the Rose quarter (or anywhere). Highway expansion never solves congestion! Please don't spend hundresds of millions of dollars on a plan that won't work! Also the ramifications for the neighboring communities is terrible!   |                          |

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|                                 |                       |              | Thank you for reading  |                          |
| 2019 0317<br>Becky Hawkins      | Becky Hawkins         |              | I've lived in Portland for almost 7 years, and I'm familiar with the frustrations of traffic congestion. I agree that we need to find a transportation solution for Portland's growing population. However, there are ZERO instances where building a wider freeway has resulted in free-flowing traffic. Freeway lanes won't alleviate the traffic congestion in the city, or the shortage of parking spaces, the pollution-related health concerns, or the heartbreaking pedestrian deaths.<br><br>With scientists giving us an 11-year window to reduce carbon emissions and keep the earth habitable, Portland needs to help more people get to more places without a car. This is where half a billion dollars should be put to use: walkable neighborhoods and public transportation!  |                          |
| 2019 0331<br>Becky Morton       | Becky Morton          |              | I would like to express my opposition to the I-5 expansion. Transportation dollars need to go toward public transit and bicycle and pedestrian infrastructure. We can't keep ignoring climate change and the affects of emissions from freeway traffic. Thank you  |                          |
| 2019 0401<br>Belinda Miller     | Belinda Miller        |              | I agree with Audubon and feel that the proposed I-5 expansion is not beneficial for the Portland we have worked hard to build. I oppose this expansion.- Expanding freeways is not an effective strategy for reducing congestion. ODOT has failed to make the case for why this project should move forward.- ODOT should fully evaluate proven strategies such as congestion pricing and investment in public transportation before spending a half billion dollars to expand a short stretch of highway.- The project is entirely at odds with the City's Climate Agenda. 40% of Oregon's emissions are from the transportation sector. We need to focus on strategies that reduce dependency on cars, not perpetuate 1950s style highway projects.- At the same time that ODOT is proposing to spend nearly half a billion dollars on expanding I-5, the region continues to neglect serious road safety problems in East Portland.- The project will increase air pollution in the backyard of Harriet Tubman Middle School, which already has some of the worse air quality in the state.For a project with an estimated cost of over \$500 million, we feel the projected community benefits are just not there - while the opportunity cost of using these funds shelves other deserving projects with tangible safety improvements or opportunities to decarbonize our transportation system.  |                          |
| 2019 0328 ben                   | ben                   |              | Please don't expand the freeway!!! We need to have an Express max line from Lloyd to Vancouver.I want to live in a city that discourages automobile use...It used to be that.  |                          |
| 2019 0000 Ben<br>(or Dan) Weber | Ben (or Dan)<br>Weber |              | My name is Ben (or Dan) Weber. I'm a resident of NE Portland. My phone number is 503-893-4999. I'm calling in regards to the I-5 Rose Quarter Project and would like to express my complete lack of support and opposition to any element of the project having to do with highway widening, adding lanes or auxiliary lanes -- anything involving the federal highway element of I-5. We have a long history of expanding roads to avoid congestion. You know as well as I do the principles of induced demand. And I encourage you to abandon and rethink this part of the project. We have a citywide climate goal that this project does not make positive contributions to. I can express support for improvements to local street connectivity and improvements to bike and pedestrian infrastructure. I do understand that those parts of the project are linked. However, I do not support the highway elements of the project. Please take those off the table. Thank you for your consideration of my comments and I look forward to participating more in this project.   |                          |
| 2019 0329 Ben<br>Bliss          | Ben Bliss             |              | To whom it may concern,As a Portlander, I'm deeply troubled by ODOT's Rose Quarter Freeway Expansion project. The project represents a clear step backward in our community's commitment to a sustainable, decarbonized future, and at comes at a time when bold policy in the opposite direction is desperately needed. There are so many better ways a half a billion dollars could be spent. I'm acutely aware of how frustrating the traffic bottleneck in this part of I5 is. However, there are bigger problems than the frustration of commuters that travel through the pinch point daily. The expansion plan has been sold to the public with an array of bad faith arguments that are really dispiriting. I expect better from ODOT.-There is no excuse for modeling this \$500M project's performance on a nonexistent Columbia River Crossing, and not disclosing such a giant assumption. How is the public supposed to fairly weigh the study, or alternatives, when data is spun like this? I genuinely hope this was a mistake, and not the ethical lapse it appears to be.-The project won't meaningfully improve traffic safety in Portland. The two fatal accidents ODOT reports in this stretch-jaywalkers with mental health problems- would not have been avoided with a wider freeway. 82nd is much more dangerous, and also under ODOT's jurisdiction.-The argument that the freeway expansion will reduce emissions is laughable (and we've been laughed at). This is such an important problem, and such a weak, blinkered argument.-There are better, and cheaper, tools we should use before countenancing larger freeways in the age of accelerating climate change. Congestion pricing, for one.I hope the project's assumptions and goals are reworked to suit the culture and health of the community the freeway bisects.Thanks for your time |                          |
| 2019 0313 Ben<br>Kaiser         | Ben Kaiser            |              | Good afternoon, I am a developer and architect who has lived in NE Portland since 1993.I'd ask that ODOT cancels, or postpones at the least, this highway expansion project. Why open up a "pinch point" at the detriment of NE Portland neighborhoods AGAIN, when the two states of Oregon and Washington have yet to agree on even the fundamentals of expanding the true pinch point, the 4-lane, I-5 bridge crossing. We, as two states, should focus our efforts there, particularly in light of the Cascadian Subduction zone threat, to get that bridge modernized and the only stop light on the west coast I-5 corridor, removed.Most importantly, however, is the fact that once again, the close in neighborhoods of NE Portland will take the brunt of the disruption. It is   |                          |

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|                           |                 |              | unconscionable that, yet again, the City of Portland would entertain disrupting Harriet Tubman school, taking more of that property, and bringing the pollution generating aspects of a wider freeway, even closer to the children. We are also in the undeniable time of climate change, which puts us all on a crash course with our own demise. We should all be truly considering where we place our \$500MM bets, as we struggle to give to our children a livable environment. Do we take that \$500MM and bet on more cars.... or.... do we place that investment into;- our children- better school buildings- our environment- continue the train line to Vancouver- a tolling system for the highway We are not a wealthy state. We should truly consider every dollar spent, and where it gives the most benefit to all of the citizens of Portland. Thank you  |                          |
| 2019 0000 Ben Kulp        | Ben Kulp        |              | 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. <a href="https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/">https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/</a> 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.   | 2019 0000 Ben Kulp ATT   |
| 2019 0318 Ben Pollak      | Ben Pollak      |              | Eliminating bottlenecks is o different from increasing capacity—it will have the same result, less traffic, which always induces demand for driving. No matter how you slice it, this project is bad for the future of our city. Do the right thing and reject this absurd plan. We need more bus service, not better functioning freeways.  |                          |
| 2019 0401 Ben Schonberger | Ben Schonberger |              | I am writing to comment on the environmental assessment for the Rose Quarter freeway project. I am opposed to the project. On the basis of its own goals, the project won't work. No urban highway widening project has ever relieved congestion, and this project is no different. The project has touted "safety" as a benefit, but despite the half-billion dollar price tag, the reduction in injuries and deaths would be minor in a corridor where they are already extremely rare. Spending much less money on high-crash corridors like the ODOT owned 82nd Avenue would have a much greater impact on reducing crashes and injuries. So if the project won't reduce congestion, and it won't appreciably increase safety outcomes, why do it? Similarly, the project will worsen air pollution adjacent to Harriet Tubman Middle School, the school that serves my neighborhood in northeast Portland. Bringing diesel exhaust even closer to the playing fields adjacent to a school is heading in the wrong direction. This also raises serious issues of environmental justice since school children, residents, and businesses through this corridor are more likely to be members of minority groups than the drivers who create the emissions. Emissions generally are a significant issue with the proposal, since building more freeway infrastructure reinforces an urban environment where burning fossil fuels is the primary mode of transportation. In order to make any headway on slowing climate change impacts, we need to invest in alternative energy and low-carbon transportation modes, not the cars and trucks that are the dirtiest and most damaging ways to get around the region. It has also been extremely disappointing to see the way ODOT is not being fully forthcoming in its public engagement process. Data has not been shared, information has been hidden until requested from community groups, and the comment period has been made unreasonably short in spite of this. The study even assumes the construction of a new Columbia River Bridge, even though that project has been effectively canceled. A full Environmental Impact Statement process should be done to allow careful consideration of other alternatives. This EIS should include congestion pricing, and a robust assessment of a no-build alternative. It is not too late to reverse course with this ill-advised project. |                          |
| 2019 0228 Ben Weber       | Ben Weber       |              | Please do not widen I-5, otherwise coded (auxiliary) lanes or other supposed "capacity improvements". More lanes = more VMT = more planet killing GHG. It also perverts our land use and active transportation goals in the region. Yes to walking, biking, and transit. No other choices!   | 2019 0228 Ben Weber ATT  |
| 2019 0326 Ben Weber       | Ben Weber       |              | Thank you for your consideration of my input on the I-5 Rose Quarter project. I am strongly opposed to the project as it currently is proposed. The project appears to fail in most of the metrics it purportedly sought to fix. • Highway widening has never mitigated congestion in the long-run. Induced demand is a well-known and unavoidable consequence. The highway will fill up again. • Claimed safety improvements are questionable at best. This section of highway has a low fatality rate and a high minor-crash rate. Adding lane miles to ramps and interchanges will induce more trips and more vehicle movements. • Air pollution is already at unacceptable levels and will only worsen with this project. Students at the Tubman School deserve better than to be subject to life-altering particulates at a young age just in the name of vehicle throughput. • The public process has been disappointing. The Environmental Assessment so far has been incomplete and fails to measure key health and safety measures. A full EIS is needed to understand these impacts, and the potential improvements that a highway tolling plan could instead provide. It is questionable that the project would even help reduce greenhouse gas emissions, a stated key "benefit" of the expansion. This region has seen success in the past by saying NO to highway projects and freeway expansion. This is a wrong-header and backward-looking project that subverts climate and active transportation mode share goals, and is proven to be the type of project that is a massive money sink with dubious benefits. Please do not proceed with implementing the I-5 Rose Quarter expansion.  |                          |
| 2019 0329 Benjamin Foote  | Benjamin Foote  |              | I am deeply concerned about the I-5 Rose Quarter Improvement Project. This project will disconnect the local street grid and will make bicycling more difficult by removing the Flint street bridge, all while espousing to significantly improve bicycling transportation. The incline necessary to accommodate   |                          |

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|                                 |                    |              | <p>bicycle traffic on the additional bike/ped bridges and on the new street Hancock (10% grade by some reports) will not be comfortable for bicycling. A third of the city or Portland's bicycle commuters go through this area every business day. Our goals at the city, regional and state levels stipulate that we would like to improve conditions for cyclists and promote bicycling as a viable transportation option. We should be building world class facilities that prioritize bicycle transportation and make it easier to move through the city by bicycle than by motor vehicle. This project impedes those goals. On a broader point, if we reduced the number of cars traveling through this corridor we might not need to "improve" the I-5 Rose Quarter at all. It seems like reducing the number of cars should be the first priority. Let's work on that with all the tools we have including tolling and improving the light rail and heavy rail trips between Vancouver WA and Portland. Each year the temperature rises further and the entire scientific and academic community cautions us to take action quickly in the face of climate change. Even if we were to quickly electrify the automobile transportation system the climate impacts of the electricity production would still result in too much carbon production. We must reduce automotive vehicle miles traveled. The historians will ask "If they knew the impact cars were having, why did they drive off the cliff?" Certainly it's because we are choosing to be willfully ignorant of the impacts of the current system. The most irksome aspect of this project is the sheer scale of willful ignorance it exposes. Is this really the highest best use of these resources? Do first principles lead us to the conclusion that we need this build? We've been talking about climate change since the 80's. When is the human change necessary to combat this crisis coming? That's the change of lanes we truly need.</p> |                          |
| 2019 0000<br>Benjamin Kerensa   | Benjamin Kerensa   |              | It would be nice to see more data supporting ODOT claims of lowered greenhouse gas emissions   |                          |
| 2019 0327<br>Benjamin Kerensa   | Benjamin Kerensa   |              | I'm writing in support of the I5 Rose Quarter project and I have reviewed the EA. I do want to point out that activists often coordinate large comment campaigns to have their voice heard loudly but while their voice is loud it's not the majority and many regular residents don't have the time to comment or know how. This project is important for Portland and the region and should proceed.   |                          |
| 2019 0329<br>Benjamin Orwoll    | Benjamin Orwoll    |              | <p>Hello,<br/>I believe that it is important to have ongoing development and improvement of the freeways in the Portland area, including and especially around the Rose Quarter, I5-184 interchange, and at the Columbia river crossing. However, simply widening the freeway is not nearly innovative enough, nor will it help in the long term.</p> <p>We need to make radical and innovative changes to the freeway infrastructure in Portland not unlike the way that Tom McCall helped to do decades ago.</p> <p>I would suggest that we cover/bury all of the freeways throughout the rose quarter area, thus allowing for more available land to develop and removing an eyesore from the region. The same could be said of much of the freeway structure around the central east-side, which hampers the ability to develop on the otherwise-desirable river front along that area.</p> <p>As far as the Columbia river crossing I'm all in favor of doing something iconic. We should take this opportunity to build something big, beautiful, and multi-functional. It should support car/truck/train/pedestrian/bicycle traffic and should be robust to earthquakes and tidal/river changes. I believe tax money and congestion/toll pricing could be used to finance all of these efforts, and we would end up with something we'd be proud of.</p> <p>Look at San Francisco for an example. The new Bay Bridge caused years of delays and complaints about cost overruns. However, now it is a massive improvement over the previous span and it's beautiful. I never hear anyone complaining anymore. Plus there were the construction jobs created by the project for years.</p> <p>Thank you for your attention. I would be happy to elaborate on any of these comments.</p>   |                          |
| 2019 0401<br>Bernard LeTourneau | Bernard LeTourneau |              | This freeway project is not good for Portland, and not good for our region. I think the following issues need to be addressed regarding the Rose Quarter freeway project. 1. Widening freeways has never alleviated congestion or brought about greater safety in any region where freeway widening has been carried out. 2. What about congestion pricing, why is this not being seriously pursued? Beyond this project, the region needs to see less vehicle mile traveled per household in order to lower carbon emission and effectively address climate change. 3. Why are we jeopardizing the lives of young people, especially those at Harriet Tubman Middle School? 4. The impacts of this project on the Eastbank Esplanade are extremely negative: increased noise  |                          |

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|                        |              |              | pollution, a visual and aesthetic eyesore, increased air pollution. Once again, this project is bad for Portland, and bad for the region. It should be abandoned and replaced with projects that lead us into a greener and more prosperous future.   |                          |
| 2019 0315 Beth Biagini | Beth Biagini |              | I am a high school science teacher. I am opposed the freeway expansion next to Harriet Tubman Middle School. This day in age, on the day of the youth climate march we should all pause and ask ourselves: when will we stop with these outdated ways of planning? When are we going to wake up to the fact that we are out of time? We need to act as the proverbial house (our planet) is on fire. On top of that, children of color have carried an unfair amount of this environmental burden in our country and city. The fact that children in this school can not play outside safely is proof enough. Thank you for your consideration.   |                          |
| 2019 0226 Beth Levin   | Beth Levin   |              | I oppose I-5 freeway expansion. I've lived in NE Portland for 20 years and I know the traffic gets tough, but freeway expansion doesn't help. Congestion won't improve. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. ODOT's proposed freeway widening would expand I-5 into the backyard of Harriet Tubman Middle School. Increase in air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue – 40% of Tubman's students are Black. Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation – as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. Opportunity Costs: Even *if* ODOT can manage to keep this project under \$500,000,000 (pretty unlikely, given the agency's track record), it's an enormously expensive undertaking whereas the revenues could be spent on a litany of other projects and needs across the region. \$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief. Community Opposition: Despite ODOT's claims that this project "reconnects the community," there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed "lids" over the freeway won't be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations (we wrote a letter to Portland City Hall last year articulating the ways the surface-level street changes are not an improvement to the community). Decongestion Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't solve the traffic problems on the corridor *without* sinking half a billion dollars into the expansion? ODOT's studies of traffic patterns of the proposed freeway expansion *completely* ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion. |                          |
| 2019 0311 Beth Levin   | Beth Levin   |              | Congestion won't improve. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor.  |                          |
| 2019 0329 Beth Levin   | Beth Levin   |              | Please do NOT expand the freeway in Portland. It will cause increase in air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue – 40% of Tubman's students are Black, and 73% are identified by PPS as vulnerable populations. Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation, as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities.   |                          |
| 2019 0314 Beth Winter  | Beth Winter  |              | 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.  |                          |
| 2019 0327 Bev Q        | Bev Q        |              | I don't support the I-5 expansion project, and I do expect another 45 day comment period and a full environmental assessment. I am a pedestrian, a biker, a driver, and a Portland resident. I love this city, and I believe in numbers and data and using true facts before spending billions of dollars on freeway congestion that won't be improved in any significant way and creates more harm than good. We should protect the low income communities around I-5 and  |                          |

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|                                     |                        |              | not create more pollution and noise in their backyard. We should demand that ODOT to be honest and provide real data that can be independently reviewed. Widening freeways is not the right investment for our community and it's not how I want my tax dollars spent. I do want to see congestion pricing right now, something I would happily pay if I was dumb enough to drive during rush hour instead of taking the wide range of public transit options available to me.   |  |
| 2019 0327<br>Beverly<br>Quisenberry | Beverly<br>Quisenberry |              | I am calling to leave a comment on the I-5 Rose Quart expansion, which I do not support. I do support extending public comment period for an additional 45 days because ODOT did not provide the information in a timely manner. Thank you   | 2019 0408 PHONE<br>MESSAGES  |
| 2019 0401 Bill<br>Griesar & Family  | Bill Griesar           |              | I'd like to add my family's comments on the proposed half-billion dollar I-5 Rose Quarter project - We are wholeheartedly <b>**AGAINST**</b> funding because:1. It will not speed traffic through this area2. It will not save lives3. It will worsen air quality, particularly around a public middle school (Tubman)4. It will complicate and unnecessarily extend bike and pedestrian crossing through this area5. It is a tremendous amount of public tax money that could be better directed to smaller projects that benefit our community, increase safety, air quality, health, encourage non-auto transportation options, etc;6. It's going to contribute to climate change7. It is opposed by the Albina Vision Trust, the Street Trust, Betsy Reese (who notes that "Several aspects of the project that we were led to believe would improve our city are now missing or negatively altered on the current plan" <<hyperlink - see attachment>>), the Portland Bureau of Transportation's biking and walking committees and Portland Public SchoolsOur clear impression of ODOT is that it's run by entrenched and privileged special interests and aimed only at serving car drivers and construction concerns with our public tax money, regardless of whether you harm the residents of diverse neighborhoods, including children, or whether your projects are effective at addressing issues of safety, efficiency and public health (and in the case of this one, it's not).We are also concerned that ODOT has deliberately misrepresented the scale and impact of this project <<hyperlink - see attachment>> to the public.(Graphic: ODOT I-5 Rose Quarter Environmental Assessment) <<hyperlink - see attachment>>PLEASE DO NOT WASTE ANY MORE TAX DOLLARS on this health-endangering, even planet endangering boondoggle of an ODOT project | 2019 0401 Bill Griesar<br>ATT; 2019 0401 Bill<br>Griesar ATT 2; 2019<br>0401 Bill Griesar ATT 3; |
| 2019 0227 Bill<br>Michtom           | Bill Michtom           |              | I write to Express my concern with the proposed expansion of the I5 freeway at the Rose Quarter and its likely result of further poisoning the atmosphere for the students and staff at Harriet Tubman Middle School. The conclusions presented by the Oregon Department of Transportation fly in the face of most other studies, starting with the suggestion that expansion will reduce traffic on that section of the freeway. Secondly, and much more important, is the likelihood that the already dangerous environment for Tubman School will get even worse., especially as there are existing serious problems.Third, as happens over and over in Portland (and around the country) the costs for black people is higher than for other populations. It is another attack on the wellbeing of African Americans brought about by systemic racism. This cannot continue.Facing yet another very questionable death of a mentally ill person of color by the Portland Police, ongoing gentrification driving them out of their historic neighborhoods, and the literal poisoning of their children, there is no question to me and so many others Portlanders that the City of Portland and the state government are destroying the black community.I urge you to change your plans and use the best science and the most environmentally advanced studies to end this ill-considered plan.Thank you.   |  |
| 2019 0326 Bill<br>Stites            | Bill Stites            |              | I am writing to oppose the I5 Freeway project in the Rose Quarter of Portland. With Climate Change progressing to dangerous levels, we need to move away from fossil fuel use, and actively deter car driving.This project moves us in the wrong direction, with very serious consequences in the near and far future.If at all possible, the funding for this project ought to be redirected to transit, and active transportation projects throughout the state.At the very least, we need a full EIS to assess the real ramifications.Thank you.  |  |
| 2019 0329 Bill<br>Volmer            | Bill Vollmer           |              | I am writing to express my opposition to the proposed Rose Quarter freeway expansion project. Yes congestion is bad on the freeways, and increasingly all over town, and it's only likely to get worse with the projected population increases for the Portland metro area. However I don't feel this is the proper solution to the problem. Expanding the freeway may provide short-term relief, but in the long run it just invites more traffic to the area and ultimately we'll be just as congested but with more cars and more fossil fuel emissions polluting our skies and exacerbating global warming.<br><br>Instead, I think we should be looking into other options that are proven to reduce congestion, like Decongestion Pricing, and further investment in our public transit systems and bicycle and pedestrian routes.<br><br>Thanks for listening to me.  |  |
| 2019 0000 Bjorn<br>Warloe           | Bjorn Warloe           |              | We need better transit not wider freeways.   |  |
| 2019 0329 Bjorn<br>Warloe           | Bjorn Warloe           |              | I am writing in opposition to the planned freeway widening at the Rose Quarter. It does not appear that the project will successfully eliminate congestion, and with the enormous cost of the project it seems like alternatives like decongestion pricing should be fully explored and piloted before we even consider  |  |

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|                              |                 |              | adding lanes. Additionally I have just learned that the freeway widening would lead to the freeway being over the eastside esplanade pathway. This is completely unacceptable. The full scope of negative consequences of this project need to be out in the open rather than ramming it through without people being able to understand what is going on. At the bare mimimum a full environmental impact statement needs to be completed and alternatives need to be fully explored before moving forward with any expansion of the I5 within city limits.  |                                |
| 2019 0302<br>Blaine Baker    | Blaine Baker    |              | We don't need this. We need more bike lanes and walking paths. Get rid of them cars.  |                                |
| 2019 0330<br>Blaine Brignell | blaine brignell |              | I work in northeast Portland and have lived here for 10 years. Driving congestion has gotten progressively worse and city investment consistently is poorly spent. The biggest improvement I've made in quality of life is to bike commute, and the proposed project both negatively impacts my transit (east Bank sun exposure, Flint Avenue transit to the Rose quarter) while simultaneously reminding me and other bike commuters that the city is interested in investing more in car infrastructure than cycling and public transit. This project is a waste of funds that will directly decrease the livability of Portland.   |                                |
| 2019 0401<br>Blaine Palmer   | Blaine Palmer   |              | A half-billion dollar freeway expansion is a colossal investment in our destruction. I have every hope my three adult children will be alive in 2050, and great fear they will face a world drastically different than today's. If global warming continues, their earth will have more frequent and destructive storms, floods and fires here in North America, catastrophic, tragic and destabilizing population displacement throughout the world. Limiting global warming to 1.5°C above pre-industrial levels is the minimum requirement to forestall greater climate disasters, and requires rapid, dramatic changes in how governments, industries and societies function, according to the Intergovernmental Panel on Climate Change <<hyperlink - see attachment>> (IPCC) . Net CO2 emissions need to drop 45 percent from their 2010 levels by 2030, and reach net-zero by 2050. 40% of Oregon's carbon emissions come from transportation. It's 2019. What sense does it make to invest \$500,000 (or more, if estimates are incorrect) in transportation infrastructure that must be rendered obsolete in the next decade if we have a chance of forestalling climate catastrophe? Portland and Oregon must continue to lead and look to the future, not the past. Half a billion dollars can increase transit ridership by building sidewalks in East Portland, creating bus rapid transit lines across town, or could be a solid down payment towards the proposed underground light rail tunnel. Unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief. We cannot rob our children of their future. I oppose the freeway expansion. Before going any further, ODOT must conduct a full environmental impact assessment, and explore congestion pricing.  | 2019 0401 Blaine Palmer<br>ATT |
| 2019 0328<br>Blake Goud      | Blake Goud      |              | ODOT's plan to widen the I-5 by adding two lanes now and widening the profile of the highway to accommodate up to 8 lanes is climate denialism. It is spitting into the wind of the evidence that human kind's CO2 emissions have caused a rise in the average global temperatures that affects the weather, intensifies storms and fires and will create a worse future for humanity, including my 3-1/2 year old son. But ODOT's plan to widen a freeway isn't bad only because it contributes new infrastructure that will (despite ODOT's manipulated findings that they tried to hide from the public) induce new demand and raise CO2 emissions compared with the status quo. It is also incredibly disruptive to active and mass transit through the affected community (things that can help reduce aggregate CO2 emissions while still getting people where they need to go). Furthermore, widening the highway into a majority-minority school that is already affected by the emissions generated by traffic passing by on I-5 is an environmental injustice that we are perpetrating on communities who were most affected by the initial construction of I-5. The community came up with an ambitious Albina Vision plan which would help reverse some of the impacts of I-5, a plan which is incompatible even with the plans today for this highway widening since it includes non-buildable caps. In addition to the many project-related reasons this plan fails, ODOT's conduct has been disrespectful of the community participation process, their EA has been incomplete, the comment period is insufficient and they have hidden from public view the critical assumptions supporting their statements about induced demand, future traffic volumes and CO2 emissions which fly in the face of every other example where highways have been widened. The project cost estimate today is an egregiously poor use of public resources that could be used far more effectively to affect real safety issues on ODOT roads throughout Portland that are killing and injuring people at a far higher rate than the section of I-5 that ODOT wants to widen. I have no doubt that the actual cost if ODOT is allowed to proceed will skyrocket and, based on their past track record of cost overruns, is likely to exceed \$1,000,000,000. We have much more important uses for that volume of resources, and even the portion of that which would be paid for locally. In contrast to failed policies around highway widening, congestion pricing is consistent with addressing congestion and meeting our climate action goals. ODOT refuses to wait to see if this could be an effective solution before widening the highway. I urge a halt to be placed on this project for all the reasons outlined above. |                                |
| 2019 0327<br>Bo Culver       | Bo Culver       |              | The Rose Quarter Expansion project is a waste of taxpayer dollars that could go to alternative transportation networks loke busses and the MAX. Adding lanes does nothing to stop congestion due to the triple convergence theory. We do not need more freeways we need better public transportation! Please reconsider our options!  |                                |
| 2019 0331<br>2019            | Bob Chappell    |              | Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit. public spaces, and walkability.  |                                |
| 2019 0401<br>Bob             | Bob Dobrich &   | Irvington    | I am writing to you on behalf of the Irvington Community Association (ICA) in regard to the Oregon Department of Transportation's proposed I-5 widening   | 2019 0401 Bob Dobrich          |

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| Dobrich & Steven Cole   | Steven Cole   | Community Association       | <p>project through the Rose Quarter. The ICA passed a resolution at its March 14th meeting affirming its opposition to the Oregon Department of Transportation's (ODOT) proposed highway expansion plan. The ICA opposes spending \$500 million on expanding I-5 through the Rose Quarter through the addition of lanes and the altering of the on-ramps. Contrary to ODOT's unsupported claims, the proposed alteration of I-5 will increase greenhouse emissions at a time when every level of government should be taking steps to curb such emissions. It is also problematic that ODOT based some of its claims on an I-5 Columbia River bridge expansion which has not been approved and thus does not exist and may never exist. The project will further erode the condition of the Broadway-Weidler corridor at a time when the city should be looking at making the corridor a more neighborhood and business-friendly corridor. The project will increase dangerous interactions between vehicles and cyclists/pedestrians as a result of the wide on-ramps which will encourage increasing vehicle speeds and will result in intersections which are too wide for pedestrians to safely cross. The project will reduce the likelihood of improving the Rose Quarter by adding housing and other businesses. The project will not reconnect the neighborhoods with the Rose Quarter as the proposed lids will be too small and will not be built in such a way as to allow for structures which could actually help in reconnecting the Rose Quarter to its neighbors. The plan to have the lids be "parks" is contradicted by the fact that there is no proposed entity to engage in upkeep. Even if there were upkeep, it is unlikely that people would want to hang out in an area surrounded by heavy traffic directly over a highway spewing noxious fumes. Instead of spending money on a project that will increase global warming and result in a deterioration of the pedestrian environment, ODOT should first toll I-5 for a sufficient period to gather data about the reduction of congestion which results from tolling, as has been shown, repeatedly, in other projects throughout the United States and other countries. Instead of encouraging highway expansions, the city should request that ODOT instead spend the \$500 million on other constitutionally allowed projects involving bike and pedestrian infrastructure and modifications to the roadway that make roads safer for all road users. ODOT should be spending money on traffic calming, safety improvements and pedestrian infrastructure, targeting the arterial streets that have been shown to cause the most serious injuries and fatalities. Instead of supporting a highway expansion through the Rose Quarter, the city should be encouraging the use of modes of transportation other than driving through the Broadway/Weidler corridor by spending on improving mass transit through the corridor and electrifying the bus fleet. The city should be adding bike and pedestrian infrastructure which will not only reduce emissions but will increase livability in the central city and create a more thriving business environment along a corridor which has languished for decades. Finally, ODOT could utilize that money to offset the damage it has already done to N/NE Portland by paying to help build housing to replace the over 300 units of housing it demolished and never replaced when it originally built I-5. In addition, ODOT should reimburse Portland Public Schools for the \$12 million plus that PPS had to spend to make the air inside Tubman School clean enough to breathe.</p> | & Steven Cole ATT  |
| 2019 0312 Bob Sallinger | Bob Sallinger | Portland Audubon Society    | <p>Good evening. My name is Bob Sallinger. I'm the conservation director for the Portland Audubon Society. I appreciate the opportunity to testify tonight. What could we do with half a billion dollars? We could address transportation inequity and safety issues in east Portland. We could investment in public transportation. We could build out our regional system of biking and walking paths. We could truly cap I-5 and bring back neighborhoods that were historically destroyed by I-5. We could do something truly innovative that addresses the most urgent issues facing our community and our planet. Things like climate change, inequity, and the health of our communities. I would ask the City of Portland, how does this advance the priorities of the city, the climate agenda, the equity agenda? The answer is that it doesn't. Instead of doing those things, we're building a time machine back to the 1950s, a very, very expensive time machine, to an era of mega-freeway projects that pollute our air, perpetuate an automobile culture and turned a blind eye to the issue of climate change. I was on the northeast quadrant committee almost a decade ago when this project was hatched. It was clear then that this was a project in search of a purpose. And when I read the EA, it's clear that hasn't changed. It's still a project in search of a purpose. ODOT has not come close to addressing legitimate issues that have been raised by the community. It has not addressed real alternatives in the environmental assessment. And my concern is like so many mega-projects, this one will continue under its own momentum, moving forward and steamrolling community concerns rather than address them. I do believe that this project, if it continues as planned, will collapse under its own weight, but how many hundreds of millions of dollars will we spend before that happens? We all remember the fiasco that was the I-5 crossing and how community concerns were repeatedly ignored over and over again. Those community concerns were real and the problems with this project are real too. Thank you.</p>   |  |
| 2019 0402 Bob Sallinger | Bob Sallinger | Audubon Society of Portland | <p>Please accept the following comments from Audubon Society of Portland (Audubon) regarding the draft Environmental Assessment (EA) for proposed widening of Interstate 5 (I-5) at the Rose Quarter. Audubon is a 501(c)(3) public interest conservation organization with 17,000 members in the Portland Metropolitan Region. Audubon has been tracking the I-5 Rose Quarter Freeway Widening Project since it was first proposed as part of the Portland Central City NE Quadrant Planning Process nearly a decade ago. Audubon is also a member of the No More Freeway Expansions Coalition and we incorporate their comments by reference. We appreciate the opportunity to comment on this project. Based on the information provided in the EA, we urge ODOT to select the "no-build" alternative. If the project does proceed forward, we believe that ODOT would be required to do a full Environmental Impact Statement (EIS) in order to comply with the National Environmental Policy Act (NEPA). As currently proposed, the I-5 widening project is not consistent with local climate, equity or environmental objectives. ODOT and the Federal Highway Administration ("ODOT") have not made a compelling case that this project would</p>   | 2019 0402 Bob Sallinger ATT; 2019 0402 Bob Sallinger ATT 1 (hyperlinked); 019 0402 Bob Sallinger ATT 2 (hyperlinked); 019 0402 Bob Sallinger ATT 3 (hyperlinked); 019 0402 |

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|                |      |              | <p>substantially improve congestion on I-5 or that it should rank as a priority project in terms of addressing road safety issues. The freeway lids will offer little in terms of either providing openspace or reconnecting neighborhoods that were historically fractured by the construction of I-5 and will undermine, rather than improve, connectivity for pedestrians and bikers. A transportation project estimated to cost in the range of \$500 million should offer a compelling vision for addressing the most pressing issues of the 21st Century including climate change and equity, but as proposed, the I-5 widening appears designed primarily to perpetuate what should be a bygone era in which freeways and automobiles dominated our urban landscapes. We would note up front that the EA raises far more questions than it answers. For a project of this cost and magnitude, the EA is remarkably superficial and sparse on details. Many of the EAs sections read more like thumbnail sketches than the detailed analysis we would expect for a project of this cost and magnitude. The challenges in assessing this project were also unnecessarily exacerbated by the fact that ODOT failed to include many important documents, data sets, figures, and appendices necessary for a complete review of the EA when it was first released on February 15, 2019. Ultimately the complete set of information was not posted until March 13th, effectively narrowing the forty-five day comment period to just nineteen days (just thirteen business days). This project will have major impacts on our community and our environment during both the construction phase and once it is completed. It is important that ODOT strive for maximum transparency and meaningful public engagement. We would also note that a very broad spectrum of community organizations and subject matter experts have weighed-in on this project with significant and substantive concerns. Virtually every element of this project including its congestion and safety benefits, environmental impacts, ability to redress historic inequities, and the efficacy of its surface improvements (connectivity for bikers and pedestrians and openspace) has raised red flags from groups and individuals with significant expertise in these subject areas. Too often with these types of mega projects, the NEPA process serves more as an exercise to convince the public, or at least key decision-makers, to allow the project to proceed forward rather than as a true exploration of alternatives that will result in the least damage to the environment. The stated purpose of NEPA is as follows: To declare a national policy which will encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; to enrich the understanding of the ecological systems and natural resources important to the Nation... [42 USC § 4321] We strongly urge ODOT to heed the concerns being raised by the community now as well as the hard lessons of the Columbia River Crossing where more than \$175 million of public funds was wasted &lt;&lt;Footnote 1&gt;&gt; before the project ultimately collapsed in a process that chose to ignore rather than address concerns being raised by community stakeholders. The I-5 widening project raised very significant concerns back when it was first proposed as part of the NE Quadrant Planning Process &lt;&lt;Footnote 2&gt;&gt; in 2010. Many of these questions and issues raised then loom even larger nearly a decade later and issues that had only limited visibility in 2010 such as climate change and equity are of paramount importance today. It is critical that ODOT use the NEPA process to take the requisite "hard look" at this project and truly consider whether it should proceed forward. The following are our specific concerns: 1. A full Environmental Impact Statement is required. An environmental assessment may either result in a finding of no significant impacts (FONSI) or a determination to proceed to a full environmental impact statement. An agency must prepare an EIS if it is proposing a major action with a federal nexus which will "significantly affect the human environment." In determining whether an action will significantly affect the human environment, the Council on Environmental Quality (CEQ) advises that an agency must look at both the context and intensity of the proposed action. We incorporate by reference NEPA analysis submitted by attorney, Sean Malone on behalf the No More Freeway Expansions Coalition. Portland Audubon Conservation Director, Bob Sallinger is a signatory to these comments. Mr. Malone has done an outstanding job delineating the basis for why a FONSI would be inconsistent with NEPA and contrary to the law and a full EIS must be developed if the project is to advance. We will not repeat the entirety of Mr. Malone's comments in this letter, but would note that we are surprised the ODOT did not proceed directly to a full EIS. The context for the I-5 Rose Quarter is a publicly funded project that will cost approximately \$500 million, likely take multiple years to complete, focused on the most active transportation corridor on the West Coast. This project will have impacts at the neighborhood, municipal, regional and national scales. It represents one of the most complex and expensive projects in the Regional Transportation Plan (RTP) which prioritized 882 projects for funding over the next 25 years. &lt;&lt;Footnote 3&gt;&gt; The project will have significant impacts on our river environment including impacts on federally listed salmonid species and federally designated critical habitat for listed salmonids, and will potentially trigger review for compliance with other environmental laws such as the Clean Water Act and CERCLA. Further, the baseline for this project includes the Columbia River Crossing (CRC), a \$3 billion dollar project which was abandoned in 2013, but which even standing alone required an EIS. If ODOT is going to include the CRC, which currently is not constructed and for which there are no plans for construction, in the baseline, then it must also consider the CRC as part of the cumulative impacts analysis of this project. By any measure the I-5 expansion meets the criteria for an EIS based on the scope, scale, complexity, controversy and cumulative impacts of the project. 2. The EA inappropriately includes the Columbia River Crossing in the baseline for this project rendering all of the traffic and pollution analysis meaningless. ODOT has included the Columbia River Crossing (CRC) in the baseline for this project. The \$3 billion CRC project was abandoned in 2013 after nearly a decade of public process. There are no concrete plans at this time to revive the CRC. It is unclear on what basis ODOT would include the CRC in the baseline for the I-5 Rose Quarter Widening Project. Its inclusion creates a very significant, perhaps fatal, flaw in the EA. If the CRC is included as part of the baseline, then ODOT must analyze</p> | <p>Bob Sallinger ATT 4 (hyperlinked); 019 0402<br/> Bob Sallinger ATT 5 (hyperlinked); 019 0402<br/> Bob Sallinger ATT 6 (hyperlinked); 019 0402<br/> Bob Sallinger ATT 7 (hyperlinked);</p> |

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|                |      |              | <p>the CRC as part of the cumulative effects analysis as a reasonably foreseeable action in conjunction with this project. Since the CRC standing alone required a full EIS, then the cumulative effects of the I-5 Expansion and CRC would surely require an EIS. If ODOT chooses to decouple the CRC from the I-5 Rose Quarter Expansion Project then all of the analysis included in the EA must be revised with the CRC removed from the baseline. Removal of the CRC from the baseline would render all of the currently included traffic calculations meaningless. We would assert that even with decoupling of the CRC and I-5 Rose Quarter Projects, that the I-5 Rose Quarter Project would still require a full EIS. We strongly question why ODOT would include a project of the magnitude of the CRC in the baseline for this EA when so many factors including timing, design, location and even whether it will happen at all remain purely speculative. We are also concerned that it is not readily apparent and transparent that the CRC is in the baseline for this EA—it took a remarkable amount of digging through the initially withheld data sets in order to determine that there was an Interstate Bridge hidden in the EA.3. The EA fails to consider a reasonable range of alternatives including congestion pricing. NEPA requires that agencies "rigorously explore and objectively evaluate all reasonable alternatives." 40 C.F.R. § 1502.14(a) However, the EA analyzes only two alternatives: Build and No-Build. This falls far short of the agencies obligation under NEPA. In particular, we believe that the EA should have analyzed the potential of congestion pricing to address transportation concerns on this stretch of I-5. We find ODOT's assertion that congestion pricing was not considered in the EA because it was "not among the existing strategies for use in the study area" at the time that the NE Quadrant Plan was developed (2010-2012) and that congestion pricing will be considered separately "in the future" (EA at 23) entirely unconvincing. In fact, congestion pricing is currently being evaluated for the I-5 Rose Quarter study area, in part with funding from the very same legislative package that is propelling forward the I-5 Rose Quarter Project. Basing the decision not to include an alternative analyzing congestion pricing on the fact that congestion pricing was not being evaluated nearly a decade ago when this project was first conceived, locks ODOT into a bizarre time warp. The EA should be based on present day factors, not the circumstances that existed when the project was first conceived. Further, it is impossible to reconcile ODOT's dismissal of congestion pricing as "not a reasonable and foreseeable action" based on the fact that it is not included in the RTP fiscally restrained list (EA at 23) when it has included a far more speculative project, the Columbia River Crossing, which also is not included in the RTP fiscally restrained list, as part of the baseline for the I-5 Rose Quarter Project. HB 2017 made congestion pricing available to ODOT as a tool to address congestion and reduce traffic emissions associated with climate change and air pollution. It specifically instructed ODOT to evaluate congestion pricing along I-5 and I-205, including the entirety of the I-5 Rose Quarter Project area. While freeway widening has repeatedly been demonstrated to be an ineffective long-term strategy for reducing congestion due to induced demand, congestion pricing has been demonstrated to be a cost effective strategy for addressing both of these concerns. We would refer ODOT to the work of Dr. Alex Bigazzi, a professor at the University of British Columbia, who concluded after a review of sixty different peer-reviewed studies, that congestion pricing is the most effective strategy to reduce emissions (both air pollution and carbon pollution) and traffic. &lt;&lt;Footnote 4&gt;&gt; An ODOT stakeholder advisory committee in 2018 and studies commissioned by ODOT have reaffirmed the efficacy of congestion pricing to address traffic, air pollution and carbon emissions. It is troubling that ODOT so blithely dismisses the need to evaluate congestion pricing as an alternative to freeway widening. Congestion pricing offers real potential to reduce traffic congestion, air pollution and carbon emissions far beyond the best case scenario for freeway expansion. It also presents the opportunity to save half a billion dollars in public funding for this project and actually create revenue streams to address other community needs. It needs to be evaluated in a way that engages and addresses the concerns of underserved communities that could be in-equitably impacted. If this project moves forward at all, ODOT should produce a full EIS that includes multiple alternatives for consideration including the use of congestion pricing as an alternative to address transportation issues on this stretch of I-5.4. There are significant problems with ODOT's modelling of the transportation impacts of this project in the EA. The No More Freeways Traffic Technical Advisory Committee comprised of Buff Brown, Joseph Cortright, Brian Davis and Jesse Lopez have done an excellent job of analyzing flaws in ODOT modelling of the transportation impacts of this project in the "Technical Memorandum" that they have submitted into the record. We will not repeat those concerns here, but incorporate their "Technical Memorandum" by reference.5. The EA fails to adequately describe or analyze the impacts of the construction phase of this project. One of the most surprising omissions in the EA is the degree to which the EA fails to disclose or analyze the impacts of construction on the community. The EA provides tidbits of information scattered throughout the EA, for example that ODOT will work with the Moda Center to deal with traffic during major events. However, nowhere in the EA is there a comprehensive or coherent discussion about what construction activities will look like or how they will affect the community. In fact, we were unable to find anywhere in the EA even a mention about how long construction activities are likely to occur. Given the \$500 million cost and the complexity of the landscape on which ODOT will be operating, it is reasonable to assume that this project will likely last many months and potentially years, but there is no way to know based on a reading of the EA. ODOT should provide a detailed description of how long construction activities are likely to occur, how they will be phased, expected impacts on traffic on I-5 including congestion, emissions and economic impacts from delays associated with construction related congestion, expected emissions and air quality issues related to the actual construction activities, impacts on pedestrians and bikers utilizing the construction area, impacts on businesses in the construction area, etc. Without a detailed description and analysis of the actual construction, the public cannot make a fully informed assessment of this project.6. The EA fails to consider or incorporate City of</p> |                          |

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|                |      |              | <p>Portland environmental codes. Although ODOT lists the City of Portland as a partner on this project, the EA fails entirely to incorporate and analyze compliance with City of Portland Environmental Codes, specifically Title 11 Tree Code and Title 33 Planning and Zoning Code. It is important to note that the City of Portland has environmental codes that go beyond what is required by state and federal environmental laws and that compliance with state and federal laws is not necessarily sufficient to meet City requirements. City of Portland Title 11 Tree Code&lt;&lt;Footnote 5&gt;&gt; provides regulations protecting trees in the City of Portland and mitigation requirements when trees meeting certain specifications are removed. It is clear from multiple figures within the EA that substantial tree removal will need to occur in order to accomplish this project. However, the EA provides no information regarding the number, species and diameter of trees proposed for removal or what mitigation will occur in order to compensate for this loss and meet city requirements. ODOT should include a full description of the trees that will be removed or impacted and how it will mitigate for the loss to comply with city code. City of Portland Title 33 Planning and Zoning Code&lt;&lt;Footnote 6&gt;&gt; addresses impacts to habitat as well as the Willamette River Greenway. Title 33 was recently updated to include the Portland Central City Plan including a new River Environmental (River E) Zone the will be directly impacted by in-water and riparian work associated with the I-5 Rose Quarter Widening Project. The code includes mitigation ratios and mitigation locational restrictions that go beyond what is required under state and federal law. For example Portland City Code would require 1.5:1 mitigation ratios for habitat impacts in the River E Zone (which can increase through the river review process) and that mitigation must occur within the Central Reach of the Willamette. However the EA makes no mention of Title 33, how the project will comply with Title 33, or where mitigation may be required. The EA's assertion that mitigation is likely to occur outside the Central Reach in the Multnomah Channel (EA at 31) is in direct conflict with city code. ODOT should not assume that mitigation proposed to meet state and federal obligations will also be sufficient to meet local requirements. Specifically ODOT should describe how it will comply with City of Portland habitat mitigation requirements associated with in-water and riparian habitat, Willamette River Greenway requirements, and balance cut and fill requirements. 7. The EA provides an inadequate discussion of how stormwater impacts will be addressed. The EA acknowledges that 30 acres of new impervious surface associated with the freeway widening and 11 acres of new impervious surface associated with the freeway lids will be created. The EA proposes to address these increased stormwater impacts at three water quality treatment facilities located at N. Mississippi Avenue, adjacent to N. Knott Street and at the Eastbank Viaduct/ Esplanade (EA at 82). Portland is a recognized national leader in green infrastructure strategies for addressing stormwater runoff. ODOT should provide a much more detailed analysis of how green infrastructure can be directly incorporated into this project to provide stormwater benefits as well as other benefits associated with green infrastructure such as wildlife habitat, carbon sequestration, reduction in urban heat island effects, reduction in air pollution, community livability and public health. We urge ODOT to carefully consider how this project can complement City of Portland grey and green infrastructure strategies. If stormwater cannot be treated entirely on site as indicated in the EA, we also urge ODOT to consider utilizing green infrastructure on ODOT property located between the east ends of the Marquam and Hawthorn Bridges to treat other I-5 runoff as mitigation for these impacts. Stormwater from I-5 is currently released into the Willamette in this area via an outfall near the Hawthorn Bridge. This area is a priority for the City and conservation groups for restoration to increase both recreation opportunities and habitat value.&lt;&lt;Footnote 7&gt;&gt; Replacing the outfall with green stormwater infrastructure would help support this effort. 8. The EA fails to adequately analyze how this project will comply with state and federal environmental laws. The EA provides only cursory analysis of how the project will comply with state and federal environmental laws. We are particularly concerned with the in-water and riparian work associated with this project. The EA downplays the potential impacts of the work on the river but in fact the in-water work is quite substantial including the installation of up to seventeen columns to support ramps associated with this project. Given the complexity of the river environment in this area including the presence of salmonid species and critical habitat protected under the Endangered Species Act, high levels of contamination in both the sediment, riparian areas and uplands, and other complex environmental factors, we believe that an EIS would likely be required for this aspect of the project alone. The City and its partners have spent billions of dollars working to restore health to the river, restoring salmonid habitat, reducing Combined Sewer Overflow (CSO) events and cleaning up contaminated sites. This project will occur in an area that represents some of the best restoration potential in the Central Reach. It is critical that ODOT fully discuss and access how this project will comply with state and federal environmental laws including, but not limited to the Endangered Species Act, Clean Water Act, CERCLA, Marine Mammal Protection Act and the 2016 National Marine Fisheries Service Biological Opinion addressing floodplain development in listed salmonid habitat in Oregon.&lt;&lt;Footnote 8&gt;&gt; We would highlight the following specific concerns: a. The EA fails to adequately characterize listed salmonid use of the project area. The EA lists critical habitat for five ESA-listed salmonid populations: Upper Willamette River (UWR) Chinook salmon, UWR steelhead trout, Lower Columbia River (LCR) Chinook salmon, LCR steelhead trout, and LCR Coho salmon. (EA at 28) However, it is important to note that this area is also used by several out-of-basin Chinook populations. These populations may have unique habitat needs relative to those listed in the EA. Additionally, the EA statement that "Temporary effects to ESA fish would be minimized by conducting work during times when fish are not present in work areas" (EA at 28) is inaccurate. Listed salmonids can be found in the area at all times of the year including during the in-water work window. b. The EA may mischaracterize certain in-water activities as temporary rather than permanent. The Army Corps of Engineers and Oregon Department of State Lands categorized in-water construction activity that impacts habitat for 24</p> |                          |

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|                |      |              | <p>months or longer as "permanent."The EA should clearly describe the duration of its "temporary" in-water structures including concrete pour molds around drilled shafts, piles for temporary work bridges, and sheet piling all of which will impact shallow water habitat. Use of barges year-round may also qualify as permanent impacts. If in fact the duration of these structure would exceed 24 months, they may not qualify as temporary and would require different mitigation calculations.c. It is not clear why ODOT characterizes turbidity of sheet pile installation and drilled shaft construction as "minor". ODOT characterizes the turbidity impacts of sheet pile installation and drilled shaft construction as "minor." (EA at 29) It is unclear as to how ODOT defines the term "minor." These activities will cause significant turbidity. ODOT should fully describe and analyze the turbidity impacts and how they will be mitigated.9. The Project will not achieve pedestrian, bicycle, openspace or equity benefits as described in the EA or in ODOT's outreach efforts.ODOT has aggressively promoted this project based on the surface benefits for pedestrians, bikers and open space users that it projects will be provided by the "lids." In fact in section 1.4 ODOT lists as the first project goal "enhance pedestrian and bicycle safety and mobility in the vicinity of the Broadway Weidler interchange." (EA at 4). It is safe to say that if in fact this were the primary goal there are far better and less expensive ways to accomplish this objective. It is somewhat stunning the degree to which the project goals emphasize surface improvements rather than impacts directly to the functionality of I-5 to justify this half billion dollar project. We would characterize the surface improvements more as window dressing designed to increase public support for a project that does not appear to be able to pass muster on its own merits.As an organization with a long history of working to create public openspace, we find the openspace associated with the lids to be highly unconvincing. This openspace as characterized in the EA appears to be a random assortment of odd parcels that will be located in a highly unappealing, highly polluted environment interspersed among, above and below high traffic corridors. ODOT has provided no information as to how these openspaces might be used or programmed or the potential health impacts of drawing recreational users to openspaces located within a vortex of automobile activity. We would note that the Rose Quarter Area was originally marketed as a vibrant outdoor area as well as an event center---an ambition that it has never come close to achieving. Except when events are occurring in the Rose Quarter, it is mostly a ghost town and we see nothing in the freeway lids that suggests that this project will change that situation.We would also note that similar concerns have been raised by the Portland Parks Board. ODOT described the City of Portland as a partner in this project. However, it is not clear that ODOT has coordinated in any meaningful way with Portland Parks and Recreation on the openspace aspects of this project.It is not even clear that the openspace depicted on ODOT renderings will occur—ODOT made conflicting statements in recent months regarding the potential to place buildings on the lids, asserting in some forums that no building construction is possible and in other forums that up to two stories could be constructed on the lids.Perhaps the most notable openspace impact is not the lids but rather the fact that an access ramp will be extended out over the Eastbank Esplanade. The Eastbank Esplanade is one of the most popular elements of our regional system of parks, trails and natural areas. A portion of it will now be covered by the expanded freeway, increasing noise and pollution and reducing aesthetic values of this trail. ODOT should more clearly described and assess the impacts on the Eastbank Esplanade.We would defer to groups such as the City of Portland Pedestrian Advisory Committee, Portland Bicycle Advisory Committee, Oregon Walks, and The Street Trust with regards to the implications of this project for bikers and pedestrians, but we would note that the growing chorus of concern raised by groups dedicated to improving bike and pedestrian infrastructure seriously undermines ODOT's assertions that this project will provide net benefits for these modes of transportation. Instead it appears based on the analysis of multiple stakeholders that the project will actually reduce connectivity once the project is completed and will certainly disrupt pedestrian and bike connective while the project is under construction.ODOT also asserts that this project will help at least in part remediate inequities that were created by the construction of I-5 by reconnecting communities that were bifurcated. We see no analysis in the EA that supports this assertion and comments submitted by the Lower Albina Vision Project which is explicitly focused on addressing these historic inequities seriously undermines this assertion.The most significant impacts in terms of equity are the likely increased air pollution over time due to increased traffic caused by induced demand in the general project area, direct impacts to Harriet Tubman School articulated in concerns raised by the Portland School Board,&lt;&lt;Footnote 9&gt;&gt; and delay of high priority transportation safety projects in East Portland and elsewhere due to the expenditure of half a billion dollars on this project.It is critical if this project continues forward that ODOT actively work with openspace, conservation, bike, pedestrian and environmental justice groups, neighborhood associations and frontline communities to develop a vision for capping I-5 that is truly visionary and meets community needs. An EIS should include alternatives that provide much more robust choices for the public to weigh-in on regarding the lids. As currently proposed, the lids are more of an afterthought than a central goal of the project as ODOT asserts.Conclusion:We appreciate the opportunity to comment on the I-5 Rose Quarter Widening Project. The congestion that increasingly plagues our communities increases carbon emissions and other forms of air pollution, reduces quality of life and undermines our economy. However, ODOT and the Federal Highway Administration simply have not made the case in this EA for advancing this half billion dollar project. The EA is highly deficient in multiple areas, is based on inaccurate modelling, and fails to consider alternatives that could better achieve the desired outcomes in terms of I-5 traffic and surface improvements. We urge ODOT and the Federal Highway Administration to select the no-build alternative. If the project is to advance further, NEPA requires that full EIS be developed which will allow agencies and the community to fully explore potential alternatives and impacts that more fully meet the objectives of this project and the needs of our community.</p> |                          |

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|  |                       |              | <p>However, we would caution the agencies that the concerns being raised by the community are profound and serious consideration should be given as to the efficacy of continuing to spend large sums of public dollars to advance this project. We will end by asserting that a half billion dollar transportation project needs to fully embrace the most pressing challenges of the 21st Century including climate change and equity. It should offer a compelling vision for how it will make our communities healthier, fairer and more sustainable. Thank you for your consideration of these comments.&lt;&lt;FOOTNOTES&gt;&gt;1<br/> <a href="https://www.oregonlive.com/business/2013/07/columbia_river_crossing_spends.html">https://www.oregonlive.com/business/2013/07/columbia_river_crossing_spends.html</a>2 <a href="https://www.portlandoregon.gov/bps/528413">https://www.portlandoregon.gov/bps/528413</a><br/> <a href="https://www.oregonmetro.gov/news/regional-transportation-plan-numbers4">https://www.oregonmetro.gov/news/regional-transportation-plan-numbers4</a> "Can traffic management strategies improve urban air quality? A review of the evidence" AY Bigazzi, M Rouleau Journal of Transport &amp; Health 7, 111-1245 <a href="https://www.portlandoregon.gov/citycode/660026">https://www.portlandoregon.gov/citycode/660026</a><br/> <a href="https://www.portlandoregon.gov/citycode/281977">https://www.portlandoregon.gov/citycode/281977</a> <a href="https://www.portlandoregon.gov/bps/article/6345778">https://www.portlandoregon.gov/bps/article/6345778</a><br/> <a href="https://www.westcoast.fisheries.noaa.gov/publications/habitat/2016_04-14_fema_nfip_nwr-2011-3197reducedsize.pdf">https://www.westcoast.fisheries.noaa.gov/publications/habitat/2016_04-14_fema_nfip_nwr-2011-3197reducedsize.pdf</a>9<br/> <a href="https://www.oregonlive.com/education/2019/03/portland-schools-officials-arent-buying-statesenvironmental-assessment-of-rose-quarter-freeway-expansion.html">https://www.oregonlive.com/education/2019/03/portland-schools-officials-arent-buying-statesenvironmental-assessment-of-rose-quarter-freeway-expansion.html</a></p> |  |
| 2019 0329  | Bob Williams          |              | <p>I am a long time resident and bike rider in Portland. Like everyone I have seen the traffic increase. Yes, it's a problem but a bigger freeway is not the answer! Bigger freeway's simply fill up with more cars that would be going another way and the traffic just gets worse. On top of that bigger freeways mean more air pollution and more climate change damage. We must have more creative (and less expensive) solutions! Give us more bus routes, more mass transit, tolls on all existing freeways that go to Washington, etc. These are the kind of solutions that actually could do some good and they are likely much cheaper and less disruptive than a new freeway. Please cancel any plans for freeway expansion!!! Thank You</p>   |  |
| 2019 0301  | Bobbee Murr           |              | <p>\$500 million would provide housing for every houseless person in Portland. They are living a nightmare that should not happen to anyone in this city. I commute daily at 5 am and have witnessed people screaming in distress, suffering mutely, or babbling incoherently. I've seen numerous people sleeping in snow and ice this past February. The air quality is so poor that the air smells terrible and irritates the lungs, affecting people at the ends of the age spectrum the most. This deadly promotion of burning even more fossil fuels will be stopped by people like me. I have not used a car since 1979, and gave my last one away at that time. Humanity must change or die out: We must choose life over mass death. No freeway!</p>   |  |
| 2019 0330  | Bobbee Murr           |              | <p>Hello, Reader, Spending any amount, much less half a billion dollars, on an I-5 expansion is a nightmare of a plan: Humanity desperately needs to stop burning fossil fuels to save itself and other species. Funding is better spent on convincing people to stop driving ICE-powered vehicles by promoting sustainable transportation modes. Portlanders will suffer even more respiratory problems and cancers. The neighborhood will be ruined by concrete and vehicles. This project, if completed, will add to traffic jams, not reduce them. Don't encourage more people to drive more.</p>  |  |
| 2019 0311  | Bobby Hunter          |              | <p>I am opposed to the expansion of the I-5. I live right next to it and making it bigger would only be a mistake. Freeway expansion doesn't solve congestion, even ODOT's own experts agree. It will also make air pollution work. As somebody with horrible allergies and sinus problems, I'm extremely sensitive to pollution. I do not want this right in my backyard.</p>   |  |
| 2019 0312  | Bonnie Jerro          |              | <p>Air pollution is already so bad in this area that PSU's researchers recommended that students at a nearby Middle School forgo outdoor recess &lt;&lt;hyperlink - see attachment&gt;&gt;. This is an environmental justice issue - 40% of Tubman's students are Black.<br/> Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation – as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities.</p>  | 2019 0312 Bonnie Jerro ATT (hyperlinked) |
| 2019 0312  | Brad and Sandra Lemly |              | <p>The purposed change at I5rosequarter is not worth the cost. It will not relieve congestion or lower the carbon emissions. The air quality in our neighborhoods have gone from bad to worse. We need real plans to lower emissions and get our air quality to a healthy level. This is a bandaid on an a severed artery, but a very costly bandaid to taxpayers. What necessary projects will be put on hold to do this change? What will this change do to our neighborhoods? The cost is too high for the return. It's not using our tax dollars efficently.</p>   |  |
| 2019 0325<br>Brad Baker; 2019<br>0312 Brad Baker | Brad Baker            |              | <p>Please stop pursuing the proposed I-5 expansion through Eliot neighborhood and the Rose Quarter for the following reasons.</p> <p>1) Environmental Justice<br/> Constructing I-5 was a symptom of a racist society that destroyed a black neighborhood. The neighborhood has struggled for years and now has something to be very proud of, Harriet Tubman Middle School. Unfortunately for the majority minority kids at that school, they have to suck exhaust fumes from cars driving through Portland. If we cared about mitigating the effects of pollution for this vulnerable population, we'd be discussing tearing out this freeway. Expanding it will only bring in more cars and worse air quality as every other urban freeway expansion has shown us.</p>  |  |

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|                        |              |  | <p>2) Climate Change<br/>The IPCC says we have 11 years now to dramatically shift how society does things if we're going to have any meaningful chance of addressing climate change. An investment in widening our freeways is an investment in promoting cars and single occupancy vehicles which is exactly what we don't need. If we care about addressing climate change and are not climate change denialists, we must start getting cars off the roads ASAP.</p> <p>3) Safety<br/>From how ODOT pitches this project, it seems the main intent is to move vehicles quickly through the Rose Quarter whether they're on the highway or on the surface streets. We know that cars moving quickly is what kills and leads to an unsafe neighborhood. This project should prioritize safety and not speed.</p> <p>Additionally, the removal of Flint bridge looks like it is going to put bikes onto either a very steep road or mixing with vehicles. I'm aware the designs are not finalized, but it appears bikes are an afterthought and will be squeezed in where it is possible at the last minute, leading to an unsafe outcome.</p> <p>4) Fiscal Responsibility<br/>\$500M is a lot of money. This is not where we need it most. The proposed goal of this project is safety. ODOT owns a lot more roads where safety is a bigger concern. Folks keep getting hit by cars and dying 82nd and also on Powell. If safety is really the priority, we should be spending this money on streets in East Portland which could be fixed for much cheaper than \$500M.</p> <p>5) No Actual Local Improvements + The Gimmicky Lids<br/>This project is clearly a highway widening project and all the "local improvements" are an afterthought. The current ped/bike infrastructure in the area is pretty good. From what has been shown so far, I have little faith that after this project is completed it'll be up to the level that things are now.</p> <p>Additionally, the lids are gimmicky and I can't see any reasonable use for them. We are not going to want people hanging around on the lids b/c the air quality is going to be terrible on top of them. The on-ramps/off-ramps are going to have more lanes so it is going to be unsafe walking around the area so if small buildings are put in, they will be dangerous to access. I don't really see any positive benefit that comes along with the lids.</p> <p>6) Misalignment with Portland's Goals<br/>Portland has adopted Vision Zero. Portland has adopted the climate action plan. Portland has adopted mode-split goals. This project goes directly against all of them. This project is a single occupancy vehicle first, everything else last, project. That will lead to more vehicle miles traveled, which we know is highly correlated with traffic fatalities. More VMT also will lead to more emissions which goes against our climate change goals. Making it faster and easier to drive will lead to more driving which goes against our mode split goals. I can't think of any of Portland's goals that this project supports.</p> <p>7) Sloppy EA and Lack of Consideration of Congestion Pricing<br/>The EA was sloppily executed with missing data. Some of it will supposedly be shared soon, but at this point it is too late to meaningfully address it before the close of the EA.</p> <p>Also, congestion pricing is reasonably foreseeable. This should have been included in the modeling when considering both the build and no-build scenarios.</p> <p>Thank you for your time and consideration and I hope you will all do what's best for Portland, for Oregon, for the environment, and for the future and stop this project from moving forward.</p> |                            |
| 2019 0325 Brad Lucks   | Brad Lucks   |  | More roads means: More crime, more people, higher rent, worse living condition and having people move here that should of never moved here.   |                            |
| 2019 0402 Brad Perkins | Brad Perkins | Cascadia High-Speed Rail; Soul District Business | Mayor Ted Wheeler and ODOT<br>I read a quote by you in the March 14, 2019, Portland Tribune Newspaper regarding ODOT's I-5/Rose Quarter "Improvement" Project. You stated that it is a "once in a lifetime opportunity to reconnect the Albina community." Instead this "Disaster" Project will do the opposite. This misunderstanding started when the City Council answered ODOT's call to support this project prematurely without ODOT completing an Environmental Assessment and before giving   | 2019 0402 Brad Perkins ATT |

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|                          |              | Association Transportation Committee | <p>the public an opportunity to comment on the EA and recent design plans. Past meetings were the momentum that got us to where we are today for the future of North/NE Portland streets, but as in sports, that was the regular season, this is the playoffs.</p> <p>The Portland City Council should not give the future of the Rose Quarter to ODOT. This area is the center of downtown's eastside along the Willamette River, with the region's transportation hub, Moda's entertainment venue, and Convention Center that is rooted in a good mix of racial diversity. The Rose Quarter and surrounding area will be the next town center in the region. Now is the time to plan for what is needed and be an example in helping to reverse "Climate Change."</p> <p>Since the late 50's fossil fuel vehicles pushed leaders to bulldoze historic urban centers and neighborhoods for freeway development. The I-5 scar through North Portland's Rose Quarter has drastically torn the urban fabric of the area and will not miraculously come together by spending \$500 million on freeway widening and jagged-edged covers topped with poorly maintained trees and shrubs.</p> <p>It is absolutely necessary to take a more intelligent "Climate Change" approach for the heart of Central Eastside Portland. ODOT's "Dinosaur" Project must be shown a better alternative by the people who live and work here. It can't be done with a limited study area, with one hearing and 45 days expressing non-effective individual comments over the internet. Portland's eastside citizens need a Refinement and Development Plan based on the City's Comprehensive Plan between MLK Jr Blvd to the Willamette River and I-84 to Russell Street.</p> <p>The Albina Vision is not sanctioned by any jurisdiction. The City Council should sanction a broader group of stakeholders to study the area and Prosper Portland should provide a Request for Qualification or Proposals to developers for ideas to develop the area with a Cascadia High Speed Rail station as a catalyst. The City owns 33.5 acres of property around the Rose Quarter. This asset is a good head start for development vs. the Post Office site in NW Portland that the City had to initially pay an over-priced \$88 million to commence the development project.</p> <p>Spending \$450 million of the \$500 million for the I-5/RQ Project has greater support for a new Hybrid Bridge for trains and vehicles over the Columbia River west of the BNSF Bridge. I am currently gathering support from Oregon Legislators for this transfer of money plan and will be in touch with your office after gaining significant support for this change of investment by leadership.</p> <p>The State of Washington is studying ultra-high-speed rail and planning on putting together a bi-state group to guide HSR development. A new Cascadia High Speed Rail corridor and Columbia River Bridge coupled with a new Rose Quarter Transportation Hub/ Town Center is a practical "Climate Change" alternative worthy of your attention and priority. Supporting the State Highway Department (ODOT) I-5 "Bulldozing" Plan will worsen the divisions in our racially mixed environment and perpetuate the rich white man's oil based dominance of our society and fragile eco-system. The future is now!</p> <p>Sincerely, Brad Perkins, CEO/CHSR, Soul District Business Assoc. Transportation Committee Chair</p> |                              |
| 2019 0402 Brad Perkins 2 | Brad Perkins | Cascadia High-Speed Rail             | <p>Petition to Oregon Legislators for Bill to Fund Hybrid Bridge over Columbia River w/Corridors Redirect \$450 million of the \$500 million from the \$5.37 billion 2017 Transportation Funding Package, which is to pay for the unpopular I-5 Rose Quarter Improvement Project, and instead use the money to build a new multi-modal bridge 150 feet above the Columbia River, west of the BNSF Bridge that connects the Ports of Portland/Vancouver. The multi-modal bridge supports: Four lanes on the bridge's top deck for cars and trucks.(see 1 below) Double electrified tracks on the bridge's bottom deck for Cascadia Commuter Express and Inter City Express as two Cascadia High Speed Rail train systems. (see 2 below) Double freight tracks on the bridge's bottom deck for both Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) Railroad trains.(see 3 below) New corridors for a four-lane expressway and CHSR: (see: cascadiahighspeedrail.com) Going south from the new multi-modal bridge will be a widened Portland Rd. with connecting ramps to Marine Drive and Columbia Blvd.(see 1 below) Going north from Vancouver's Fourth Plain Blvd., the four-lane expressway adjacent to BNSF right-of-way, will connect at existing NW 78th to the I-5 Interchange.(see 1 below) CHSR will go north from the proposed Rose Quarter Station adjacent to the Union Pacific Railroad rights-of-way.(see 2 below)(1) Possible funding by Oregon and/or Washington(2) Possible funding privately and/or Feds(3) Possible funding by UP and/or BNSF The remaining \$50 million of the \$500 million, I-5 Improvement Project funds, is to pay for engineering and building: New bike/ped bridge at Clackamas Street over I-5 New southbound I-5 entry ramp from Weidler Street Note: Washington's Transportation Committee has passed a Bill to designate \$450 million for an I-5 Replacement Bridge. This is Oregon's attempt in offering an alternative multi-modal bridge and corridor proposal with construction cost estimated to be \$1.7 billion. Brad Perkins, CEO Cascadia High Speed Rail, LLC</p>   | 2019 0402 Brad Perkins 2 ATT |
| 2019 0312 Brad           | Brad Perkins | Cascadia High-                       | Good evening. Brad Perkins, CEO of Cascadia High-Speed Rail and also Soul District Business Association Transportation Committee chair. Oregon  |                              |

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| Perkins                         |                    | Speed Rail; Soul District Business Association Transportation Committee | Department of Transportation and our State Legislature have kowtowed once again to the trucking unions. 500 million designed to be spent on I-5 lane widening at the Rose Quarter is a lot of money to benefit the highly polluting trucking industry. Now they propose a project in an area that has had more than its share of destruction and injustice. When finished, it will reinforce a racial and economic and business district divides. We as the Soul District Business Association are steadfast against the trucking industry plan that will add 67 million tons of CO2 emissions during construction and not compensate for the financial loss to affected businesses. Metro, the City Council and bureaus need to stop his plan and allow for the public to offer an alternative that relieves congestion and greatly reduces CO2 emission. Destroying five viaducts is not worth the cost but three improvements of the I-5 lane widening project do make sense. Spend 50 million of the 500 million for a new bike-ped bridge over I-5, a bike bridge under Broadway/Weidler Streets, and new southbound entry ramp from Weidler Street will safely divert pedestrians and bicyclists off the street level I-5 interchange. If a ballot initiative was voted on, the great majority of commuters would chose relieving traffic congestion by spending 450 million on a multi-modal bridge for vehicles and electrified Cascadia commuter passenger trains over the Columbia River instead of widening I-5 at the Rose Quarter. Voters would get excited for managing a new Rose Quarter transportation hub, supporting a new game-changing express train to Vancouver in six minutes. This I-5 disaster project, if built, will perpetuate the racial and economic inequalities between east and west side communities. Thank you for your time.   |                          |
| 2019 0307<br>Bradley Baker      | Bradley Baker      |   | 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 improve air quality is not borne out by and research. Induced demand will show that the new auxiliary lanes will be congested. The assumptions in your model were not shown and should be shown as a part of the EA. 3) This is a fiscally responsible project. There are many better ways to spend \$500M.  |                          |
| 2019 0328<br>Bradley Bondy      | Bradley Bondy      |   | 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.   |                          |
| 2019 0401<br>Bradley A Foster   | bradley a foster   |   | It's hard to know where to begin when commenting on such a horrible proposal. It's almost as though our state transportation department stopped learning anything in 1964, because I see no evidence that they are aware of any knowledge acquired in the field over the past fifty-five years. Do I start with ODOT's delays and deceptions, like resisting releasing the drawings that show the extent of the damage to nearby active transportation facilities and even claiming such drawings didn't exist until threatened with legal action? Or should I mention the fact that the no-build alternative incorporates traffic from an unplanned Columbia River Crossing? Whether that is the result of incompetence or deception is as yet undetermined, but it is definitely bad faith. However, it does demonstrate that ODOT has some understanding of induced demand since adding so many lanes upstream does indeed show greater traffic in the study area under ODOT's analysis. Building on the effects of induced demand, adding these "auxiliary lanes" does indeed add capacity, which literally everyone with any knowledge of transportation knows will increase automobile traffic and ultimately fill up. Studies out of the University of California, Davis conclude that such expansions fill up in less than seven years and then add to congestion at and around the site. Even the state transportation department of our southern neighbor, CalTrans, has accepted the fact that we can not build our way our of congestion by adding lanes miles. Obviously, building these lanes won't reduce congestion as mandated. We clearly need to use tools that have some prospect of working. Again, no jurisdiction has ever reduced congestion by adding traffic lanes. There are other tools in the box like congestion pricing, dedicated freight and transit lanes, on/off-ramp closures and even improving active transportation options. How many of those cars contain people who would prefer to use alternative modes if they functioned better? Perhaps that is a question to answer before this project gets underway. Other things that should be addressed, preferably in a complete environmental impact report, are the long-term impacts of all the increased emissions from those added lanes. Didn't the UN IPPC recently report that we must reduce our GHG emissions by 50% by 2030 if we are to maintain reasonable hope of keeping our civilization alive? Transportation is responsible for 40% (and increasing) of Oregon's climate changing emissions. Further, how is going from four lanes of stop and go traffic to six lanes of stop and go traffic adjacent to a middle school full of children of color meeting our social equity responsibility? Particulate air pollution is known to damage the brains of children and it's already so severe that these young people are required to stay indoors at the school. If this project isn't going to be canceled outright because of its flaws and the fact that it cannot meet its mandate to reduce congestion, at least perform a complete environmental impact statement. Our grandchildren deserve at least that amount of consideration before we induce more climate-destroying traffic |                          |
| 2019 0327<br>Bradley Dillingham | Bradley Dillingham |   | Do not expand the freeway system. Our country is already unable to maintain the system as it is. It does not need to expand. Widening the freeway does not alleviate congestion, it only pushes it further down stream and incentivizes people to drive. Take that money and put it towards transit oriented design credits, or even use to to upgrade the bike system. I understand that automobiles are what keep ODOT afloat, but maybe that is the problem. Maybe the   |                          |

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|                                     |                        |              | state department of transportation should be focused on moving people in a financially and environmentally sustainable way instead of asking the federal government for money that it barely has for something that will need to be expanded in another 5 years. It's not sustainable. ODOT claiming that expanding the freeway system will be a boon for the environment is also a joke and a slap to the face to all Oregonians. Just because cars move faster rthrough a corridor doesn't solve the problem: The fact that there are thousands of vehicles driving through this corridor each day. That's the problem. Stop encouraging people to drive with your actions. Give the money to someone else who can actually solve the problem. As a planner and an Oregonian, this is not the Oregon that I am proud of.   |                                |
| 2019 0311<br>Brandon<br>Narramore   | Brandon<br>Narramore   |              | I am writing in opposition towards the proposed I5 Rose Quarter expansion. Freeway expansions have poor track records, environmental costs, and are misguided when many areas are desperate for basic sidewalk and pedestrian infrastructure. The Rose Quarter Project will likely have little effect in reducing traffic and improving safety. We have seen examples of freeway expansion all across the country (Katy, Texas expanded to 10 lanes!) and each expansion has failed in reducing traffic. Freeway expansions lead to induced demand meaning more drivers not less traffic. The Rose Quarter project also contradicts the strategic goals of ODOT itself. The ODOT website states that sustainability is a priority and they are "implementing strategies that lower GHG emissions from transportation sources". However, the Rose Quarter project encourages automobile dependency and additional greenhouse gas emissions. Lastly, it is incredibly disheartening that we are proposing a \$450 million dollar expansion to the freeway when there are many streets along East Portland that lack sidewalks and basic pedestrian infrastructure. If we are actually serious about improving the safety and wellbeing of Oregonians then it would be better to address our sidewalk inequities East of 82nd. An alternative solution that reduces congestion while still meeting our environmental goals is congestion pricing. Congestion pricing has a much stronger track record in reducing congestion and would not cost Oregonians \$450 million dollars. Revenue raised from congestion pricing could also be used to build sidewalks, bike lanes, and other infrastructure that would improve safety, address inequities, and reduce greenhouse emissions. Thank you for your time,   |                                |
| 2019 0330<br>Brandon Van<br>Buskirk | Brandon Van<br>Buskirk |              | Instead of talking about expanding the freeway splitting the center of our city in pieces and making some of the most valuable property in the state unoccupiable, we should be talking about dismantling it or burying it. Lets move past the era of the automobile dominating our lives and our landscape and give porrlanders of all income levels, age, and capability reall choices for movement and interaction in our city.   |                                |
| 2019 0312<br>Brandt Bernards        | Brandt Bernards        |              | As a real estate agent, I drive frequently. Sadly, it's a necessity in my career right now but hopefully in the future that will change. I commute on this section of interstate weekly if not daily and get to experience the traffic problem here. However, I strongly believe that widening this section of interstate is a terrible idea and a complete waste of tax payer funds. Let's put this money to use on systems that remove our dependance on cars and actually provide a system of transit that gets us from point A to point B in a timely, efficient manner. Far easier and likely money making solution would be congestion pricing on this route. Often, I make decisions to pay for products that actually work vs using a free product that barely accomplishes my goal. In this scenario, let's have drivers pay a fair price to use this section of interstate resulting in a system that does not jam and gets people from point A to B efficiently all while not spending substantial amounts of money. Then take those funds you've allocated for the expansion plus the income from the congestion pricing and put them real travel solutions that work. Look at London as a great example. Don't reinvent the wheel. Or keep replacing a wheel with another broken wheel.   |                                |
| 2019 0311<br>Breesa Culver          | Breesa Culver          |              | I am writing to voice my opposition to the I5 Rose Quarter Expansion. History has taught us that expanding freeways never solves anything. It only increases air pollution and the short-term vehicle congestion relief isn't worth the induced demand that follows. I encourage the budget allocating powers-that-be to instead spend money on more sidewalks, marked crosswalks, better bicycle infrastructure. Make people feel safer when NOT traveling in cars and make driving more inconvenient. Be courageous. We live in environmentally desperate times. Please act accordingly.   |                                |
| 2019 0329<br>Brenda Martin          | Brenda Martin          |              | As members of the City of Portland's Pedestrian Advisory Committee (PAC), we are submitting this letter in response to the I--5 Rose Quarter Improvement Project (I5RQ) Environmental Assessment (EA) published on February 15, 2019. Following review and discussion of the Environmental Assessment (EA), as well as a briefing by ODOT and PBOT project managers, the PAC has identified several significant concerns.Cumulative Impacts on Active Transportation & Low Mobility Users• The proposed surface street improvements do not provide safety or connectivity benefits for pedestrians and bicycle users. Rather, due to the increase in signalized crossings, longer travel distances, and less direct access, non--vehicular trips (including public transit trips) would experience increased delays compared to current conditions. The local street designs also include numerous vehicle--centric features which present risks to the safety of active transportation users, including double turn lanes, expanded freeway ramps, and wide curb radii at intersections. These designs deprioritize pedestrians and bicycle users, which is in direct conflict with the City's Vision Zero, mode--shift, and carbon emission reduction goals. • The project proposes removal of the Flint overpass, one of the busiest bicycle routes in the city due to its low traffic volumes and direct connection to NE Broadway, west of I--5. Neither the proposed Hancock--Dixon Crossing nor the Clackamas Bicycle & Pedestrian Crossing offercomparable connectivity to preferred bicycle or pedestrian routes. According to the EA, the Clackamas Crossing would actually increase bicycle delay to the Steel Bridge and the Eastbank Esplanade, a signature bicycle and pedestrian route. The PAC is particularly concerned about the proposed Hancock--Dixon Crossing's estimated 9- | 2019 0329 Brenda<br>Martin ATT |

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|                               |                  |              | <p>-10% grade, which is not ADA compliant. The steep incline renders the bridge permanently inaccessible to pedestrians using mobility devices or those with limited mobility. The EA does not propose sufficient mitigations for this impact. Further, the construction of new non-- ADA compliant facilities sets a negative precedent that rates access for vulnerable and low--mobility road users below that of vehicles. • The proposed changes have significant design flaws that do not promote walking in what the committee aspires to be a dense, walkable neighborhood. Air Quality &amp; Public Health • The PAC is concerned about the adverse public health impacts this project will have on those who live, work, and travel in the Rose Quarter. Multiple studies have found that pedestrians are significantly more affected by air pollution from engine combustion than those in vehicles. City plans, including the Albina Vision, call for dense residential and commercial development in the project area. The committee does not believe the EA fully addresses the potential that exposure to decreased air quality will have on pedestrians in this urban neighborhood expected to grow substantially in the coming decades. • The proposed project area includes Harriet Tubman Middle School, a recently reopened elementary school in a neighborhood which has historically been negatively impacted by urban renewal projects, including the construction of I--5. The school's student body is 43% African--American and more than 70% underserved. The committee is concerned about the significant near and long--term public health impacts the proposed project will have on this particularly young and vulnerable population. An independent analysis conducted by Portland State University<sup>1</sup> warns that the air quality will be so dangerous as a result of this project that students should not be allowed to play outside. The EA does not adequately consider these impacts, nor does it identify sufficient mitigation measures to avoid long--term and irreversible harm to public health. Gaps in Safety Analysis and Associated Methods • One of the I5RQ project's primary goals is to improve safety in the project area. The Transportation Safety chapter of the EA cites ODOT crash analysis methods including the SPIS. The committee thinks that this methodology should be reviewed more closely. ODOT does not use the latest methods from the Highway Safety Manual, namely the use of an Empirical Bayes method, for understanding current safety conditions that help control for random events like crashes. Application of these methods would allow project staff to employ crash modification factors to show the change in crashes, by severity, expected in the Build Alternative. This would allow the public to understand how cost effective this project will be at reducing fatal and severe injuries and either justify or oppose the use of safety as a primary goal for this project. Additionally, it is of this committee's perspective that the current safety conditions are not severe enough to use the improvement of safety as the primary goal of the project. From 2011 to 2015, only one fatal injury involving a pedestrian crossing I--5 (1,114 statewide in that period) and six severe injuries (4,691 in that period) have occurred in the project area. The committee does not agree that these numbers warrant safety as the main project goal. • Finally, the EA does not consider the safety impacts of traffic generated from this project to conditions on surface streets. Any increase in traffic in the study area would lead to an increase in traffic on facility types. Any possible changes in fatal or severe injuries on these facilities should be accounted for in the EA. The committee believes that the project should use the 2016 ODOT crash file, the most current crash data available. Exclusion of Congestion/Value Pricing • The committee was surprised to find that the current EA excludes the potential impact on safety and operations from congestion/value pricing. ODOT and regional partners have been studying the impacts of congestion/value pricing on Oregon Highways, including the Interstate--5 corridor. Information from this work should be included in the EA, to determine how this policy could meet operations and safety goals. It is also important to consider how this project might influence any of the current congestion/value pricing options being considered. Given these concerns, in particular the potential for long--term harm to vulnerable and historically marginalized populations, the PAC recommends ODOT complete a full Environmental Impact Statement (EIS). A full EIS will help the region better understand the public health, traffic safety, and environmental justice impacts of the project on local communities and identify effective mitigation options. As the City's appointed advisory committee, tasked with providing input and perspective on how best to improve the pedestrian experience, the PAC requests representation on any steering committee established to inform the design of the I--5 Rose Quarter Improvement Project. We appreciate the opportunity to provide feedback on the Environmental Assessment for this project.</p> |  |
| 2019 0315<br>Brendan Marnell  | Brendan Marnell  |              | <p>I am emailing to express my opposition to the I-5 Rose Quarter project during the public comments phase. I am a Portland resident who until recently commuted from North Portland to Downtown directly through the affected streets. I no longer pass through that area on a daily basis, but still drive or bike through that area several times a month. I oppose the project because it will be massively expensive for little benefit. Past highway expansion projects have not worked at easing traffic congestion, and there is no reason to believe this one will. If cars get through faster, more cars will use the highway, more commuters will come in from the suburbs, and congestion will soon return to previous levels. Highway "improvements" increase suburban sprawl, but do not effectively address congestion. Continuing to expand highway throughput only worsens our carbon footprint. It will also worsen air quality in close proximity to a school. Oregon needs to support sustainable methods of transportation instead of doubling down on ecologically irresponsible ones. Thank you for considering my comments,</p>  |  |
| 2019 0401<br>Brendon Haggerty | Brendon Haggerty |              | <p>Thank you for the opportunity to comment on the I-5 Rose Quarter Environmental Assessment. While my comments below reflect the parts of the report I was able to review, I found the comment period to be too short to fully review the assessment and I request additional time for review and comment. I begin with general comments on the project and then share concerns and questions section-by-section. I am very disappointed that the alternative of</p>  | 2019 0401 Brendan Haggerty ATT; 2019 0401 Brendan Haggerty |

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|                |      |              | <p>introducing value pricing before constructing the project is not considered in the EA. It is a reasonably foreseeable project that the Oregon Legislature has directed ODOT to undertake, and evidence suggests it is the most effective and most efficient way to address peak hour congestion. I join the many community groups calling for a full environmental impact statement, and I strongly support one that includes an analysis of value pricing implemented before construction. I am dismayed to see that the EA apparently does not account for induced demand. This effect is so well established and documented that it has been dubbed, "The Fundamental Law of Road Congestion."<sup>1</sup> Our collective understanding of induced demand is informed by Anthony Downs' theory of triple convergence, articulating that travelers will alter the time of day, mode, or route to minimize their generalized travel cost.<sup>2</sup> As observed on projects across the country, the effect causes any improvement in travel time to be quickly eclipsed by increased traffic volume and congestion as people switch to routes, time of day, and mode. I request that ODOT explain why this project is different from all others. What is it about this project that exempts it from observed effects so foundational to transportation planning that they are referred to as a "law"? Purpose and need I dispute the stated need "I-5 safety"; the need is not adequately documented for the portion of the project on I-5. In comparing crash rates among segments of urban interstate, the EA makes a compelling case that there is a lot of personal property damage occurring on the stretch of I-5 in the Rose Quarter; there appear to be many crashes. However, the performance of this section of roadway in terms of safety is a success story. In terms of actual fatal and severe injury crashes, it performs well, especially compared to the most dangerous streets in the region. For example, SE Division St. saw 19 fatalities and 129 serious injuries in the past decade (<a href="https://www.portlandoregon.gov/transportation/74204#whydivision">https://www.portlandoregon.gov/transportation/74204#whydivision</a>), making this stretch of I-5 look enviably safe, especially on a per-trip or per-mile traveled basis. I-5 in the Rose Quarter has nearly met Vision Zero, the highest aspiration for traffic safety that our regional and local governments have adopted. Environmental Justice I dispute the conclusion of the EA that there are no disproportionate impacts to people of color and low income groups. The census tract near the project, tract 23.03, is home to people who already experience disproportionate burdens from harmful environmental exposures. According to the 2014 National Air Toxics Assessment from the US EPA, this tract has an estimated cancer risk from air toxics of 40 cases per million, one of the highest in the City of Portland. Induced demand will result in a greater total quantity of fuel combusted in the area, further exposing low income households and people of color who live nearby. Most importantly, any benefits of this project will accrue to travelers from across the region who are whiter and wealthier than the local population, whereas nearly all of the burdens of this project will affect the nearby populations. This is, on its face, a disproportionate impact. I dispute the conclusion that there will be improved local connectivity benefits or "enhanced pedestrian and bicycle facilities" benefitting groups of concern. The proposed changes are a mix of positive and detrimental changes to local streets that can be best characterized as neutral, and they do not mitigate any additional burdens to nearby residents. Among the detrimental changes that include: prohibitively steep grades, dangerously large turning radii, slower bus service, circuitous ramps, and exposure to fast moving traffic. The aggregate travel delay or travel time savings among people walking, cycling, and using transit was not presented in the EA; we do not have the information necessary to determine whether there is an improvement for these groups. Air quality I dispute the conclusion of the EA that "the Build Alternative is not expected to have air quality impacts." The information presented in the EA is not sufficient to make this determination. No quantitative modeling of criteria pollutants was undertaken, precluding the ability to estimate localized impacts. Even if National Ambient Air Quality Standards are met for the airshed as a whole, it is possible that this project could affect pollutant concentrations in the project area, especially if structural elements such as sound walls or freeway covers affect the dispersion of pollutants. High localized concentrations of pollutants could result in significant impacts on human health in the short term and long term. The safest assumption is that the build option will result in greater total pollution and higher concentrations of pollutants near the project, since induced demand is likely to result in a greater quantity of fuel combusted. These would be significant unmitigated impacts. I dispute the EA conclusion, "Although the area is still considered a maintenance area, it is recognized that it is not likely to revert to nonattainment." The EA does not elaborate on who recognizes this, but the statement conflicts with parts of the most recent Annual Air Quality report from the Oregon Department of Environmental Quality (Oregon Air Quality Annual Report 2017, available from: <a href="https://www.oregon.gov/deq/FilterDocs/2017aqannualreport.pdf">https://www.oregon.gov/deq/FilterDocs/2017aqannualreport.pdf</a>). That report includes data indicating that Portland exceeded ozone standards 9 times in 2017, and expressed the concern about the likelihood of an increasing trend in ozone days, stating, "With global warming we expect more fires in the Northwest and higher temperature days; this will result in more elevated ozone days." Whether these days result in nonattainment or not, health effects will occur. This is a crucial trend in criteria pollutants that was evident from real time monitor data in 2017 and formally published more than 4 months before the EA, so it is puzzling that it is not presented. At a minimum it warrants discussion in the EA, but it also should temper our confidence in statements such as the one above and prompt more detailed analysis of the project. I dispute the EA conclusion that construction impacts "would be temporary and limited to the immediate area surrounding the construction site and are not expected to exceed ambient air quality standards." The proposed mitigation, essentially meeting the standards that are adopted current policy, is inadequate to mitigate the significant impacts to the human environment likely to result from construction. The evidence that diesel particulate is harmful is plentiful, as recognized by various city, county, and state level efforts to increase regulation of off-road equipment. For example, the City of Portland and Multnomah County adopted cleaner diesel contracting requirements in recognition of the inadequacy of current state standards. The impacts of construction on air quality could significantly</p> | <p>ATT 2 (hyperlinked);<br/>2019 0401 Brendan Haggerty ATT 3 (hyperlinked); 2019 0401 Brendan Haggerty ATT 4 (hyperlinked)</p> |

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|                                |                      |              | <p>impact human health; a localized spike in particulate matter or other pollutant could lead to acute respiratory disease. I request responses to the concerns related to air quality enumerated below: 1. Please explain whether any dispersion modeling was undertaken. If not, why? What are the likely effects of structural changes and topography on pollutant concentrations in the area?2. Were estimates of changes in criteria pollutants calculated as part of the MOVES runs for the EA? If not, why? If so, why weren't they published as part of the EA?3. Please explain why the EA does not include the most recent (2017) published data from DEQ on trends in criteria air pollutants, especially ozone. Would inclusion of this data change the conclusions of the EA? Why?4. Why is value pricing not considered part of the list of reasonably foreseeable future actions in Appendix D?5. For how many hours does ODOT anticipate heavy diesel equipment emitting pollution in the area during construction? What types of engines would be used, and how many?6. What are the names of pollutants that correspond to the pollutant ID numbers listed in the tables in Appendix C?7. Section 3.2 lists compounds that are contributors to cancer and non cancer risks identified in the 2011 National Air Toxics Assessment. Are these the same compounds identified in the 2014 National Air Toxics Assessment? What is the justification for citing the older of the two studies?Climate change I dispute the EA conclusion that greenhouse gas (GHG) emissions will be slightly lower under the build alternative. The information presented in the EA is not adequate to make this determination. Although no confidence interval or margin of error is provided, the difference between the two scenarios appears to be so small as to be attributable to error in modeling. The safest assumption is that with induced demand, a greater total quantity of fuel will be combusted, leading to higher GHG emissions in the build scenario. I request responses to the following questions regarding greenhouse gas emissions: 1. What confidence interval or range can be estimated for the estimates of GHG emissions for each alternative?2. Please explain the justification for the threshold of a +/- 5% change in traffic volume, travel time, or delay for including links in the model. Does "traffic" and "travel delay" include all modes?3. Why is the City of Portland's resolution to use 100% renewable energy by 2050(<a href="https://www.portlandoregon.gov/auditor/article/642811">https://www.portlandoregon.gov/auditor/article/642811</a>) not included in the discussion in section 3.3.2?4. Please explain the justification for the assumption of a 30 year life span for a highway project. Does this mean that the highway will be entirely rebuilt after 30 years? Is that typical in Oregon? Are there highways in Oregon that have been decommissioned after 30 years?5. Please explain the decision not to include land use changes associated with either alternative in estimates of indirect GHG impacts.6. In section 6.3.2, why is value pricing not included in the list of reasonably foreseeable actions?7. In the same section, why is the 2014 Regional Transportation Plan referenced instead of the adopted 2018 plan?8. The 2018 Regional Transportation Plan estimates that the Columbia River Crossing would be built in the 2028-2040 time period. Is that consistent with the modeling used for greenhouse gas emissions?The estimated benefits of this project are based on tenuous modeling assumptions. In all aspects of the project except for travel times on I-5, the estimated difference between the two scenarios in the EA is very small. In comparison to small and questionable benefits, the costs are certain and large. This dynamic calls for greater certainty about the benefits, and the highest level of scrutiny regarding any additional or disproportionate harms. I therefore request a full Environmental Impact Statement. 1 Duranton, G., &amp; Turner, M. A. (2011). The fundamental law of road congestion: Evidence from US cities. <i>American Economic Review</i> , 101 (6), 2616-52.2 Downs, A. (2000). Stuck in traffic: Coping with peak-hour traffic congestion . Brookings Institution Press.</p> |                          |
| 2019 0312<br>Brendon Haggerty  | Brendon Haggerty     | GP OT        | <p>Good evening. I'm Brendon Haggerty. I live in Portland. Two months from today my wife and I are expecting a baby, and as you can imagine, we are so, so excited. And we're really not excited that ODOT wants to give him a freeway expansion for his ninth birthday. We don't have the storage and they're stinky. As I've watched this project unfold, I've wondered how I could possibly explain it to someone who will be living in an altered climate. I can't help but think my son will wonder how his parents' and grandparents' generation looked around, saw a climate crisis, a chronic disease epidemic, and a legacy of racial injustice and somehow thought that spending 500 million on a freeway expansion was an appropriate response. I hope my son is a critical thinker. And if he is, he might ask above all why the environmentalist hasn't been able to evaluate the alternative. Their evidence suggests it's the most parsimonious and most effective, value pricing. You might see it as akin to jumping to a conclusion that we need a new furnace when all we really need is a sweater. With future generations in mind, my request to you is that you prioritize congestion pricing first.</p>   |                          |
| 2019 0305 Brent Chapman        | Brent Chapman        |              | <p>Please approve this expansion as the road system needs major work and improvement.</p>  |                          |
| 2019 0401 Brett Yost           | Brett Yost           |              | <p>Please perform a complete Environmental Impact Statement for this project. Please find and pursue other methods of congestion reduction such as tolling. Please help people transition to other forms of transportation such as busses and rail. Please do not prioritize automobile use at this point in history. Now is the time to lead us to a more efficient, safer, cleaner and more equitable future. Break the cycle of automobile dependency; it is a tragedy of the commons. Government's role is to solve this type of problem and the easiest time to do so is now. Removing the bottleneck as planned will only make the larger problem worse.</p>   |                          |
| 2019 0312 Brian Allen Martinez | Brian Allen Martinez |              | <p>Please accept these as part of your public comments regarding the above referenced project. Briefly, as a country, we've invested millions, if not billions of dollars on car infrastructure over the past several decades. Many of these projects made promises of increased efficiency and safety, much like this project</p>   |                          |

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|                |                  |              | is promising today -- these were all false promises and they still. At the same time, we've also measured significant negative effects on the environment for which car travel and infrastructure has been a leading cause of. We can invest the same money this project is proposing and spend it on bike/pedestrian/public transportation infrastructure which could possibly alleviate congestion issues facing the I-5 today, but we need to have the courage to do so. We can change the course towards environmental catastrophe if we do not fund and proceed with this project. Spend the money, but consider our children's future while doing so.Thank you.  |                           |
| 2019 0225      | Brian Amer       |              | I am opposed to freeway expansion. 40% of Oregon's carbon emissions come from transportation -- as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities.  |                           |
| 2019 0219      | Brian Belica     |              | Please do not proceed with this project. We want Portland to be a model green city, and more highways is not how to make progress. The study cites reduced emissions due to less idling, however countless studies cite additional highways only result in additional cars until similar traffic is reached as prior to construction. Therefore, this will not reduce idling in the long term, only short. PLEASE DO NOT DO THIS!  |                           |
| 2019 0326      | Brian Belica     |              | Please do not expand our freeways! I'm so saddened by the false information being spread that more highways will reduce pollution. This will only be temporary at best until the freeway becomes congested again - then the pollution will be worse! As someone who doesn't drive because of traffic - I can confirm induced demand is real!! Please do not build this freeway!  |                           |
| 2019 0304      | Brian Click      |              | Hi, my name is Brian. I'm a longtime Portland resident currently living in Seattle, and I'll be heading back home for good this fall. I'd prefer not to see any construction going on in the Rose Quarter when I get back!! I'm opposed to the widening project because freeway expansions typically lead to nothing but more cars on the road and more emissions while doing little to solve congestion. I'm sure that as transportation experts you've heard of induced demand, but I just witnessed a great illustration of the principle here in Seattle. The Alaskan Way Viaduct closed a little before the new 99 tunnel opened, temporarily leaving Seattle with only one highway running through the city - and traffic volumes stayed roughly the same! People took public transit or adjusted their commuting times. When the tunnel opened up, they got behind the wheel again, and once again traffic barely changed. Seattle could easily have scrapped the viaduct with no replacement. I'm aware that ODOT has estimated the widening project will reduce emissions by speeding up journeys - but urbanists and environmental scientists have suggested that the induced demand phenomenon will quickly do away with any time savings and result in even bigger snarls and more pollution. In a world on the brink of catastrophic climate change, we need to be reducing fuel consumption and car traffic, not encouraging it. ODOT should be looking into which roads we can remove. Once upon a time, Portland made history with the first great highway removal project and the revolt against the Mount Hood Freeway - let's keep that legacy alive! Thank you for the opportunity to comment, |                           |
| 2019 0401      | Brian Enigma     |              | As a tech worker who has lived in SE for 20 years, works downtown, and tries to take transit everywhere, expanding the I-5 feels like a step in the wrong direction. At the very least, we need to step back and re-evaluate, in light of the recent findings of flawed data. This push to expand the freeway doesn't feel like a "Portland" move at all, and stinks of politics and cover-up -- not to mention, pollution. If we need better north/south traversal in that area, we should look toward more green solutions like improving Max service, bus service, and bike corridors.  |                           |
| 2019 0313      | Brian Dinda      |              | It appears to be a well thought out plan and I support moving forward with the project. This improvement is much needed.   |                           |
| 2019 0313      | Brian G Dinda    |              | I just wanted to take a few minutes to express my support for the I-5 Rose Quarter Improvement Project. It is long overdue. The environmental impact report seems to be well done and provides several key factors that justify this much needed improvement. I support the work you are doing and hope you are able to bring this project to fruition.  | 2019 0313 Brian Dinda ATT |
| 2019 0327      | Brian Gefroh     |              | I believe that our transportation priorities should be placed on de-congesting our existing roadways by building and encouraging alternate transportation and tolling. Building new infrastructure will only bring increased usage and more air pollution and greenhouse emissions. I am firmly against expanding freeways in Portland.  |                           |
| 2019 0326      | Brian GJURGEVICH |              | I'm writing today in opposition to the I-5 freeway expansion at the Rose Quarter. I live in North Portland (with two vehicles in my family) and have certainly been frustrated with heavy traffic getting around our growing city—particularly when it occurs outside of "regular" rush hours. I'm concerned about the daily bottleneck of emissions-spewing vehicles within a few hundred yards of my home, but based on the information I've gathered on this expansion (and highway expansions in general) along with the community opposition I've seen, it's clear expanding the freeway is not the answer. The incredibly high cost of the plan combined with real concerns about its effectiveness and true, long-term environmental impact, are reasons enough for me to oppose this project. Additionally, the way this project has been sold by ODOT—with misleading stats about safety and without a full environmental impact statement—is especially concerning. I assume ODOT is familiar with the volume of research that clearly shows building more roads provides only temporary   |                           |

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|                |                |              | <p>relief. If the goal is truly to reduce traffic congestion, ODOT should explore alternatives to a \$500m investment in mid-20th-century infrastructure that's not likely to address the problems. Alternatives like tolling (particularly focusing on suburban/Clark County commuters while carving out exemptions for lower-income folks in town) should be explored first before we break ground on anything so expensive. That approach will certainly be the harder way given tolling's political baggage, but big problems like congestion, pollution, and climate change demand we consider alternatives instead of sleepwalking toward the "same way it's always been done." I hope ODOT will reconsider this path and take a more targeted approach to spending these needed funds. The surface-street/safety improvements, capping, and other smarter/nimble projects that are more squarely in line with Portland's needs should be prioritized—not widening a road that mainly caters to residents of neighboring suburbs who use the freeway at the highest rate, but invest least in the roads they're driving on daily. I'd also like to say how disappointing it is that ODOT would put forth a half-baked environmental assessment (as opposed to a full environmental impact study, which is sorely needed) and misleading statistics about safety in order to convince a busy public to support this project. At a time when institutions are under attack from the highest levels, it's frankly shameful that a state agency would potentially erode public trust further by claiming the Rose Quarter is the "#1 crash location in Oregon" without proper context. I hope the folks who green-lit that messaging do some soul searching and re-think their approach in future projects. Thank you for your time and consideration.</p>  |                          |
| 2019 0311      | Brian Hall     |              | I think this project is badly needed. Please build the auxiliary lanes. However I think the cost of capping the freeway here is too much with little public benefit. I don't like the removal of the flint ave overpass as this is a heavily used biking and walking route that avoids busy Williams and Vancouver aves.  |                          |
| 2019 0401      | Brian Henry    |              | The City of Sacramento recently (March) awarded \$1000 towards a proposal to remove I-5 running through the city. Please don't make things worse in Portland. Expanding the I-5 is the wrong choice.  |                          |
| 2019 0329      | Brian L. Davis |              | Thanks for your work - but there are so many other things you can do with 500 million to better our roads in our State. No thanks to the freeway expansion by the Rose Quarter please. Thanks for listening,  |                          |
| 2019 0311      | Brian Larrow   |              | <p>With all due respect to ODOT, this project is a waste of taxpayer resources considering there will be no measurable long term improvement (not just my thoughts, but echoed throughout the +national+ planning community).</p> <p>A smaller price tag could justify the trial and error approach, but 500 million is a good down payment on transformational change that would achieve the safety goal through reduced demand AND deliver tangible community benefits/increased development (e.g. getting local traffic off this stretch of freeway by extending the Broadway streetcar and/or MAX infill station at 28th).</p> <p>The freeway caps excluded, this project will also devalue the taxable value of adjacent property in effect costing the city revenues indefinitely.</p> <p>Time to scrap this project and meet the goals through CURRENT best practices.</p>   |                          |
| 2019 0331      | Brian Martin   |              | <p>I oppose the project to widen I-5 in the Rose Quarter. Please consider the following information.-- Price road use correctly first. Building additional road capacity will result in additional driving and the same congestion because of induced demand. The added capacity will reduce the time+cost of using the freeway, encouraging people to take peak-hour freeway trips that they otherwise would accomplish through another route, through another mode (such as transit) or at another time of day. Or a driver might take a trip that they otherwise would not take. That is why instituting pricing (whether you call it a toll or Decongestion Pricing) is the only effective way to deal with congestion. Road pricing should occur first before any additional freeway widenings occur in the central city. Increasing road capacity provides a benefit for a few drivers who want to pass through the area while harming people who live nearby and further damaging the urban fabric itself.-- Spend money on safety where it matters This stretch of road is not where the largest safety problems lie. ODOT should invest money if fixing its urban arterials, such as 82nd Avenue and Powell Boulevard. These are the areas where so many bicyclists, pedestrians and motorists are being injured and killed. Then ODOT should transfer road jurisdiction to cities that understand how to deal with urban conditions.-- This project needs serious, in-depth study with appropriate assumptions ODOT needs to start over and do a full Environmental Impact Study. The EA process has been secretive and flawed. The public deserves a full study with greater transparency about the data and assumptions. Overall, this is a flawed project that will increase pollution and greenhouse gasses while not improving congestion.</p> |                          |
| 2019 0331      | Brian Mock     |              | <p>To Whom It May Concern,</p> <p>Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces.</p>  |                          |
| 2019 0325      | Brian O'Grady  |              | I am a father, husband and a resident of Portland. I oppose the expansion of I-5 through the Rose Quarter for a number of reasons. First of all, the proposed expansion won't solve the any of the constantly changing set of problems that ODOT has thrown our way. It won't improve safety, because this is not an  |                          |

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|                             |                   |              | <p>unsafe section of road, particularly when you compare it to 82nd St., US 26 and other sections for which ODOT is responsible. If ODOT was truly concerned with safety the money it proposes to spend on widening I-5 could have an immense impact on reducing traffic fatalities. It won't reduce congestion. No freeway widening project has ever reduced congestion. ODOT ignores induced demand in its traffic projections which allow it to claim improvements that will not be met. Then ODOT hid the supporting documentation so its math could not be checked. ODOT claims that this project will reduce pollution. These claims were made using questionable estimates and the supporting data was withheld so ODOT's math could not be checked. The \$.5B ODOT proposes to spend on this project could achieve it goals if it was allocated to projects designed to get single occupancy vehicles off the road. That would require investing infrastructure for alternatives such as dedicated bus lanes and separated bicycle lanes. ODOT has proven to be a poor steward of taxpayer money. Based on previous projects the true cost of this is more likely to \$1B. The footprint for this "auxiliary lane" project actually supports an eight lane freeway if configure similarly to I-84 in Portland. All ODOT would have to do is buy some paint. ODOT does not provide air quality estimates for this configuration. The expansion of this freeway moves I-5 closer to Harriet Tubman Middle School imperiling the health of the children who attend school there. It is a continuation of the racist policies that put I-5 through the Rose Quarter in the first place. There are lots of reasons to not expand this freeway and not a single good reason to do it. This is why ODOT has worked very hard to deceive the public and limit its input.</p>   |   |
| 2019 0312 Brian O'Grady     | Brian O'Grady     |              | <p>My name is Brian O'Grady. I live one block north of another ODOT project so I think I can give the committee perspective on what it looks like in Sellwood, a block north from the Sellwood bridge, which I'm sure was pitched as a way to improve through-flow through Sellwood and across the river. What we see now is morning backup that begins a full hour before it used to. Idling cars, lots of cars, people ripping through residential neighborhoods, running stop signs in order to try to make a quick cut around to jump in farther down the line in front of the traffic. What was once a great pedestrian neighborhood is now becoming frequently more dangerous to cross the street. Bicycle travel -- I live on a greenway and I can sit out on my porch and watch people run the stop sign and almost take out bicycles on a daily basis. So I would caution everybody to think about what will really happen based on induced demand if this project goes through. It will not improve the safety for other users in this area. We will have more cars running through at faster speeds. The accident rate will go up, much like it did in Woodburn, which was another project that ODOT pitched as being a solution to crashes. And actually, there have been more dangerous crashes in that area. This money would be much better used on your streets like 82nd Street that you own that are actually very dangerous streets. I yield the rest of my time. Thank you.</p>  |   |
| 2019 0328 Brian Setzler     | Brian Setzler     |              | <p>I work and live in downtown Portland. I have lived in Portland since 1986 and downtown since 2010. I'm in the process of purchasing a downtown condo and plan to be here for many decades to come. I own a small CPA business that operates downtown as well. I am opposed to the freeway expansion project for a number of reasons which I'll spell out below. First, I don't believe freeway expansion will have any long-lasting impact on automobile congestion during rush hour. No city has ever built their way out congestion by expanding freeways. Induced demand is real and I believe this expansion will actually make traffic worse both in the construction area and at other points throughout the transportation system. I believe this project will harm air quality by increasing auto pollution from additional drivers and more congestion. Construction alone will add tons of pollution to the region's air, land and water. This project will add to CO2 emissions and will not help us meet our climate emissions reduction goals. Increased road capacity is a dead end investment when we need to be making significant changes in how we live and get around that don't rely on single occupancy automobiles. This project will not help us improve public health or traffic safety. The area under consideration is relatively safe while Portland has experienced scores of pedestrian and bicyclist deaths over the past 12-18 months. That stretch of I-5 hasn't has a single traffic fatality in the last decade. There are so many better ways to invest \$450 million that would actually make Portland more mobile and safer for everyone while reducing greenhouse gasses, air pollution, and congestion. Lastly, I don't have any faith that this project won't cost more and take longer than is proposed. Please shift the proposed funds to projects that will actually make our entire city more mobile, cleaner, more just, and invests in the transportation needs of the future. I could write more but am busy with tax season and slammed with work. Thank you for your consideration.</p> |   |
| 2019 0301 Brian Wenzl       | Brian Wenzl       |              | <p>I am disappointed to learn that the Rose Quarter Expansion Project committee is recommending freeway expansion as the cornerstone of its project to improve traffic in the I-5 corridor. Freeway expansions never work to reduce congestion. Everywhere, always, every freeway expansion project results in more cars on the road, and in nearly every case the induced demand results in comparable traffic across more lanes. More cars across more lanes of traffic, with the same amount of congestion and same average travel times, is no way to reduce pollution. The only effect will be to drive people off the bus and off their bikes and into cars...and to spend a ton of money doing it. For your reference: <a href="https://www.citylab.com/transportation/2018/09/citylab-university-induced-demand/569455/Don't-use-public-money-to-make-pollution-worse-and-lock-us-into-single-mode-transportation-through-this-corridor">https://www.citylab.com/transportation/2018/09/citylab-university-induced-demand/569455/Don't-use-public-money-to-make-pollution-worse-and-lock-us-into-single-mode-transportation-through-this-corridor</a>.</p>   | 2019 0301 Brian Wenzl ATT (hyperlinked) |
| 2019 0305 Bridget Underwood | Bridget Underwood |              | <p>I am writing to express my opposition to the Rose Quarter freeway expansion project. Having grown up in the Portland area, the difference in climate between my childhood and recent years is really stark. Several summers ago was the first time in my life I ever saw Mt Hood without any snow. It's deeply scary to be looking ahead to a future that will be increasingly unlivable due to the impacts of climate change. We only have a few years left to massively</p>   |   |

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|                                 |                    |              | course-correct from the systems and choices that led us here; and spending 500 million on a freeway expansion is wasting a vast sum of money on a project that only entrenches us further in the same destructive systems that are killing us. That money could make a huge difference in moving us away from car dependence and traffic congestion if it was fully applied to transit, housing, and safer walking and biking infrastructure. Please make the right choice and help us move towards a more survivable future!   |                          |
| 2019 0401<br>Brook Hagler       | Brook Hagler       |              | I am opposed to the freeway expansion. In the long run it will make congestion worse and increase emissions. It's ridiculous to spend hundreds of millions of dollars on new expansions when the existing roads under ODOT's perview are crumbling. Fix the roads we have, and put money into expanding access to mass transit.   |                          |
| 2019 0307<br>Brooke<br>Kavanagh | Brooke<br>Kavanagh |              | 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 GHG emissions build good bike lanes and sage sidewalks – not freeways.  |                          |
| 2019 0403 Bruce<br>Butner       | Bruce Butner       |              | I would like to know why are freeways are lack of law enforcement and semi-trucks are allowed in the fast lane and can run in the middle lane for as long as they want are traffic is way too heavy to allow this anymore when these trucks get in all three lanes they hold up traffic and make for a bigger traffic jam they can't start from a dead stop like a car and that causes delay which just one of the things that is the problem half the trucks speed about 70 mph which if this is not stop there is going to be an very bad accident and could kill a lot of people. Our freeways need a lot of help and the max line isn't going to help the freeway system.   |                          |
| 2019 0303 Bruce<br>Hellemn      | Bruce Hellemn      |              | I would like to applaud the ODOT decision to widen the I-5 freeway from I-84 to I-405 at the Rose Quarter. I have lived in Portland since 1968 and this bottleneck is a traffic nightmare pretty much all day long until after the evening rush hour. The southbound entrance from the Rose Quarter area and merging onto I-5 while other cars are trying to get into the same lane to exit I-5 and take I-84 eastbound is dangerous at best. Traffic also backs up northbound on I-5 from the Morrison Bridge on ramp onto I-5 northbound all the way to the Fremont Bridge most of the day until the evening as well. The same problem with the I-84 westbound traffic merging onto I-5 Northbound and others wanting to get into that lane to exit I-5 at the Rose Quarter / Weidler St. exit is also dangerous. I certainly hope you move forward and complete this upgrade which many people are calling a freeway expansion but I would term a bottle neck relief widening. It's not like you are widening the entire I-5 freeway through Portland but are hopefully ending this dreaded bottleneck. Thank you for listening to my comments.  |                          |
| 2019 0331<br>Bryan Blanc        | Bryan Blanc        |              | The Rose Quarter is a bottleneck in Portland's freeway system -- that much is self evident to anyone driving in our region. But I think we need to ask the question -- do we have a responsibility to alleviate every bottleneck and limit on freeway capacity? I don't think that we do. We have ten years to develop a radical solution to make up for decades of inaction that are the fault of our federal, state, and local policy makers, as well as the institutions (and the people that comprise them) that have been infected by a cynical conservatism that says we can't do anything about the world we live in. We are not left to just staunch the bleeding of an economy and a transportation system that depends upon destroying the planet -- we can change it. But that means making hard decisions, and telling people that the systems we all depend on have to change. That means driving has to be harder -- much, much harder -- than it is today. We need to discourage single occupancy vehicle traffic. At the same time, transportation is a vital cog in the machinery of our economy. We need to provide alternative transportation through a radical investment in transit, bicycle, and pedestrian infrastructure and to address the crimes of manifest destiny so self evident in a land use pattern designed to dominate and exploit the landscape and its people. The Rose Quarter has traffic -- that can be addressed to some extent with congestions pricing -- but we also need to change the paradigm in which we react to every traffic bottleneck. Our planet and our futures depend on making hard decisions to change the way we live. A freeway expansion that won't be finished until we have nearly hit the deadline for changing our economy is not a hard decision -- it is a status quo that will doom us to generations of hardship upon a people and a planet who did not choose for that to be the case. Let's make some hard choices together. |                          |
| 2019 0312<br>Bryan Chu          | Bryan Chu          |              | My name is Bryan Chu. I work at Harriet Tubman Middle School. I teach children and have been doing so for over 20 years. Working for Portland Public Schools you quickly learn that the school boards and superintendents continually make decisions about the input in the communities that their decisions affect. Ask Jefferson High School students about school resource officers. Ask Rosa Parks Elementary students about their year-round schedule. Ask Ockley Green and Harriet Tubman Middle School about pretty much everything. It's clear that institutions such as school districts, school boards, or departments of transportation are not broken. They are working extremely well. Portland Public Schools and the Oregon Department of Transportation seem to be highly proficient at perpetuating white supremacy, environmental racism and placing profit over people and planet while claiming to have our best interests at heart, but we know better. My eighth graders at Harriet Tubman Middle School are aware of the I-5 freeway because of our proximity to it. They see it when they look out the classroom windows. They understand the connection between environmental injustice, police brutality, and black lives. They understand the connection between asthma, a choke hold, and the murder of Aaron Gardner, rest in power. The thoughts and ideas that   |                          |

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|                                |                   |              | course through the minds of eighth grade students when they are told the air is perfectly safe to breathe, but see the \$10 million HVAC filtration system that sits on top of our building. The thing about my students is that they understand we are a frontline community and that we have always been the ones who are made to pay the price of Portland's progress. They know about the proposed I-5 freeway expansion because it was being discussed long before Harriet Tubman Middle School reopened this past fall. They were told that if the I-5 expansion was to happen that students of HTMS could not remain in the building. It would be moved to a different location during construction. We want to know if this is true. If so, then PPS should explain why we were rushed to open Harriet Tubman Middle School only to have it closed down. Where would we be housed? I'm assuming PPS doesn't know nor do they have a plan I'm aware of. I'm also assuming that ODOT does know either. In closing, I'd like to say that black lives matter, black students matter, black schools matter, black lung matters. Thank you for your time. |                          |
| 2019 0327<br>Bryan Huitt       | Bryan Huitt       |              | Are you really tying CRC funding to this monstrosity?<br>Do better...   |                          |
| 2019 0401 Bryn                 | Bryn              |              | There is no evidence that expanding freeways helps congestion. This is a wasteful project that will have a significant negative effect on air quality and quality of life for residents. Improved public transit could solve many of these issues!  |                          |
| 2019 0401 Cait<br>McCusker     | Cait McCusker     |              | I know it's hard for transportation planners to accept that what they've been doing for years hasn't been working that making freeways wider only brings, at most, temporary relief from congestion. But it's time to look at the hard, numerous, overwhelming bodies of research and case study evidence that proves the opposite. You are treating the symptoms, not the cause, of congestion. Your first stab at an environmental assessment study hasn't turned out so well, it's time to do a congestion pricing study.  |                          |
| 2019 0331<br>Caitlin Smigelski | Caitlin Smigelski |              | Expansion does not improve congestion but is bad for our climate and air quality. Release a full Environmental Impact Statement and consider decongestion pricing   |                          |
| 2019 0327 Caleb<br>Smith       | Caleb Smith       |              | Please move forward to expand interchange. I drive through that interchange 5 days a week and it's dangerous.   |                          |
| 2019 0220<br>Cameron<br>Adamez | Cameron<br>Adamez |              | I am a former Albina resident. (I lived in Minnesota and on Albina before that.) I love my old neighborhood and am irate that anyone is even considering widening the freeway. It's already difficult enough to cross the freeway daily, and people drive a bit more recklessly on the feeder roads. Kids go back and forth quite a bit. The soil and air is already polluted from the glass factory that didn't have air scrubbers. More car and truck exhaust will just exacerbate the poor air quality. This neighborhood has already been damaged by gentrification, violence, and pollution. The residents of Albina, past and present, deserve more than this.  |                          |
| 2019 0401<br>Cameron Dieter    | Cameron Dieter    |              | This seems like too much money and too much work for a band-aid. I don't understand why the solution to traffic is create more traffic, instead of investing in better ways to get through the Metro area. Wouldn't light rail from downtown Vancouver to the Rose Quarter be a better solution to this problem than freeway expansion? I don't see what the value is in adding two lanes over such a short stretch when there will still be major congestion in 2027.  |                          |
| 2019 0329<br>Cameron Evans     | Cameron Evans     |              | Please consider running an economic model that compares funding a MAX extension to Vancouver rather than a freeway expansion.   |                          |
| 2019 0323<br>Cameron Jones     | Cameron Jones     |              | As a 19 year resident of Portland, I'm opposed to the Rose Quarter freeway expansion project. Data shows that freeway expansions have never reduced congestion, and I see no reason to think this one will be any different. Please consider a less expensive and more effective solution: congestion pricing.  |                          |
| 2019 0327<br>Cameron Schnur    | Cameron Schnur    |              | Please don't expand the freeways in Portland. The freeway already makes the surrounding area unpleasant with noise and pollution, and what you're proposing will only make it worse. This project is also super expensive. I do drive on the freeways but I also bike and walk a lot. Every single day I am almost killed on the streets of Portland because of unsafe infrastructure that lets bad or distracted drivers have too much latitude. Please spend my tax dollars fixing THAT issue instead. Furthermore, it has been shown time and again that widening freeways only leads to an increase in cars, not a decrease in traffic. Why would you not be listening to the evidence? Furthermore, the planet is dying. In 100 years, when they look back on this time and how we addressed the rapidly changing climate, the side lobbying for freeway expansion will be seen as the villain. Do you want that to be you? Do you want your picture in a 2119 Urban Planning textbook talking about how badly humanity screwed up the planet?   |                          |
| 2019 0328<br>Camilla Dartnell  | Camilla Dartnell  |              | The design for the Vancouver bikeway is a very important piece of this project, especially with the removal of Flint. Can you please send me the designs proposed for this area?  |                          |
| 2019 0412<br>Camille Bales     | Camille Bales     |              | 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 .   |                          |
| 2019 0307 Cara                 | Cara Wessel       |              | Excited to see this neighborhood transform. As a pedestrian and cyclist, I'm eager to have safer routes through the Rose Quarter. It's great to see more  |                          |

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| Wessel                      |                |              | space in a car dominated area given back to the public realm. Project team is doing an awesome job!  |                          |
| 2019 0307<br>Caroline       | Caroline       |              | Why put 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, where there actions show the opposite thing they say. Don't pretend to be a good person. Be a good person! Helping the environment is a beautiful thing. It is only beautiful however when you are telling the truth about helping the environment. Do not lie or the world will know, do not tell the truth and you will regret it. Living isn't a game, it's everyone's daily lives.   |                          |
| 2019 0312<br>Caroline       | Caroline       |              | Hello. My name is Caroline. I'm a Portland resident and recent University of Oregon student. So my question involves more of logistics and the effects of this expansion on Oregon's youth. So knowing that adding two lanes of traffic won't actually reduce the traffic, but by 2027 there will actually be significant congestion once again. Obviously, we know about induced demand and that the freeways, when they are expanded, people drive more. If you build it, they will come. Knowing that's 500 million for two lanes, 1.5 miles is the equivalent to 150 miles of sidewalks, 6003 electric buses or 6,427 miles of protected bike lanes. And knowing that in 2018 there have been 467 deaths on Oregon roads. Knowing that 40 percent of Oregon pollution comes from carbon emissions. And keeping that number in mind, building this freeway is a pretty obvious sign of climate change denial and a sign that ODOT doesn't necessarily care about the 467 deaths in 2018. Knowing that Oregon's youth will have to deal with the effects of ODOT decision, how can you register a decision to expand this freeway and this detrimental effect on Oregon's youth, and particularly those at Tubman Middle School. I am here to ask you to stop the freeway expansion and implement congestion pricing. Thank you.   |                          |
| 2019 0329<br>Carolyn Stuart | carolynstuart  |              | NO NO NO<br>more room for cars = more cars that will clog everywhere more<br>got to be better solutions  |                          |
| 2019 0316<br>Carrie Kyser   | Carrie Kyser   |              | I am a community college math teacher. I help (math anxious) students explore how we use numbers to understand the world. We talk a lot about climate change, compute our carbon footprints, and look at the costs of automobile travel. My students are generally appalled once they understand what's going on. We must do what we can to reduce our reliance on fossil fuels, this is no longer debatable. Why are we even talking about widening a freeway? Providing more space for cars LEADS TO MORE CARS. Students in my elementary math class know this doesn't add up--what is wrong with ODOT?  |                          |
| 2019 0306<br>Carrie Leonard | Carrie Leonard |              | 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.  |                          |
| 2019 0306<br>Carrie Leonard | Carrie Leonard |              | 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.  |                          |
| 2019 0402<br>Carrie Leonard | Carrie Leonard |              | I would like to have my dissatisfaction recorded regarding the data sources and analysis behind the EA for the Rose Quarter Expansion. An EA is supposed to compare an 'as is' future scenario (aka no-build) with conditions with a future scenario as built. In this case, the 'as is' scenario includes a non-existent and unfunded \$3 billion additional bridge over the Columbia River, which is out of the scope of the project area. This is the antithesis of a no build condition, in that something major is indeed built that will affect all of the environmental parameters of both scenarios. This bridge was never called out in the EA documents when presenting the baseline conditions for both sets of analysis. As such, I believe this EA is misleading at best and duplicitous at worst and, at a minimum, must be redone using a true no build baseline condition. There is also a key piece of data analysis missing from the EA. If the goal of the project is to truly reduce trip times for ALL USERS of the project reason, then the traffic data analysis transit times must include the effect of the project on the travel times of people not in personal vehicles as well as those using personal vehicles. Unfortunately the EA currently only includes modeling data for personal vehicle travel only in both the build and no-build scenarios. I would like to see the impact of the project on other users of the transportation network, specifically pedestrians, cyclists, and transit users. |                          |

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| 2019 0401<br>Carrie Milligan     | Carrie Milligan     |              | Hi, I am a northwest Portland resident and am dismayed that in this day and age that Portland is considering highway expansion. I am aware that in large cities like Los Angeles that freeway expansion has done nothing to reduce congestion, and as someone who has to breathe the air from the freeway as I travel or bike through town I am thoroughly worried about this backward approach Portland is considering. I am fervently against it. Thank you for considering this comment  |                          |
| 2019 0327 Case<br>Kauzer         | Case Kauzer         |              | Hello. My name is Case Kauzer and I am a resident of NE Portland. Please do not move forward with the proposed highway expansion project. Highway expansion has never once relieved traffic congestion long term. Even if it would relieve congestion, making it easier to drive is the opposite of what we should be doing if Portland is at all serious about combating climate change. I have 2 young kids. How am I supposed to explain to them that we sacrificed their future because we were so addicted to our cars? That they have to grow up in a world in climate crisis because we were too lazy and afraid to try something new? I live in NE and work in Beaverton. I got frustrated fighting traffic every day right through the Rose Quarter. So I got an ebike and commute by bike most days of the week. I love cycling so this was easy for me. I know for many it would not be. How about spending half a billion on active transport? Protected bike lanes, rapid transit. Imagine the city we could create. Portland needs to be a leader when it comes to climate change.  |                          |
| 2019 0325<br>Casey Brazeal       | Casey Brazeal       |              | I'm writing to voice my concerns about the Rose Quarter Freeway Expansion. We do not need more lanes of highway. They will simply pull people further from the city center exacerbating problems with sprawl and traffic in the future.   |                          |
| 2019 0228<br>Casey<br>Sundermann | Casey<br>Sundermann |              | Enough! No matter how many lanes are added, congestion just gets worse and worse. Let's begin offering pedestrian routes, bike routes, efficient public transportation. We do not need more traffic, more emissions, more lanes and more lanes of paved roadway.  |                          |
| 2019 0313<br>Cassie Cohen        | Cassie Cohen        |              | 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.   |                          |
| 2019 0212<br>Casey Erickson      | Casey Erickson      |              | Written testimony: 5,000,000,000 towards a bandaid highway project is a misuse of funds in context of climate change and building a sustainable future. This is passing the buck to future generations.   |                          |
| 2019 0401 Cat<br>Farris          | Cat Farris          |              | The last thing we need to do is expand our freeway system. Traffic will just increase to fill the extra space, and we'll be worse off than we already are. Studies have shown this to be true. Portland's abysmal traffic is something that can't be solved by more lanes on the freeway.   |                          |
| 2019 0331<br>Catherine B         | Catherine B         |              | I would like to add my submission to the public comments. I bike to work in the Pearl from NE Portland by crossing the Flint Avenue bridge to access the Broadway bridge. I oppose the removal of the bridge as the current plan stands, I do not consider the current proposal to be an improvement from a bike-commuter perspective. I request that ODOT conduct another environmental assessment, this time without the expanded version of the Columbia River Crossing 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. <a href="https://www.opb.org/news/article/odot-used-long-dead-i-5-bridge-replacement-to-plan-rose-quarter-upgrade/">https://www.opb.org/news/article/odot-used-long-dead-i-5-bridge-replacement-to-plan-rose-quarter-upgrade/</a> I also 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.   |                          |
| 2019 0330<br>Catherine<br>Murphy | Catherine<br>Murphy |              | Comment: As a 26-year resident/homeowner and small business owner in the NE Eliot neighbor, I am STRONGLY OPPOSED to the freeway expansion/widening of I-5 through the Rose Quarter, including the reworking of streets that cross above I-5 in the area. My concerns are as follows: Environmental concerns: Carbon emissions in this area are already too high. Do not make the problem worse. Spend some of the proposed budget on legislating to eliminate the filthy diesel emissions that are currently unregulated. Along with that, let's propose to re-open the Port of Portland and re-establish a more comprehensive use of sea transport instead of trucks that pollute and congest our highways. Lack of transparency in process: More access to studies and other alternatives to congestion have to be made easily accessible. We in Eliot lived through the terribly opaque and rushed process of designing and constructing the Rose Quarter in the '90s. This did nothing to benefit our neighborhood, and, in fact, was a wasted opportunity to do something really good for the city. Costs far outweigh the benefits. A \$500 million project should BENEFIT the general population, not just make it easier for people to continue driving more than they should. Public transportation and pedestrian options should be front and center. Our city need these things more than more freeway lanes. |                          |
| 2019 0303                        | Catherine           |              | I am writing in order to voice my strong opposition to the proposed Rose Quarter Freeway expansion project. Spending \$500,000.00 in order to increase the  |                          |

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| Catherine Wasilewski                | Wasilewski             |  | number of cars going through this part of town is absurd. It would be much wiser to initially implement Decongestion pricing in order to decrease traffic congestion. We need to work towards lowering the number of cars on the road.....not increasing the number! As a regular bike rider, I use the Flint Street Bridge frequently to get from my house in NE Portland to downtown. It breaks my heart to think of the added air pollution that will be caused by this freeway expansion, especially since it will adversely affect the health of students at Harriet Tubman Middle School. As a longtime resident of Portland, I urge you to use these ODOT funds to work towards improving walking and biking safety in the neighborhood.   |                            |
| 2019 0311<br>Cathey Briggs          | Cathey Briggs          |  | This freeway expansion makes no sense. The benefits, if there are benefits, are negligible. But the negative consequences in increased pollution and toxic impacts to Tubman students are real. And the cost of this expansion are prohibitively expensive.<br><br>Why aren't you considering congestion pricing?   |                            |
| 2019 0401 Cathy Jacoby              | Cathy Jacoby           | WA Dept of Land Use and Transportation | On behalf of Washington County Land Use & Transportation, I am writing to express support for the Rose Quarter project. This project will improve access and mobility for Washington County residents, businesses and the region as a whole. Interstate 5 (I-5) is the key route through the region and the state, the region's major freight route and the key connection between Washington County and the airport for transport of high value goods. The bottlenecks on I-5 in the Rose Quarter are well documented as are the associated costs associated with congestion. Construction of the improvements at the Rose Quarter along with the improvements in other bottlenecks at Hwy 217 and I-205 are priorities for our region. I encourage you to continue efforts to complete the environmental process and secure funding for these improvements.   | 2019 0401 Cathy Jacoby ATT |
| 2019 0227 Cathy Zheutlin            | Cathy L Zheutlin       |  | I'm against the proposed freeway expansion project. When I was a child, I could not tolerate smog. It would be harmful to all the students at Harriet Tubman School. That is simply cruel. All studies show that more freeway lanes does not solve the congestion problem. Adding to the infrastructure for fossil fueled vehicles is backwards. Now is the time for a green vision that will provide a better infrastructure for a world that can actually last. The only policy initiative that has ever had a demonstrable impact on peak congestion is road pricing. We hope to see the City of Portland lead and work with regional partners towards adopting a deliberate, community-minded approach to road pricing before spending hundreds of millions of dollars on a twentieth century solution for a twentieth century problem. Road pricing policy, if drafted appropriately, can be equitable, cost-effective, and sustainability-minded; expanding an urban freeway at a time in which 40% of Portland's carbon emissions come from transportation can be none of these things.  |                            |
| 2019 0329 Cathy Lamb-Mullin         | Cathy Lamb-Mullin      |  | Please do NOT expand the Rose Quarter freeway!! It is an irresponsible plan in the fact it does not take into consideration that, "if you build it, they will come". While the project may initially decrease travel times through the corridor, in the mid- and long-term it will not relieve congestion. We need to take a serious look at ways to get people out of single occupied motorized vehicles (congestion pricing, carpool incentives, dedicated bus lanes, for example). We need a long term solution to the congestion and climate change. Building more freeway lanes is NOT a part of the solution.<br>Please do NOT expand the freeway!  |                            |
| 2019 0325 CBM                       | cbm                    |  | This isn't just bad for Portland, it's bad for the whole region! We can do better.  |                            |
| 2019 0327<br>Cecelia Bockenstedt    | Cecelia Bockenstedt    |  | Half a billion dollars to expand a freeway? Goodness, how much would it cost just to make public transit free?! I truly like to see us invest an alternative transportation to cars. I'm not sure that I understand what decongestion pricing is, but could we not somehow subsidize the people who do live within a short distance of where they work? Can we pay people to stay out of their cars? So many possibilities. My understanding is that expanding the freeways will not reduce congestion ...please don't do it  |                            |
| 2019 0219<br>Cedric Cicognani       | Cedric Cicognani       |  | I just wanted to express my full support for this project, especially with regards to moving the I-5 southbound ramp from Wheeler to Weidler Street. I use this ramp everyday around 5 PM and it is an absolute nightmare trying to merge onto I-5 while traffic from I-5 is trying to merge onto the I-84 ramp. Not only does this create incredible congestion, but it is also very unsafe - you have traffic moving at highway speeds on the far left lane of I-5 while the right lane is at a standstill since people are trying to merge on I-84. You end up having to force your way into traffic and having to speed up immediately so that cars don't crash into you. I honestly fear for my life every time I use this ramp and I can't believe it is 2019 and this issue still hasn't been addressed. All of the other improvements as part of this project are great, but I think that this particular issue should be a priority. Thank you.  |                            |
| 2019 0402<br>Celeste Pepitone-Nahas | Celeste Pepitone-Nahas |  | I grew up between SW Portland and Beaverton and I have been commuting in this city since I got my drivers license in 2012. Over the past 6 years, I have experienced firsthand the increased traffic in this city. We all have. Nowadays people who have lived in Portland for a while are the first to talk about the 'traffic problem,' and how troubling it is that our commutes take twice as long, our streets are congested, and our air quality is getting worse. There is proof that expanding freeways will NOT solve Portland's traffic problems. Worse still, the expansion will put more cars on the road close to Harriet Tubman Middle School. As the daughter of a PPS teacher and a future teacher myself, I care deeply about the future of Portland Public Schools, and I believe it is our duty as citizens to protect and provide for our children. A recent study found that levels of arsenic and other toxins that come from car exhaust were already in "well in excess" of local safety guidelines. This project will make it near impossible to meet climate emissions reduction goals. More critically, it |                            |

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|                                 |                    |              | will limit the fundamental right for kids to play, live, study, and grow in their own neighborhood. To prevent congestion we need to invest in our public transportation systems and keep conditions safe for bicyclists--which means keeping the Flint Avenue bridge in place and invest in improving roads in East Portland.  |                          |
| 2019 0303<br>Celine Fitzmaurice | Celine Fitzmaurice |              | I am a 20+ year Portland resident, a bike commuter and a university professor who teaches on the topic of climate change. I am writing to strongly encourage you to abandon plans to expand the I-5 freeway to address increasing congestion. Decades ago, we could be forgiven for supporting the expansion of freeways. Today, we have all of the data and experience to know better. Expanding freeway lanes only leads to increased congestion over time at a huge expense and hassle to taxpayers. In the face of overwhelming evidence that we need to end our reliance on fossil fuels in order to save ourselves and the planet, expanding freeway lanes is a huge step backwards. Portland, given its rich history of sustainability-oriented urban planning, has the potential to set a great example for the rest of the country as we address increasing congestion. Please use the funding we have available to build infrastructure that supports fossil-fuel free/reduced transportation options such as improved bike and pedestrian ways, increased max and bus lanes, and an efficient rail system.   |                          |
| 2019 0401<br>Chadwick Ferguson  | Chadwick Ferguson  |              | Hi, I wanted to add my voice in opposition to the current design of the expansion of i-5 through the Rose Quarter in Portland. I concur that something needs to be done at this location, yet feel that the current project won't really do much to mitigate congestion. I also oppose it because the current design seems to do more harm for the people of Portland in greenhouse emissions, and congestion in the city. Respectfully,  |                          |
| 2019 0402<br>Charles Finks      | Charles Finks      |              | Please don't widen I-5. Research has shown over and over that widening freeways does not work. Be smart, listen to the research, do the right thing, and cancel these widening plans. Thank you.  |                          |
| 2019 0328<br>Charles Heying     | Charles Heying     |              | With our city streets simply collapsing under the weight of increased traffic, it seems a very poor use of funds to waste \$500 million on this Rose Quarter project. Please put the money where its needed.  |                          |
| 2019 0330<br>Charles Reneau     | Charles Reneau     |              | To Whom it May Concern, I've been watching, with dismay, as ODOT plans to spend \$500 million on a freeway expansion in inner Northeast Portland. The planning for this expansion has been secretive at best and dishonest at worst. For example, the public only found out in the last week, thanks to strong investigative reporting, that all the traffic forecasts depend on models that include a Columbia River Crossing replacement, which has not even been planned or funded! That's dishonest. -For another example, consider the question of "adding capacity." ODOT is claiming that the Rose Quarter project is not a freeway expansion, yet also claiming that this will ease a "bottleneck." What is the mechanism by which both statements are true? How does one increase volume of traffic (easing the bottleneck), without adding volume of traffic ("not an expansion"). That's speaking out of both sides of the mouth. ODOT is either lying to its constituents, or so obtuse that it does not realize the statements are logically opposed. ODOT would have us believe that we can, for the first time in the nation's history, expand a highway and expect not to see traffic fill that new void. ODOT should be ashamed at this dishonesty. -The citizens who pay taxes in this state, and the citizens who daily breath in the pollution from this highway, deserve a government that they can trust. We deserve a policy and infrastructure making bureaucracy that does not seek to hide inconvenient facts or make decisions in the interest of the bureaucracy's short term gain. -Since I can no longer trust ODOT to make good choices, I demand that the the Rose Quarter expansion planning be justified by a full Environmental Impact Statement. How on earth could the agency justify not performing one, given the increase in vehicle miles traveled that this highway expansion would incentivize? What are the environmental and health effects of increased pollution on bike commuting on the Eastbank Esplanade? What are the environmental effects on the community that the highway travels through? A project of this magnitude, with its climate effects, local pollution effects and urban growth effects, necessitates a full Environmental Impact Statement. Without it, I and many other Portlanders will continue to distrust the statements and even the motives of ODOT. -Thank you for your time, |                          |
| 2019 0318<br>Charles Seaton     | Charles Seaton     |              | The EA for this project ignores the existence of induced demand. Currently, I live in South East Portland (in Lents). If there is a meeting or an event in North Portland in the late afternoon or early evening on a weekday that I might want to go to, I have to plan to take 45 minutes to an hour going by city streets because the I-5/I-84 interchange is too slow and unreliable during rush hour. To the extent that this project would actually cause the I-5/I-84 interchange to be less slow and more reliable, then it would make it more inviting for me to use I-84/I-5 to go from Lents to North Portland during rush hour. Any time that I would decide to do that, that would be induced demand. Induced demand just gets us right back to the same level of slow traffic as we have now, but with more cars producing more exhaust. The traffic modeling in this EA is based on false assumptions and so produces inaccurate and dishonest results. I have read that the funding for this project can only be spent on highway projects, but I have also read that we have many ODOT maintained highways that could be transferred to local control, if only they could first be repaired to a condition where the local entities would be willing to take them over. \$500 million would do a lot to make highway OR213 (82ns Avenue) into a more livable and usable road, one that PDOT would be willing to take over. It would do a lot to make highway 30 into less of a bike and pedestrian killer in both North and North East Portland and extending west of Portland. There are road improvements for a safer and healthier Portland that we could support, but Portland is overwhelmingly opposed to this senseless boondoggle.   |                          |

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| 2019 0401<br>Charles<br>Townsend | Charles<br>Townsend |              | <p>I am an Eliot neighborhood resident and bicycle and pedestrian commuter that travels through the proposed I5 Rose Quarter project area daily. There are so many things wrong with this project it is hard to even begin. Below are the reasons I do not support this project. Studies have shown that any capacity or increase in ease of use of a roadway will not address the capacity issues in this transportation corridor. There are also many examples where freeway expansion did nothing to reduce congestion and travel time. If the capacity is there auto users will fill it. This is a no win for everyone. With increased capacity comes an increase in the number of vehicles that are on the road. That equates to more air pollution in an area that already has some of the worst air quality in Portland. I do not live right by the freeway but I am close enough to hear I5 traffic from my home and ride and walk through the pollution it creates almost daily. This is bad for the environment and bad for residents and visitors of the Eliot neighborhood. We need a full Environmental Impact Statement completed for this project. That is a must! I do not feel that ODOT has been transparent in providing details and data on the project in order for the public to adequately comment on it. These are actions of an agency that either has something to hide and/or needs to manipulate data in order to make the project look appealing. For example the traffic data in documents provided by ODOT show a larger estimated traffic volume in 2015 versus 2016. Why would you need to use estimates or modeled data for 2015 when real traffic data exists? The \$500 million dollar estimate attached to this project is a lot of money. We need to know exactly what we are going to get for our money and why we actually need this project completed. As primarily a bike and pedestrian commuter I feel the design is flawed and does not address the needs of non-automobile forms of transportation. The design essentially rebuilds the existing infrastructure we have making no improvements and in some cases making it worse. For example the Hancock-Dixon crossing has a 9-10% grade, which is steeper than a lot of hills professional cyclists use for training. That is completely unacceptable and introduces a physical barrier to entry for people taking up cycling for the first time. Also where are the safety improvements for cyclists like protected bike lanes and wider corners? Finally you have multiple community and city organizations that have come out against the current design: PDOT's Bicycle Advisory Committee, PDOT's Pedestrian Advisory Committee, and Portland Public School Board. All in all the negatives highly outweigh the positives. It only benefits auto users and is in direct conflict of city and state planning goals including Vision Zero and the Transportation System Plan. This \$500 million dollar project is a mistake and ODOT needs to concentrate on projects to increase pedestrian and cyclist safety on streets like 82nd and 122nd where we have already had multiple car related injuries and fatalities this year. In its current state this project is a No Build for me.</p> |                                 |
| 2019 0329<br>Charlie Bow         | Charlie Bow         |              | <p>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.</p>  |                                 |
| 2019 0328<br>Charlie Fisher      | Charlie Fisher      | OSPIRG       | <p>OSPIRG Comments on the I-5 Rose Quarter Improvement Project Environmental Assessment Portland is living proof that cities that invest in a broad range of transportation options can produce a vibrant economy, improved public health, and enhanced quality of life for their residents. Portland's success in creating a vibrant, growing community less dependent on cars is also partly the result of something that Portland didn't invest in: wider highways. Today, however, the state is considering several projects that would add new highway capacity to the region. Among those projects is the proposed widening of a section of Interstate 5. Widening I-5 would be an expensive step backwards for transportation in Portland. The project runs counter to the goals of Portland's Climate Action Plan, which aims to reduce carbon pollution from transportation by 78 percent by 2050 and daily passenger-miles of travel in vehicles by 64 percent by 2050. Highway widening projects generally incentivize additional driving. &lt;&lt;Footnote 1&gt;&gt; We can build a sustainable and efficient transportation system in Portland without spending hundreds of millions of dollars widening I-5. The Oregon Department of Transportation (ODOT) should not move the widening project forward. At the very least, there are problems with the recently completed Environmental Assessment that should cause ODOT to slow down and complete a full Environmental Impact Statement before making any further decisions about the future of the project. Because the process used in and substance of the Environmental Assessment leave critical questions unanswered, a Finding of No Significant Impact would be inappropriate at this stage. The Environmental Assessment claims that, compared to the no-build alternative, the highway expansion will lower emissions in the long term. This is a surprising finding, given what we know about expanding highways. New road capacity draws in more drivers, meaning more vehicle miles traveled and more emissions. A deeper dive into the traffic projections used to support that finding in the Environmental Assessment, reveals an apparent assumption that the no-build alternative would include the future construction of a new 12-lane Columbia River crossing. Clearly, this new bridge and highway expansion would bring a flood of new traffic into the Rose Quarter neighborhood, but it is unclear how that additional traffic factored into the projections in the no-build alternative. And if it did factor into the projections, it is unclear why. In other words, there is a very real unanswered question of how many vehicles per day it was assumed would be coming across the Columbia River in 2045 under the no-build alternative. To answer this question, and ultimately, to answer the question of whether the build alternative actually would result in lower emissions than the no-build alternative, a full</p>   | 2019 0328 Charlie Fisher<br>ATT |

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|                                 |                    |              | <p>Environmental Impact Statement should be completed. And importantly, in the Environmental Impact Statement there needs to be a clearer explanation of the methodology of the traffic modeling and a transparent reporting of the assumed traffic projections under both the build and no-build alternatives. The Environmental Assessment also fails to analyze road pricing options as an alternative to the highway widening. But the Oregon legislature has already directed ODOT to begin work to implement congestion pricing on Interstate 5 and Interstate 205 in the Portland metropolitan area. ODOT's &lt;&lt;Footnote 2&gt;&gt; own studies have even concluded that congestion pricing could measurably reduce traffic congestion on I-5.&lt;&lt;Footnote 3&gt;&gt; The National Environmental Policy Act (NEPA) requires a robust analysis of alternatives.&lt;&lt;Footnote 4&gt;&gt; Failing to consider a viable, and arguably better and more effective, alternative seemingly runs afoul of NEPA. Widening I-5 is the wrong choice for Portland. It is a 20th century solution to a 21st century problem. For Portland to continue to grow its vibrant economy, to continue to improve public health and quality of life, and to meet its climate goals, the city should continue to improve its walking and biking infrastructure and expand its public transit network. But even putting all of that aside, the Environmental Assessment is insufficient and ODOT is unable to credibly conclude the process with a Finding of No Significant Impact. If ODOT moves forward at all, it should be with a full Environmental Impact Statement.&lt;&lt;FOOTNOTES&gt;&gt;1<a href="https://ospirg.org/reports/orf/highway-boondoggles-4">https://ospirg.org/reports/orf/highway-boondoggles-4</a>. 2 <a href="https://olis.leg.state.or.us/liz/2017R1/Downloads/MeasureDocument/HB2017/Enrolled.3">https://olis.leg.state.or.us/liz/2017R1/Downloads/MeasureDocument/HB2017/Enrolled.3</a> <a href="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</a>. 4 <a href="https://www.environment.fhwa.dot.gov/nepa/trans_decisionmaking.aspx">https://www.environment.fhwa.dot.gov/nepa/trans_decisionmaking.aspx</a>.</p> |                          |
| 2019 0328<br>Charlie Graham     | Charlie Graham     |              | <p>We are at a crucial time in history and we must make decisions that reflect the seriousness of our environmental situation. I oppose freeway expansion for the following reasons. It won't improve CongestionIt will Increase in air pollutionFreeway Expansion is a form of Climate DenialismI am fearful that ODOT is hiding the data. They must be more transparent. We should be implementing decongestion pricing before expansion is looked at. We must demand a full Environmental Impact Statement before proceeding.</p>   |                          |
| 2019 0401<br>Charlotte VanCleve | Charlotte VanCleve |              | <p>My name is Charlotte VanCleve. I'm a born and raised Portlander. I grew up in Sellwood, and my mom still lives in the house I was born in. I love that I've been able to travel all over Portland by different modes of transport. I have always relied on public transportation and my bike to get around the city. The I5 Rose Quarter Expansion project troubles me deeply. The expansion project is just one more example of the city prioritizing cars of people. We should be doing everything we can to make it easier to get around Portland that don't involve a car, not making it easier for the cars. As someone who is deeply concerned by climate change, this seems like the wrong direction for us to go. Not to mention the safety of our children and our schools at Harriet Tubman Middle School. I remember visiting that school when I was a Rose Festival Princess for the first time. I am a graduate from St. Mary's Academy, in downtown Portland, and I was so excited that PPS was offering an all girls middle school option! We must do everything we can to protect our future generations.</p>   |                          |
| 2019 0330<br>Chase Yurga-Bell   | Chase Yurga-Bell   |              | <p>I think expanding the I-5 is a terrible idea. Every single time a freeway expansion in a major city is undertaken, induced demand makes congestion worse. It's been seen in Denver, Houston, Los Angeles, and others. If our goal is to make Portland a less congested and more environmentally friendly city, what we should really do is streamline public transit, first by designating Express routes on buses and light rail that would have fewer stops but faster service from outlying areas, secondly by putting tolls on all major freeways, and then by negotiating with Vancouver to finally expand the Max line into downtown Vancouver. Don't ruin an already congested quarter of the city by doing something that will make traffic even worse, JUST to please a WA city that doesn't pay any infrastructure taxes to Portland.</p>   |                          |
| 2019 0224<br>Chauncey Anderson  | Chauncey Anderson  |              | <p>This is a note to say I support the I5 Rose Quarter Improvement Project. It's obvious that section of I5 is a bottleneck that often affects the entire city, and causes additional problems with the way it was originally developed. I do also support other measures to reduce traffic overall, including tolls on area freeways (both coming into Portland via the I-5 and I-205 bridges, and within the Portland area), an interstate light rail line and other mass transit improvements, and increased bicycle and pedestrian options. But in the end, those alone won't solve the problems on I5 at the Rose Quarter, and I think we need to do what we can to alleviate the existing bottlenecks there.</p>   |                          |
| 2019 0225<br>Chelsea Penning    | Chelsea J Penning  |              | <p>Spending half a billion dollars on highway expansion in 2019 is just about the silliest thing I've ever heard of. We have what, eleven years to completely stop all fossil fuel emissions if we want to save human civilization from catastrophe? And this plan supposedly "lowers" emissions by 2045? THAT'S WAY TOO LITTLE TOO LATE. AND it's not even true. All the evidence says that expanding roads just makes more people choose those newly-expanded roads, meaning it has NO impact on congestion and *increases* emissions. I cannot imagine how we will face future generations if one of the most progressive states in the country wastes this much money on expanding fossil fuel infrastructure instead of expanding public transit, making communities more walkable, adding high-speed trains across the state to reduce flights, etc. NOT TO MENTION the impact on Harriet Tubman Middle School, where the air is already so bad that it's recommended that the students skip recess and stay inside. Stop twisting facts and lying to the public. The BEST thing we could do for I-5, for the students, for the neighborhood, AND for the climate is to expand the light rail system to cross the Columbia, with or without financial help from Vancouver, and actually get cars OFF THE ROAD before it's too late.</p>  |                          |

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| 2019 0331<br>Chelsea Riedy      | Chelsea Riedy         |              | We need better public transit and more sustainable climate-friendly solutions. This opaque project isn't it.  |                          |
| 2019 0322 Cheri<br>Stuber       | Cheri Stuber          |              | My name is Cheri Stuber. I'm looking at map of Rose Quarter Improvement Project online, as we're looking to buy a building tomorrow, a commercial building on n flint avenue. Looks like its at the end of the Dixon crossing. There's blue x's right on the street where this building is. Want to know what's happening there before we consider buying. My number is 503 307 7589.   |                          |
| 2019 0304<br>Cheryl Curry       | Cheryl Curry          |              | As a close-in NE Portland resident, I'm against the proposed Rose Quarter Freeway Expansion. I have had the privilege of living in Portland without a car for 6 years. I want our budget and planning to go towards making that possible for more people, whether that means an increase in Vancouver-PDX public transit, improving bus service, or more bike lanes. In addition, adding lanes for cars as proposed is a deeply irresponsible choice considering the dire situation of climate change. Lastly, when I bike past Harriet Tubman school, I can tell the air quality is very poor, and research backs it up. Please don't make the air quality even worse for these innocent learners by adding more car smog.   |                          |
| 2019 0312<br>Cheryl<br>McDowell | Cheryl J.<br>McDowell |              | I am strongly opposed to ODOT's plan to expand Interstate 5 at the Rose Quarter for the following reasons:<br>Expanding freeways is not an effective strategy for reducing congestion. ODOT has failed to make the case for why this project should move forward. ODOT should fully evaluate proven strategies such as congestion pricing and investment in public transportation before spending a half billion dollars to expand a short stretch of highway.<br>The project is entirely at odds with the City's Climate Agenda. 40% of Oregon's emissions are from the transportation sector. We need to focus on strategies that reduce dependency on cars, not perpetuate 1950s style highway projects.<br>At the same time that ODOT is proposing to spend nearly half a billion dollars on expanding I-5, the region continues to neglect serious road safety problems in East Portland.<br>The project will increase air pollution in the backyard of Harriet Tubman Middle School, which already has some of the worse air quality in the state.<br>Please reject this plan and spend your money on solutions to pollution and on repairing our existing roads, bridges, and highways.                              |                          |
| 2019 0305 Chet                  | Chet                  |              | This city has been growing rapidly for years, and our current roadway infrastructure is woefully inadequate to support the current, let alone future demand. Expanding freeways, reversing ill-conceived lane elimination "road diet" projects such as on SE Foster, and permitting motorcyclists to safely filter between lanes of cars at low/moderate speeds are the most effective and practical solutions to our city's traffic congestion crisis.   |                          |
| 2019 0401 Chris                 | Chris                 |              | I am writing to express my concerns about the widening of I-5 through the rose quater. I strongly oppose it. The only way to address traffic congestion, is to provide efficient and safe public transit, walking and biking options. This project does nothing to improve those, and studies have shown they are negatively impacted. With induced demand, there is also the likelihood that it will increase traffic in the area, further worsening air pollution, and immediate traffic on nearby surface streets. I would also like to see a full environmental impact statement. We should plan for the future, and build cities that prioritize the movement of people, and not automobiles, in safe, low environmental impacting ways. Thank you,  |                          |
| 2019 0312 Chris<br>Anderson     | Chris Anderson        |              | I've been in Portland since 1998. Thank you Commissioner Eudaly and ODOT for being here. It's 2109 and the question I have is, like, in what does more cars make sense? It seems like every time we move in the other direction, we see prosperity. And highway widening is just going to invite more cars. It's going to invite more parking problems and it's going to invite more congestion in the central city. So it doesn't make sense to me. The project doesn't pencil out. Losing Flint makes biking worse. What does make sense is freight and transit priority and tolling and congestion pricing makes sense, but building doesn't make sense. Use the money on I-5 corridors like 82nd Avenue where people are getting killed. My kids don't want more cars, like, just in general. That's a generational thing I think. But their school is also in the project area, the Ivy School on Williams and it's going to be subject to all the debris for the next few years while people build. So don't do that, instead it makes sense to use congestion pricing, prioritize, you know, freight so that -- and transit so we can actually use the infrastructure for what we need it to be used for. Thank you. |                          |
| 2019 0329 Chris<br>Baker        | Chris Baker           |              | I oppose freeway expansion in Portland. There is not data to support this will solve traffic problems and it run contrary to our climate change goals as a city.<br><br>Please use the money that would be spent on this project for priorities that enhance sustainable transportation options.  |                          |
| 2019 0328 Chris<br>Carvalho     | Chris Carvalho        |              | 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   |                          |

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|                            |                  |              | 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.   |                          |
| 2019 0331 Chris Chaplin    | Chris Chaplin    |              | I am writing as a concerned citizen, a parent, a Portland homeowner, and a user of I-5. I appreciate the opportunity to submit a comment in response to the plan to expand I-5, and I will keep this as short as I can. First, in a time of rapid climate and environmental destabilization, the absolute *last* thing we need to be doing is encouraging more driving. If every country in the world were to outlaw driving tomorrow, arctic ice would continue to melt, and global temperatures would still be on track to rise at least 1.5 C by the end of the century, the consequences of which would be nothing short of disastrous for millions of people. We need to be doing everything in our power to discourage driving, not to encourage it. Second, I am confident ODOT is aware of the numerous examples showing that freeway expansion does *not* improve traffic congestion; if not, I would point you to this link: <a href="https://www.wired.com/2014/06/wuwt-traffic-induced-demand/">https://www.wired.com/2014/06/wuwt-traffic-induced-demand/</a> . Essentially, creating more room to move on the highway makes driving more appealing and serves to create more drivers. We urgently need fewer drivers. Third, in the nearer term, building more lanes onto our freeways will lead to increased air pollution throughout much of the city, but particularly in the areas closest to the proposed expansion. I'm sure you are aware of the PSU study recommending children at Harriet Tubman Middle School not spend recess outside. Is this the kind of city any of us want to live in, where kids are directed to stay inside because the air is too dirty to breathe? Were this happening in another country, we would likely scoff and condemn their governmental leadership for failing their citizens. In truth, it is happening here. We cannot allow it. For so many reasons, this kind of project simply cannot happen. At an absolute minimum, I would ask that a full Environmental Impact Statement be completed to study other, more socially and environmentally beneficial ways to use the funds currently earmarked for this project. I appreciate your time in considering this and other comments. I acknowledge that the tone of my comment may convey impatience and frustration - please know that this is only because of the seriousness and urgency of the problems we are facing, and the critical import of putting all of our resources toward alleviating these problems, rather than exacerbating them. Many thanks, |                          |
| 2019 0325 Chris Coiner     | Chris Coiner     |              | Let it be know that I am in strong opposition to the I5 freeway expansion. First it has been proven over and over again that expansions don't work. We should be leading on this issue and implementing decongestuon prices to combat this issue. Second, Portland should also be leading on all environmental issues and giving more money and infrastructure to cars which make up much of our co2 emissions, is a terrible idea. I ask all of to thing about your kids and grandchildren and let's to the right thing here. Not to mention the fact that this will directly impact those children who attend middle school right next to the freeway. My third point is that this money is needed elsewhere. Let's improve upon the infrastructure that doesn't contribute to climate change. Let's invest that money in transit, bus lanes and protected bike lanes. Expanding a freeway is backward thinking, it time to boldly move forward for a brighter future Portland.  |                          |
| 2019 0226 Chris Davies     | Chris Davies     |              | I strongly oppose any expansion or addition to any aspect of the I5 corridor through my neighborhood.<br>We need to eliminate the Portland portion of I5 altogether, and stop the noise and air pollution it causes. It cuts through the heart of North Portland, and ruins the entire east bank if the river. Get rid of it, and make 205 a toll road.  |                          |
| 2019 0401 Chris Eykamp     | Chris Eykamp     |              | Please conduct a full EIS for the Rose Quarter Project. Enough new information has come to light to shed doubt on the adequacy of the Environmental Assessment conducted. For example, traffic volume assumptions that assumed a large (and as of yet unplanned and unapproved) Columbia River Crossing would be built; the noise and light impacts on the Eastside Esplanade bicycle path were not considered; and the effects of extended construction impacts on Rose Quarter bicycle traffic was not adequately considered.<br>Also, please delay this project until after the effects of congestion pricing can be measured. Demand reduction may prove to be a more efficient mechanism for improving traffic flow. It would certainly be cheaper, and since it would be fully and easily reversed if it has negative side-effects, we should try it before turning to a much more expensive construction program.<br>Thank you,   |                          |
| 2019 0401 Chris Farrington | Chris Farrington |              | Larger freeways don't relieve congestion. Alternative transportation does. I support other options.  |                          |
| 2019 0327 Chris Fuller     | Chris Fuller     |              | Please do not move forward with the I-5 Rose Quarter Improvement Project as currently proposed. ODOT is unpersuasive in demonstrating how this project markedly improves anything, be it traffic congestion, safety, or environmental impact. It is well established that moving to accommodate more traffic merely leads to more vehicles on the road, greater congestion, greater reliance on automobiles, and more of a negative environmental impact. Why would  |                          |

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|                             |                   |              | <p>this project be any different? In terms of safety, it doesn't compute that more vehicles moving more swiftly (while that lasts) is somehow safer than the current situation, especially when you take into the account the relative severity of the accidents likely to occur. Setting aside the general negative environmental impact associated with more vehicles and more emissions (see the Portland State congestion and emissions mitigation study), the specific impact on the Harriett Tubman Middle School and the surrounding area is particularly appalling, especially in the historical context of other such projects and the neighborhood involved. I'm also disappointed to see the removal of the Flint Ave bridge, with no coinciding solution for bike commuters - I am proud to live in a city that typically encourages and facilitates alternative modes of transit, rather than undermining them. The immense cost is another issue, especially considering the negligible gains in question. It seems to me there are more imaginative ways this money could be spent on improving existing infrastructure while exploring alternative and more proven solutions to the congestion issue. At the very least, ODOT should release the data they've used to inform this project so that it can be independently evaluated before the project moves forward - they can't expect to be taken at their word, especially when it's difficult to find corresponding precedents in terms of other such projects that were successful in achieving their stated aims. Frankly, this is the kind of project I can imagine reading about happening elsewhere while being thankful I live in Portland. Please don't let it happen here. Respectfully,</p>  |                          |
| 2019 0328 Chris Hagerbaumer | Chris Hagerbaumer |              | <p>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:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> |                          |
| 2019 0329 Chris Jensen      | Chris Jensen      |              | <p>Given the urgency of the climate change problem facing the world I think it unconscionable that we are considering expanding our freeway network. We should be implementing decongestion pricing first.</p>   |                          |
| 2019 0401 Chris Jones       | Chris Jones       |              | <p>I am opposed to this project. Expanding freeway lanes will do nothing to improve the sustainable transportation future for the region. This project will increase automobile traffic and CO2 emissions, encouraging more car trips on our already overused freeway. ODOT has, furthermore, not been transparent about their data and process. ODOT has misrepresented the effectiveness of the urban design component of the project. We should not be spending public money on transportation projects that increase vehicle trips and CO2 emissions.</p>  |                          |
| 2019 0327 Chris McCraw      | Chris McCraw      |              | <p>Hi folks!<br/>I'm a homeowner in NE portland, about 2/3 of a mile from the interstate @ Rosa Parks, and I see the congestion that happens daily on the freeway. I hate sitting in traffic so much that I stopped driving, but my partner who lives with me commutes daily to Salem, and so I have some of her insights into how bad traffic is during rush hour: I know, it's real bad!</p>   |                          |

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|  |                                |   | <p>But I don't think that widening a small section of the freeway (or even a large one) is the answer. Congestion is not cured by widening; it's temporarily postponed. Also, the planet is dying, let's focus on modes of transport that are less likely to accelerate it please? With that much money we could do some world class bike, ped, and transit update.</p> <p>At the very least, I'm extremely disappointed in a lack of environmental impact study and some cheap experiments like congestion pricing. Seems like putting the container ship before the horse to me.</p> <p>Thanks for your time.</p>   |  |
| 2019 0401 Chris McGowan and Tom Rinehart | Chris McGowan and Tom Rinehart | Portland Trailblazers; City of Portland | <p>Thank you for the opportunity to respond to the Final Environmental Assessment (EA) for the proposed 1-5 Rose Quarter project. In general, the City, Office of Management and Finance and the Portland Trail Blazers are supportive of the project. The Rose Quarter is Oregon's premiere large arena event destination and is a major regional economic driver and cultural asset. The City and the Portland Trail Blazers have a long-standing relationship at the Rose Quarter event campus which includes two arenas, accessory buildings, and several parking garages. The City and the Portland Trail Blazers both own land, have invested significant capital in our facilities, and have an ongoing financial stake in the continued success of the Rose Quarter. We have been following the progress of this project for many years and support it because of its benefits to the local area and the regional transportation system. However, we are concerned about the negative impact the proposed local street configuration would have to the operations on the Rose Quarter campus, especially the ability of guests to efficiently access our venues with a minimum of effort and impact on our surrounding area. One specific failing of the design proposed in the EA comes in the removal of any direct route for guests leaving Rose Quarter garages to access the new freeway ramp at Weidler and 1-5. If the current plan for those surface streets isn't revised, this change will create enormous delays for our customers' post event departure and will result in increased traffic and gridlock on the surrounding surface streets of the neighborhood on a regular basis. However, we are confident this can be fixed during the design phase of the project. Our concern is focused on how the street configuration impacts the access to and egress from the parking garages that provide spaces for events in the Moda Center and the Veterans Memorial Coliseum (VMC). We can't support the current street configuration as described in the Traffic Analysis Technical Report (Pg. 80 - Section 6.2.3) as it won't meet the needs of the Rose Quarter campus. The elimination of N Williams and the relocation of the SB 1-5 onramp would require significant out-of-direction travel from the garages to exit the area, funnel essentially all event traffic through several constrained intersections - creating increased pedestrian/vehicle conflicts, and greatly increasing the amount of time it takes to empty the garages. Furthermore, the EA's proposed mitigation of rerouting traffic northbound on N Wheeler by way of cones and flaggers after all events is financially unsustainable and potentially unsafe. The City is a major landowner in the Rose Quarter and partners with Portland Trail Blazers' sister company, Rip City Management (RCM), who manages the Moda Center, VMC, garages, and entertainment complex. The Rose Quarter is a major economic driver in the region, and events there generate significant revenues through ticket taxes and parking fees for the City. These revenues support the ongoing maintenance, repair and improvement of the venues as well as covering bonded debt payments associated with spectator venues in Portland. An acceptable street configuration in the Rose Quarter needs to work all the time, not just for big events. Between the Moda Center and the VMC there are over 30,000 seats, but the three garages have only a total of 2,600 spaces so they regularly fill for even mid-sized events. In the twelve months ended June 30, 2018, the VMC hosted over 130 events with a total of 450,000 attendees while the Moda Center and surrounding commons held over 170 events with a total of 1,500,000 attendees. Current street configurations allow mid-sized events to empty with a minimum of traffic control fl, ggers, and even major events do not require the level of manual traffic control that would be required by the configuration as shown in the EA. Having fl, ggers switch traffic operations hundreds of times a year is horribly inefficient and not an economically viable option. Modifications to the street system required after large events should be minimized. A more permanent solution is necessary. There are some alternative solutions that are supported by RCM and the City as outlined in the 2016 report: Moda Center - Post Event Traffic Analysis. This study was conducted by ODOT consultant AECOM and puts forth two options which would work better for the Rose Quarter, both of which call for N Wheeler to be permanently configured as a two-way street. Option 4 (Attachment 4) in that study is the preferred option. This configures N Wheeler as a four-lane road with two lanes in each direction. It also realigns N Wheeler with the Garden Garage exit. Option 1 (Attachment 1) configures N Wheeler as a three-lane road with either one sc1Jthbound lane and two northbound lanes or an easily convertible center lane that is only used during events. RCM and the City understand that garage egress times may increase slightly due to needed active transportation improvements and other development, but ideally, we would like the time it takes to empty the garages after events to stay the same or decrease with the project. Unfortunately, the configuration shown in the current EA configuration significantly increases egress time beyond what's tolerable for event goers. According to the 2016 study, it takes 25 minutes for the Garden Garage to empty after a Trail Blazers game. This study found that the proposed configuration changes in the EA could more than double the t1l me for the garage 10 empty. This would have the negative effect of discouraging parking in the public parking A-facilities at the Rose Quarter, or worse, reducing attendance at events due to parking challenges. Prior to selecting a final street circulation design, we request that an analysis, similar to the 2016 AECOM report be undertaken to ensure that the impacts on post-event traffic controls will not significantly increase the time it takes to empty the garages. The alternative solutions studied in 2016 provide better access</p> | 2019 0401 Chris McGowan and Tom Rinehart ATT |

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|                        |              |              | <p>and egress to garages on a day to day basis as well as during major event times than the option shown in the EA documents. They don't require as frequent or extensive traffic operation changes, so it is both easier to navigate and safer for both drivers, traffic management staff, and pedestrians. Finally, these alternatives are less financially burdensome for RCM and minimize the financial risk to the City and RCM associated with event and parking revenues. It is also important to remember that the ultimate solution to the local street network must work for the Rose Quarter of today, but also work for the Rose Quarter of the future. City policies from the recently adopted Central City 2035 plan suggest a much busier urban district - not an episodic event center. The street network needs to work at all times for all modes, even with a broader mix of uses and new development in and around Rose Quarter. The shortcomings of the current proposed local circulation design for event egress have been a known issue since the 2012 Oregon Transportation Commission adoption of the I-5 Broadway/Weidler Interchange Improvements Facility Plan. That document calls out the need to further refine local circulation alternatives within the Rose Quarter to enhance circulation for all modes and develop a system that accommodates event ingress and egress. See the Facility Plan, Implementation Actions, Specific Design Coordination, (5)(c). It is disappointing that little has been accomplished in this regard since 2012. Thank you for the opportunity to comment on this EA. As noted above, we believe the impacts of this project to be generally positive, and we are confident that our concerns can be addressed during the design phase. We believe this solution will not only help Rose Quarter operations but go toward improving the functionality of the entire district.</p>   |                            |
| 2019 0312 Chris Muhs   | Chris Muhs   |              | <p>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 <a href="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</a> 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 &amp; 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.</p> |                            |
| 2019 0311 Chris Palmer | Chris Palmer |              | <p>Freeways are fossil fuel infrastructure, and expanding them in a time of climate crisis is denialism, and goes totally against the spirit of the City of Portland Fossil Fuel Infrastructure ban. Congestion is a problem, but the solution is less cars and car infrastructure, not more! Public transit, active travel and congestion pricing are where we need to be headed. Stop this project and redirect the money somewhere useful.</p>   |                            |
| 2019 0401 Chris Palmer | Chris Palmer | 350PDX       | <p>350PDX would like to thank the Oregon Department of Transportation (ODOT) for the opportunity to provide public comment on the I-5 Rose Quarter freeway widening project. 350PDX works to build a diverse grassroots movement to address the causes of climate disruption through justice-based solutions. We understand that the climate crisis is upon us and that climate change is a threat to every Oregonian. Its effects are being felt immediately and severely by the most vulnerable Oregonians -- children, people of color, people with low-incomes, and people with disabilities. Immediate impacts in Oregon range from extended and intensified wildfire seasons to diminishing and uncertain water supplies to inhospitable marine ecosystems and rising sea levels. Changes in weather patterns and increases in extreme weather events are a costly threat to essential infrastructure and are forecasted to cost Oregon businesses billions of dollars in lost revenue. The source of this climate damage is not some faraway event -- climate change is the sum result of every-day actions and our responsibility is to immediately and collectively cease contributing actions. We must make immediate and significant steps to eliminate existing sources of greenhouse gas (GHG) emissions, including eliminating the use of fossil-fuel vehicles. "If we ended GHG emissions tomorrow, climate change effects would persist and worsen for decades to come. ... Our children, and theirs, will be living for decades with the worsening consequences of our failure to take timely action when we knew we should. Bad as that is, further delay only makes it worse." --2018 Biennial Report to the Legislature for the 2019 Legislative Session, Oregon Global Warming Commission Transportation emissions already comprise 40% of Oregon's greenhouse gas emissions. Despite increasingly rigorous GHG emissions requirements for cars and light trucks, the transportation-related GHGs contribution to the State's GHG emissions rose from 35% in 2014 due to increased vehicle-miles travelled. The region's population is forecasted to increase by 390,000 people by 2050, and it is imperative that we develop a transportation network that accommodates these new residents without any additional vehicle miles</p>  | 2019 0401 Chris Palmer ATT |

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|                           |                 |              | <p>traveled and any increase in associated emissions. Incredibly, the environmental assessment (EA) of the project claims that the project will not increase vehicle miles traveled and will result in decreased GHG emissions! Such bold claims require exceptional evidence and ODOT's description of methods, results, and data in the EA to justify these findings is inadequate. To decarbonize our transportation sector, we must fully redirect our resources towards investments in walkable communities connected by frequent, reliable public transportation. As many local transportation advocacy organizations have pointed out, this project actually worsens commute times for the transit lines that pass through the neighborhood. It's simply disingenuous to invest half a billion dollars in a transportation project in the center of Oregon's densest city and claim that this project has any benefits to carbon reduction. When the I-5 corridor was constructed six decades ago, the Lower Albina neighborhood was destroyed and the predominantly African-American neighborhoods centered in North Portland were savagely split. The opening of I-5 initiated a cycle of decreased air quality, suburban sprawl, increased traffic and emissions, and demand for additional vehicle lanes, in turn inducing additional demand and restarting the cycle. This proposed I-5 Rose Quarter freeway widening project amplifies the same core cycle of destroying the fabric of the city for the convenience of suburban motorists travelling through the city. But now, the project cynically uses the co-opted language of environmental sustainability, active transportation, and environmental justice to describe a freeway expansion project as a boon to pedestrians, bicyclists, transit users, and motorists while "repairing" the historical neighborhood with construction leftovers. Given the large and growing role of transportation in the State's GHG emissions, the mandate to decrease emissions to 10% below 1990 levels by 2020 and at least 80% below 1990 levels by 2050, the inadequacy of the EA, and the history of damage to the adjacent communities inflicted by the freeway, it is the position of 350PDX that: 1. ODOT should not move forward with the I-5 Rose Quarter freeway widening project based on the Environmental Assessment and should instead complete a full Environmental Impact Statement to evaluate the effects of the project. 2. ODOT must include analysis of congestion pricing as both an alternative to reduce congestion and as a complicating factor to the build/no-build analysis. As of January 2019, ODOT has funding and permission from the Federal Highway Administration to study congestion pricing along the I-5 corridor as mandated by Section 120 of Oregon House Bill 2017. ODOT should also conduct the build/no-build analysis with the underlying assumption that a twelve-lane Columbia River Crossing is not built. 3. ODOT should partner with the City of Portland, Metro, and TriMet to facilitate the development of a network of dedicated and priority transit and biking facilities on all facilities under its jurisdiction. 350PDX appreciates this opportunity to provide public comment on the I-5 Rose Quarter freeway widening project. We urge you to recognize that the community is urging you to stop prioritizing the allocation of space and right-of-way to automobiles to the detriment of people walking, biking, or taking public transportation. Take this opportunity to build a positive legacy that contributes to the health, safety, and welfare of the Portland Metro Region, the State of Oregon, and the whole of the I-5 Corridor.</p> |                          |
| 2019 0327 Chris Riefstahl | Chris Riefstahl |              | <p>Good evening,<br/>My names is Chris Riefstahl and I leave in east Portland and make the commute every day to Hillsboro. Please continue with the project. The freeway need to be fixed.</p>   |                          |
| 2019 0307 Chris Smith     | Chris Smith     |              | <p>I oppose this project. It does not align with the City of Portland TSP priorities for safety ([illegible] on fatalities and serious injuries) or modal hierarchy (peds, bikes, and transit over SOVs).</p>  |                          |
| 2019 0312 Chris Smith     | Chris Smith     |              | <p>Good evening. I'm Chris Smith, a resident of Portland and I'm vice chair of the Portland Planning Sustainability Commission. I am, however, testifying as an individual tonight. Occupational hazard as a planning commissioner, I tend to review proposals against Portland's plans and policies. So, for example, I know that our Vision Zero policy asked us to prioritize safety on the basis of fatalities and serious injuries, not the fender-benders and side-swipe collisions that happen in this area. I know that the TSP that you administer Commissioner Eudaly, asked is to prioritize pedestrians, cyclists, transit, shared vehicles, single-occupant automobiles, all the way to the bottom. Yet this proposal claims that it will speed automobiles -- I have some doubts about that -- it claims it will speed autos while admitting that it will slow transit. So there's a direct contradiction between this project and the goals of our TSP. I'd also note that our north/northeast quadrant plan and our central city plan that integrated and called for a multi-level connection into the Blanchard (ph) area to support future development. What this project delivers is a street with 10 percent grade for more than 100 feet that will really only be useful to automobiles. There will be no easy pedestrian, bicycle, or transit connections because of that grade. For example, we can't run a streetcar on anything over 7 percent grade, so it will never have streetcar service across that connection. We need a project that fulfills Portland's policies and rules. Thank you.</p> <p>References: Norm Marshall. 2017. "Why Urban Freeway Expansion is Futile". PSQ (/publicsquare). Aug 2017.<br/>"Traffic Congestion and Greenhouse Gases". Access.<br/>Video From "No More Freeways". Hosted at: nomorefreewayspx.com<br/>Bigazzi, A., Rouleau, M. 2017. "Can Traffic Management Strategies Improve Urban Air Quality? A Review of the Evidence. Journal of Transport Health.<br/>Bigazzi, A. Figliozzi, M. 2012. "Congestion and Emissions Mitigation: A Comparison of Capacity, Demand, and Vehicle Based Strategies. Transportation Research Part D.<br/>Evaluation of Build v No Build Conditions for Bicycling with the I-5 Rose Quarter Improvement Project. PBOT.</p>  |                          |

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|                       |             |  | <p>Bertelsen A. 2018. Enhanced Transit Corridors Plan. Portland Bureau of Transportation. June 2018.</p> <p>Windsheimer R. "I-205 Project Funding Scenarios". ODOT Region 1. Presentation.</p> <p>Phillip Ditzler. Personal letter from Phillip Ditzler to Ms. Tammy Baney and Mr. Matthew Garrett responding to questions about tolling sections of I-5. U.S. Dept. of Transportation; Oregon Division. January 8, 2019.</p> <p>City of Portland. 2018. Portland 2035 Transportation System Plan. Portland Bureau of Transportation. May 2018.</p> <p>Portland Bureau of Planning and Sustainability. "Central City 2035 N/NE Quadrant Plan; Adopted by City Council Oct. 25 2012".</p> <p>City of Portland. "Vision Zero Action Plan; Saving Lives With Safe Streets". December 2016.</p> <p>ODOT. 2016. Oregon Transportation Safety Plan. Oregon Dept. of Transportation.</p> <p>-Table V: "2016 Fatal and Serious Injury Crash Rates and Casualty Rates.</p> <p>Oregon Dept. of Transportation. 2018. "2016 State Highway Crash Rate Tables". Transportation Data Section Crash Analysis and Reporting Unit. August 2018.</p> <p>Oregon Metro. 2018. "2018 Regional Transportation Plan. Regional Transportation Safety Strategy; A strategy to achieve Vision Zero in the greater Portland region". December 6 2018.</p>  |                                       |
| 2019 0401 Chris Smith | Chris Smith | CoP Planning and Sustainability Commission | <p>These comments are supplemental to my March 29 comments. A flash drive (labeled "CPS2") with the video of the March 26th, 2019 Portland Planning and Sustainability Commission meeting is attached to this comment and will be delivered to your offices on April 1. At this meeting you made two significant statements: 1) You acknowledged that the traffic modeling in the EA assumes the construction of the Columbia River Crossing project, imply that the CRC is reasonably foreseeable. If so the project has the obligation to analyze the cumulative impact of the I-5 Rose Quarter project and the CRC. The EA clearly does not do so, and the cumulative impacts would be beyond the scope of the EA, as demonstrated by the very complex EIS for the last attempt at the CRC project. 2) You indicated that the freeway lids contemplated by the project are potentially able to support one- to two-story buildings. While many in the community might see this as a desirable feature, nonetheless the EA does not undertake analysis of the environmental impacts of such structures. Both of the above are strong additional indicators that a full EIS is necessary. References: Norm Marshall. 2017. "Why Urban Freeway Expansion is Futile". PSQ (/publicsquare). Aug 2017. "Traffic Congestion and Greenhouse Gases". Access. Video From "No More Freeways". Hosted at: nomorefreewayspx.com Bigazzi, A., Rouleau, M. 2017. "Can Traffic Management Strategies Improve Urban Air Quality? A Review of the Evidence. Journal of Transport Health. Bigazzi, A. Figliozzi, M. 2012. "Congestion and Emissions Mitigation: A Comparison of Capacity, Demand, and Vehicle Based Strategies. Transportation Research Part D. Evaluation of Build v No Build Conditions for Bicycling with the I-5 Rose Quarter Improvement Project. PBOT. Bertelsen A. 2018. Enhanced Transit Corridors Plan. Portland Bureau of Transportation. June 2018. Windsheimer R. "I-205 Project Funding Scenarios". ODOT Region 1. Presentation. Phillip Ditzler. Personal letter from Phillip Ditzler to Ms. Tammy Baney and Mr. Matthew Garrett responding to questions about tolling sections of I-5. U.S. Dept. of Transportation; Oregon Division. January 8, 2019. City of Portland. 2018. Portland 2035 Transportation System Plan. Portland Bureau of Transportation. May 2018. Portland Bureau of Planning and Sustainability. "Central City 2035 N/NE Quadrant Plan; Adopted by City Council Oct. 25 2012". City of Portland. "Vision Zero Action Plan; Saving Lives With Safe Streets". December 2016. ODOT. 2016. Oregon Transportation Safety Plan. Oregon Dept. of Transportation. -Table V: "2016 Fatal and Serious Injury Crash Rates and Casualty Rates. Oregon Dept. of Transportation. 2018. "2016 State Highway Crash Rate Tables". Transportation Data Section Crash Analysis and Reporting Unit. August 2018. Oregon Metro. 2018. "2018 Regional Transportation Plan. Regional Transportation Safety Strategy; A strategy to achieve Vision Zero in the greater Portland region". December 6 2018.</p> | Flash Drive                           |
| 2019 0329 Chris Smith | Chris Smith |  | <p>These comments are associated with a number of attached digital files that will be delivered on a flash drive to your office. 1. Improper safety filter The Project Need (EA 1.3) states that I-5 between I-405 and I-84 has the highest crash rate on urban interstates in the State of Oregon. While this may be true, it is not the relevant factor. The City of Portland Vision Zero policy, Metro RTP Safety Policy and ODOT's own Transportation Safety Action Plan (TSAP, 2016) specify that the priority is not all crashes, but rather fatal and serious injury crashes. From the TSAP section on Infrastructure: Develop and improve infrastructure to eliminate fatalities and serious injuries for users of all modes. Other interstate segments have higher fatality and serious injury rates than this segment. Indeed, the ODOT facilities in the region with the highest fatality and serious injury rates are orphan highways rather than interstate segments. This plan misallocates resources for safety based on all relevant policy. Please see attachments in folder 1 Safety on flash drive: 2018 RTP Safety Chapter City of Portland Vision Zero Policy ODOT TSAP Crash Rate Tables 2. Does not support City of Portland land use plans The Projects Goals (EA 1.4) include Provide multimodal transportation facilities to support planned development in the Rose Quarter, Lower Albina, and Lloyd. During the development of the N/NE Quadrant plan (precursor to Central City Plan) in 2012, a major outcome discussed was opening an East/West connection to the Blanchard site north of Broadway. This plan delivers that connection in the form of the new Hancock/Dixon crossing. This crossing has a significant section of 10% grade, meaning that it fails to meet the multi-modal need since it will be largely inaccessible to pedestrians, bicycles and transit (the Portland Streetcar for example has a maximum grade of 7%), modes that are all prioritized higher than single occupancy vehicles in the Portland Transportation System</p>   | 2019 0329 Chris Smith ATT; Flashdrive |

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|                |      |              | <p>Plan. Please see attachments in folder 2 City Plans on flash drive: Portland TSPN/NE Quadrant Plan Central City Plan 3. Failure to Consider Decongestion Pricing as alternative and as impact on traffic modeling The EA dismisses what it calls value pricing as an alternative: The analysis of value pricing (or tolling) in the I5 corridor will be considered in the future. The potential termini for value pricing in the I5 corridor is not determined and is not currently included on any adopted transportation fiscally constrained list. Therefore, value pricing is also not considered a reasonable and foreseeable action. Potential impacts associated with value pricing are not evaluated within this NEPA document. If value pricing seems feasible following the analysis and if the State of Oregon decides to pursue value pricing, a separate NEPA process to consider the potential impacts of value pricing in the corridor would be conducted at that time. What the EA obscures is that the future is now. The same legislative package that provides a significant funding stream for this project also directed ODOT to pursue tolling in the corridor and in fact an application for tolling authority has been submitted to FHWA which defines the potential termini of the tolled segment. It is clear that the project area is within the termini. Presentation materials from the Dec 6, 2018 Oregon Transportation Commission meeting make it clear that ODOT anticipates the possibility of congestion pricing being implemented at the same time or even before the completion of this project. &lt;&lt;Figure 1 contained in letter attachment&gt;&gt; Furthermore, action item TR120 from the City of Portland Central City Plan specifies: As part of the implementation of the Broadway/Weidler I-5 Interchange Plan (TSP Projects #20119, #20120, #20121), the following conditions are placed on the City's participation. City of Portland support for the project is: 4. ODOT, in partnership with PBOT, will implement congestion pricing and TDM options to mitigate for climate impacts as soon as feasible and prior to the opening of the project. Decongestion pricing/value pricing/tolling is absolutely reasonably foreseeable and must be evaluated both as an alternative to this project and as a scenario in modeling traffic for this project. ODOT has a strong motivation to exclude this analysis because their own consultants indicate the futility of addressing congestion in the corridor by any means other than pricing. ODOT is actively working to exclude this critical information from the project analysis. Please see attachments in folder 3 Decongestion Pricing on flash drive: OTC Presentation Materials FHWA Response to ODOT on Congestion Pricing Record of Portland Value Pricing Committee Also please see Portland Central City Plan in folder 2 City Plans 4. Failure to Consider Ramp Closure Alternatives The EA (2.1) identifies the close interchange spacing in the project area as a root cause of the issues the project seeks to address: Within the approximately 1.5 miles that I-5 runs through the Project Area, I-5 NB connects with five on- and off-ramps, and I-5 SB connects with six on- and off-ramps. Drivers entering and exiting I-5 at these closely spaced intervals, coupled with high traffic volumes, slow traffic and increase the potential for crashes. It seems odd then that no ramp closure solutions were evaluated. Since more than 70% of the crashes are in the southbound direction, would it not make sense to run a low-cost trial of closing the southbound exit/entrance ramps to/from Broadway/Weidler, either completely, or at specific times of day (the afternoon/evening period had a much larger portion of collisions), or perhaps opening them only for major spectator facility events? Such an operational trial is much more fiscally responsible than the build alternative and should be attempted before committing to a major capital project. 5. Negative Impact on Transit and Cyclist Travel Times In Portland and the Region, bus speeds have been slowing due to increasing traffic congestion on arterial and collector streets. The Enhanced Transit Corridor project has been created to address this by developing exclusive transit lanes, queue jump lanes and other transit priority tools. While the project area is not part of the plan, several major transit lines do traverse the project area and a significant capital project like this should be making a contribution to improve transit travel times. Instead this plan creates new signalization where it forces bikeways to cross transit lines, slowing both modes. The Environmental Assessment purports that it will save auto travel time while acknowledging that it delays bicycles and transit. This is contrary to the Portland TSP which prioritizes walking, biking and transit over single-occupancy vehicles. Please see attachments in folder 5 Transit and Cycling and TSP in folder 2 City Plans on flash drive: Enhanced Transit Corridors Program PBOT assessment of bicycle delay City of Portland TSP 6. Unlikely claims of reductions in emissions The Environmental Assessment claims a reduction in the build scenario because of faster vehicle speeds. While stop-and-go traffic may have higher emissions than slow traffic, additional speed is offset by higher emissions at higher speeds (<a href="https://www.accessmagazine.org/fall-2009/traffic-congestion-greenhouse-gases/">https://www.accessmagazine.org/fall-2009/traffic-congestion-greenhouse-gases/</a>). And over time emissions generally correlate with total traffic, so induced demand is likely to increase emissions in the project area very quickly (<a href="https://www.sciencedirect.com/science/article/pii/S1361920912000727">https://www.sciencedirect.com/science/article/pii/S1361920912000727</a>) The project claims on no or minimal induced demand are simply not credible based experience with urban freeway projects in the United States as summarized in the attached article. The likely increase in emissions will significantly affect the outdoor play areas at the Harriet Tubman middle school in the heart of the project area. In any emissions scenario, the freeway and its emissions will be significantly closer to the school due the project. Please see attachments in folder 6 emissions on flash drive. 7. Opaque information and inadequate opportunity for comment A significant group of individuals and organizations requested a 90-day public comment period, but ODOT limited comments to 45 days. In response to complaints about significant omissions in the traffic data in the EA, ODOT provided an additional 623 pages of data on March 13, with less than 3 weeks left in the comment period. After denying that engineering diagrams of the project existed, ODOT released 33GB of drawings on March 23 in response to a public records request. Significant information on traffic modeling assumptions was only provided on March 25. Nonetheless ODOT has provided no extension to the April 1st deadline for comments. Urban freeways by their nature have significant impacts on the cities they exist in. No expansion, even a minor one as ODOT would like to characterize this project, can avoid significant impacts. This project should be subject to a full</p> |                          |

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|                |                 |                                   | Environmental Impact Statement process, which should acknowledge and include the existing Decongestion Pricing Project that is happening in parallel both as an alternative and as a factor in modeling traffic.References:Norm Marshall. 2017. "Why Urban Freeway Expansion is Futile". PSQ (/publicsquare). Aug 2017."Traffic Congestion and Greenhouse Gases". Access. Video From "No More Freeways". Hosted at: nomorefreewayspx.comBigazzi, A., Rouleau, M. 2017. "Can Traffic Management Strategies Improve Urban Air Quality? A Review of the Evidence. Journal of Transport Health.Bigazzi, A. Figliozzi, M. 2012. "Congestion and Emissions Mitigation: A Comparison of Capacity, Demand, and Vehicle Based Strategies. Transportation Research Part D. Evaluation of Build v No Build Conditions for Bicycling with the I-5 Rose Quarter Improvement Project. PBOT.Bertelsen A. 2018. Enhanced Transit Corridors Plan. Portland Bureau of Transportation. June 2018.Windsheimer R. "I-205 Project Funding Scenarios". ODOT Region 1. Presentation.Phillip Ditzler. Personal letter from Phillip Ditzler to Ms. Tammy Baney and Mr. Matthew Garrett responding to questions about tolling sections of I-5. U.S. Dept. of Transportation; Oregon Division. January 8, 2019.City of Portland. 2018. Portland 2035 Transportation System Plan. Portland Bureau of Transportation. May 2018.Portland Bureau of Planning and Sustainability. "Central City 2035 N/NE Quadrant Plan; Adopted by City Council Oct. 25 2012". City of Portland. "Vision Zero Action Plan; Saving Lives With Safe Streets". December 2016.ODOT. 2016. Oregon Transportation Safety Plan. Oregon Dept. of Transportation.-Table V: "2016 Fatal and Serious Injury Crash Rates and Casualty Rates.Oregon Dept. of Transportation. 2018. "2016 State Highway Crash Rate Tables". Transportation Data Section Crash Analysis and Reporting Unit. August 2018.Oregon Metro. 2018. "2018 Regional Transportation Plan. Regional Transportation Safety Strategy; A strategy to achieve Vision Zero in the greater Portland region". December 6 2018. |  |
| 2019 0327      | Chris Thomas    |                                   | I write to voice my opposition to the I-5 rose quarter project. At a time when we should be doing everything within our power to reduce greenhouse gas emissions, this project eliminates a bottleneck, thereby making driving easier and encouraging more of it. As demonstrated in cities across the country, expanding freeways makes driving more convenient, which induces additional driving when people elect to live farther from work, drive farther for shopping, choose between driving and alternative modes of transportation, and so on. If congestion relief, as opposed to encouraging more driving, is in fact the desired outcome, I ask that you first implement congestion pricing to require roadway users to pay for the privilege of freeway use and thereby suppress demand. If equity is a concern, low income users could receive a credit for any congestion fees paid. I understand this is something ODOT is considering in addition to the I-5 widening project, but it should really be the first step as an alternative to the proposed project.Thank you for your consideration.   |  |
| 2019 0401      | Chris Warner    | Portland Bureau of Transportation | Please find the attached document, Exhibit A, which provides comments from the City of Portland on the I-5 Rose Quarter Improvement Project Environmental Assessment (EA) and supporting documents.<br>The comments were assembled from various bureaus with subject matter expertise and responsibility for the appropriate EA topic areas.<br>Portland Streetcar will be responding separately through Portland Streetcar, Inc. although as the systems manager, the PBOT Streetcar Division has also provided comment as part of this submission.<br>As a Participating Agency we appreciate the opportunity to comment and look forward to continued participation as the EA is completed and design work beings. If you have any questions, please contact me.   | 2019 0401 Chris Warner ATT; 2019 0401 Chris Warner ATT 2 (CONTAINS 50 PAGES OF CITY COMMENTS); |
| 2019 0331      | Chris Whalen    |                                   | Hi, I am Chris, I am 14 years old and I care about my future. Please, this isn't going to help at all. Expanding the freeways and adding more lanes only worsens the problem of congestion on the roads because it encourages more people to drive, this makes it even worse for the environment than it is now and is not an okay thing to do. We care, my generation cares and I do not want to be living in a Portland where the freeways look like Los Angeles and the air pollution is as bad as Dheli, India. Please make your decision for the future generations not the comfort of yourselves.   |  |
| 2019 0308      | Christian Grand | Rowe Middle School                | Many thanks for your consistent desire to make Oregon a better place to live. I admire ODOT's efficiency and dedication.I appreciate the work you have put into the Rose Quarter project, but my request is that you do not continue the project.The idea of saving 2.5 million hours of delay each year is surely tempting, but that number is based on the assumption that current traffic projections stay relatively static. This is not the case. Once folks notice the increased efficiency and speed, more people will travel on that freeway, thereby decreasing the intended efficiency. I urge you to take a look at Houston and Los Angeles if you would like an example of how more freeways do not lead to decreased traffic.I also do not believe that the freeway will be helpful for the community that lives in the area. The benefits will go to people traveling through that part of town, not to those who live there. As an educator, I am disappointed that the students of Harriet Tubman Elementary may have to deal with increased pollution and noise for the benefit of people who do not live in the community. I do not believe that having Portland Public Schools pay to have a ventilation systems put into its high traffic neighborhood schools mitigates the risk of breathing the pollution that they do.The people who live there will suffer from increased pollution, while the people who drive through the town will benefit with a temporarily faster commute. The short term benefits of the freeway would certainly be outlasted by a rail line.My wife and I moved to Portland from Southern California because we wanted the ease of travel usually reserved for a small town, and the amenities of a city. We moved here specifically because of the 20 minute neighborhood program.I urge you to lean on Portland's culture of community, urban infill, and forward-thinking   |  |

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|  |                                 |              | mass transit plan. Please do not try to solve a 21st century problem with a 20th century solution.Many thanks for your time; please feel free to contact me with any questions.-- Christian Grand, M.Ed.Rowe Middle SchoolNCEA Treasurer   |                          |
| 2019 0401<br>Christianne Gillenardo-Goudreau | Christianne Gillenardo-Goudreau |              | Expanding the freeways will not help with traffic. This is an incredibly bad idea that will affect the city for decades. It's lazy thinking.   |                          |
| 2019 0224<br>Christina DeArment              | Christina DeArment              |              | I moved to Portland because it is forward thinking and progressive. Please spend your proposed time and money on expanding alternative transportation options including more regularly running busses and trains with larger routes and more safe/well lit bikeways. What about a tax break for employers who allows their employees to commute into work at different times instead of 9-5. Also, let's increase the cost of parking downtown. There are many ways to look at this problem. Let's get creative and find a long-term solution. -christina  |                          |
| 2019 0301<br>Christina M Gullion             | Christina M Gullion             |              | No city has ever solved traffic congestion by adding more capacity. The expansion will make it easier & more convenient for cars to travel the I5 corridor, so more cars will choose that route and it will be at capacity almost immediately. I particularly object to a plan that increases carbon emissions in the PDX area. \$500 million is an enormous amount of money. It could be used for numerous alternatives to auto transport and reduce demand for I5. These projects include sidewalks and crosswalks in East Portland, rapid transit between Portland and Vancouver, better coverage of the city with bus lines & more frequent service, electric buses. Unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief.<br>Finally, demand-sensitive pricing should be applied to the I5 & I84 corridors a great example is the city of Singapore, in which every local vehicle has a transponder with a value-added card, tolls are automatically deducted & priced according to time of day and area; they are even used to pay parking fees in public parking garages. I used the tollway in Dallas, TX for many years traffic moved fast and a toll-tag permitted traffic speed through toll gates.<br>Don't do it! There are smarter ways to spend that money, and the need for reducing carbon emissions is reaching emergency levels. |                          |
| 2019 0321<br>Christine Hoerner               | Christine Hoerner               |              | I oppose the expansion of the freeway through the Rose Quarter for several common sense reasons. 1) It will not solve or even make a dent in traffic congestion through that area, period. Other safety measures should be taken to reduce crashes and fatalities. Start with severely limiting speed because drivers in the left lane go too fast and many cars in the right lane are jockeying to change lanes either left to get around the slowdown of cars merging onto I-84, or right to merge onto the I-84 on ramp which is ALWAYS backed up. Install cameras to detect speeders and ticket them. Enforce a LOW speed limit of 25 or 30 MPH through that short area--it will save time and lives with fewer crashes and delays due to those crashes.2) Pollution--those children and teachers at Harriet Tubman School should not be destined to likely be predisposed to ill future health. Nor should nearby residents.3) The Flint street overpass is a godsend of a bike route connection to the west side of town and is heavily used by bike commuters. It is wide, has little car traffic and feels relatively safe. By eliminating it and creating a possibly less favorable route you risk getting people off their bikes and back into their cars.   |                          |
| 2019 0401<br>Christine Manning               | Christine Manning               |              | I support and agree PPS perspective. Please do not expand I-5. I am concerned about air quality decreasing, traffic impact (increased SOVs), soil stability and health and lastly noise for the students and the surrounding neighborhoods. Please spend the money on 82nd or Powell improvements. (Both ODOT ).   |                          |
| 2019 0316<br>Christine Nelson                | Christine Nelson                |              | Expanding freeways is not the answer to urban automobile congestion. It simply adds to the carbon-dioxide in our environment which is a major cause of catastrophic climate disruption. For the sake of future generations and our earth, please do not be part of this.<br>Building easily accessible urban transportation systems for all sectors of our society is a much more responsible option. By focusing on that you would be creating a better Oregon and setting a new benchmark for those who follow you.<br>Thank you for considering my opinion.   |                          |
| 2019 0315<br>Christine Utz                   | Christine Utz                   |              | Our beautiful city does not need more lanes for traffic and no more freeways. We do need bus only lanes and free transit. Either of those would reduce more traffic than any expansion and in less time than any expansion would take to build. Listen to the children, teachers, parents and even older folks like me who would rather take a few minutes longer to get to our destination when walking, biking or taking public transportation. Yes, I have a vehicle but have CHOSEN to drive only a day or two a month. We have only one EARTH.  |                          |
| 2019 0326<br>Christopher Davies              | Christopher Davies              |              | I am absolutely opposed to any expenditure towards "improving", widening, or fixing the freeway The freeway cuts through the heart of my neighborhood, and is a source of noise and toxic air. Get rid if it.Make 205 the only north-south road,heavily tolled to reduce congestion.   |                          |
| 2019 0401<br>Christopher                     | Christopher F Schiel            |              | The EA fails to reconcile induced demand and is likely to make congestion worse. If we have 12 years to do something about climate change, it is absolutely critical to faithfully assess all environmental impacts.   |                          |

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| Schiel                            |                      |              | Please proceed with a full EIS before moving forward to the design phase.<br>Regards,   |                          |
| 2019 0305<br>Christopher Hebbeler | Christopher Hebbeler |              | Hello, I have lived in Portland for 46 years, born here. Been driving on our portland freeways for 29 years. Although this expansion wont solve our commuter hour congestion, It will ease traffic overall . Back in and around 1985 people complained the MAX train was too expensive, and the train would never be fully utilized. This freeway expansion needs to move forward.<br>My 2 cents.   |                          |
| 2019 0331<br>Christopher Hebbeler | Christopher Martin   |              | Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces.  |                          |
| 2019 0327<br>Christopher Yuen     | Christopher Yuen     |              | I am strongly opposed to this rose quarter project. It compromises all our future sustainable transportation goals, doesn't materially improve safety, exacerbates climate change, and repeats the racial injustice that we are supposed to leave behind. At age 28, I am among a generation of peers that will experience the consequences of our policies and actions nowadays. Sure, we can take a reactionary approach to transportation planning, where we "predict and provide" road capacity where we expect congestion will become unbearable, but our long term mode share and sustainability goals require that we do otherwise. We can either miss all these goals, and carry on a path of automobile dependence, where everyone continues to live further away from school and work, where inner-city racially diverse schools get fed more pollution, where only the poor ride transit; or we take visionary approach- implementing road pricing first and evaluating its impacts before building any more capacity. We could even spend that money towards improving transit or cycling, or for building more affordable housing that would allow people to live closer and need to drive less. Portland would not be the only city that has taken a visionary approach- Vancouver BC abandoned an entire highway network in the 60's and things are working out wonderfully. Traffic cordon counts indicate that car traffic has declined back to levels last seen in the 1970's while downtown has only added more jobs and residents. Transit ridership is soaring. Cycling and walking are becoming practical and safe choices. We can do it too. It takes leadership to do, but we can do it too.  |                          |
| 2019 0312 Cindy                   | Cindy                |              | Hi, I'm Cindy. I'm a student at Harriet Tubman Middle School. The air quality is very bad at our school. To add more trucks and automobiles would increase toxic particulates in the air. The emissions standards are low here in Oregon, and adding more diesel trucks on the highway, yards away from our school, would affect us greatly. Also, if you choose to expand the highway, during construction, surface streets will see a huge increase in drivers. Even now we already have had two students hit by cars near our school. I respect your choice but note that this will affect the students of today and in the future.  |                          |
| 2019 0312 Claire Hansen           | Claire Hansen        |              | Hi, my name is Claire Hansen. I'm a parent of a student at Martin Luther King Junior Elementary School and a student at Harriet Tubman Middle School. I'm a proud member of the Albina community. After 20 years in Portland I was honored to be able to move into the Albina community almost eight years ago. I would like to say that you probably know the history of the Albina community. I hope so as our representatives in government. But I'm not going to assume it because many people, myself included, didn't truly know the history until they moved to the area. Since you probably do, you know that they community has not been listened to again and again. I want to point out that while we have some really amazing middle school students and parents here tonight, we didn't have anyone else out of 500 students because they don't even know. They don't know that this project is expanding into the school grounds. They do not know that there is testimony that can be given. And most of them when I brought it up said "Nobody is going to listen." Please make sure that that is not what happens again. We know the data. We know the science behind the expansion in terms of what amount of capacity will be alleviated, and then further congestion will just be returned. We know about the amount of particulates. But we also know that this is an act upon communities of color, upon poor communities, among people that can't speak out for themselves, or who have spoken out and have been silenced. So this becomes the intersection of how we want to build our society in terms of our air, in terms of our traffic flow, and who we want to listen to. And I feel this project is a wonderful opportunity to say we have a better way to do this. We know what we've done in the past and we have a better way to think about where we can use our money and who it can be used for. We can advocate to use ODOT money somewhere besides expanding the freeway into a school, and into a community that's been disserved again and again with these projects. Thank you for your time. |                          |
| 2019 0326 Claire Swearingen       | Claire S Swearingen  |              | It's astounding to me that ODOT and Portland city officials have been able to lie to themselves about the realities of this project so thoroughly. The proposed changes will do nothing but waste crucial city funds and increase emissions in the backyard of a middle school, all while failing to improve traffic congestion, just as every freeway widen project in the past has. Why was no other strategy employed before jumping to this destructive, expensive conclusion? Where were congestion pricing, transit infrastructure investments, gas taxes, active commuting programs? Where were all of the solutions that actually have the ability to relieve congestion while moving toward goals of sustainability? This is not the 50's, we are well out of the freeway era. It's time to be more inventive with our solutions because if we aren't, all we get is little kids with asthma in the short term and an uninhabitable planet in the long term. Not only will this project be ineffective and damaging, but it is also a massive waste of city funding. Is ODOT even aware that there are entire swaths   |                          |

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|                             |                   |              | <p>of Portland proper that have no bus service, no sidewalks, and roads that are impossible to drive on? A massive percent of the roads in far southwest Portland are unpaved and many of them are in such poor condition that they can barely be considered roads. There are long stretches of road with no sidewalk at all where cars drive upwards of 40 miles an hour. There is an astounding lack of bus service which is especially horrific given that the high schools do not provide school buses. You are forcing families to own multiple cars and doing nothing to help those who can't. There are people all over the city DYING at unsafe intersections in car accidents. I saw a 15-year-old girl having tea with her mother just minutes before she died crossing the street on Hawthorne Blvd. People in this city are dependent on you to use city funding to help them, and you are blowing half a billion dollars on this project. It's insulting. All you are doing by going forward with this project is wasting money and encouraging car use. You are completely stuck in the past. The era of freeways must come to an end if we as a country and as a human race are going to act like we are taking climate change seriously at all. Portland can be an example to other cities of what a smart, green, equitable future looks like, but not if this project goes through. Show those living in this city that you really do have their best interests at heart. Give them safe roads, transit, and clean air. This is a turning point in the fight against climate change, and you're choosing to lose the battle.</p>   |                          |
| 2019 0401 Claire Stein-Ross | Claire Stein-Ross |              | <p>I write to oppose the I-5 freeway expansion, for the following reasons: Portland has long been a leader in urban planning and transportation, as well as public policies that consider the critical issue of climate change. The funds for freeway expansion can have a more lasting effect on the future of Portland and the region if used to further pioneer public transit and other more environmentally-friendly and efficient transportation options. My understanding is that the modeling of traffic improvements due to the expansion assumes construction of the Columbia River Crossing. Because the CRC project is not a reality, these projections are also unrealistic and should be reevaluated. The potential impact to Harriet Tubman Middle School warrants further study, ensuring that any future plans have the support of the school's administration, teachers, and parents. While I appreciate your acknowledgement of the history of displacement in the proposal materials, this project does not fully address concerns of people who live, work, and attend school near the site - a displacement of their perspectives if not their bodies. As many others have already requested, I urge you to conduct a full environmental impact study and to reconsider the long-term ramifications of investing in freeways instead of public transportation.</p>   |                          |
| 2019 0329 Claire Vlach      | Claire Vlach      |              | <p>I am writing to express my opposition to the Rose Quarter I-5 Expansion Project. The negative effects of climate change are already being felt, and I'm worried about the state of the planet my two young children will inherit. 40% of carbon emissions in Oregon are from transportation. Building a freeway will only serve to increase carbon emissions, when we need to be working to drastically curb emissions in order to avoid severe weather, flooding, and other climate-related issues. I also spend a lot of time walking and biking (also with my kids!) and am concerned that ODOT thinks that the best way to improve safety on our streets is via this freeway project. This project is mostly meant to prevent minor collisions such as fender-benders, but other ODOT-owned streets such as 82nd Ave and Powell Blvd regularly see major collisions, including people getting seriously injured or even killed. These are only two of the many reasons why I oppose this project. I would like ODOT to do the following: 1) Implement congestion pricing. This might be enough to solve traffic problems in this area without spending half a billion dollars, and would have a positive rather than negative impact on climate change. 2) Do a full Environmental Impact Statement. This project will have significant impacts on air pollution (including for some of our most vulnerable populations, such as at Harriet Tubman Middle School), on climate change, on transportation in the Rose Quarter area, etc, and should be more fully studied. A no-build alternative that doesn't include a new CRC should be studied, as well as an alternative involving congestion pricing rather than expansion. 3) Spend money on fixing our existing problematic streets to make them safer for people walking and biking and to make them more efficient for transit. This would be a much more responsible use of funds.</p> |                          |
| 2019 0304 Clare Burovac     | Clare Burovac     |              | <p>I am STRONGLY OPPOSED to the expansion of I-5. Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. I live and work within a mile of this area, and I would MUCH prefer that this money be spent on bike lanes and public transit. Thank you for your attention to this.</p>   |                          |
| 2019 0329 Clare Burovac     | Clare Burovac     |              | <p>I am very concerned about the newly released information regarding the affect the highway expansion will have on the Eastbank esplanade. That is a major bike arterial, as well a recreational path for runners and walkers. As someone who travels it frequently (at least a few times per week when it's open), I am very concerned about the new construction that will affect it, as well as the increased air and noise pollution from the vehicular traffic that will use it. As an asthmatic who does not own a car and commutes by bike and public transportation, this will directly affect my health and well being. Please kill this project.</p>  |                          |
| 2019 0402 Clarissa Littler  | Clarissa Littler  |              | <p>I wanted to register my opposition to the Rose Quarter Freeway Expansion. I think it's a bad move to try and improve the efficiency of using freeways instead of making them less necessary by investing in transit and road improvements for pedestrians and cyclists.</p>   |                          |

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|                                |                   |              | As an educator who works across the Portland area---and frequently in east county---I can say that what would help people like me is to have more transit options at a higher frequency.<br>I've read about the proposal for this expansion and I don't think it'll be worth the cost, fiscal or environmental, when we could instead invest in any number of improvements across Portland.  |                          |
| 2019 0402<br>Clarity Flowers   | Clarity Flowers   |              | I am deeply disappointed by the continuation of this project, because I need to have hope for the future, and every dollar we spend towards helping cars is a step away from our priorities. I am frustrated that every day I learn about new fact about the project that I wish had been clear up front. I am angry that people are dying on my city's streets and money that could've gone towards that is instead going towards a freeway, a freeway that is another step in a long legacy of neighborhood destruction in the Rose Quarter. We failed our black communities in the Rose Quarter when we demolished their neighborhoods to build the I-5. It saddens me that we're prepared to fail them further. Please reconsider this project, and instead look into safety improvements for the most vulnerable people on the streets, as well as congestion pricing as a sustainable and proven model for scaling back our dependence on auto-traffic.  |                          |
| 2019 0401<br>Claud Gilbert     | Claud Gilbert     |              | There are myriad reasons to reconsider the auxiliary lane additions to I-5 at the Rose Quarter. Here are a few. The caps as proposed are poorly planned and considered. They will be inadequate, hard to reach, loud, have polluted air and therefore be underutilized as park space. They can be re-engineered to support larger buildings. Larger buildings will tie-in to the Albina Vision Trust plans to reconnect the neighborhood severed in two by the freeway and house the historically impacted and marginalized minority community that was centered in this area. The planned bikeways and street access are poorly planned. Heavily used Flint crossing will be eliminated. Access ramps will have a grade as steep as 10%! Broadway will carry five lanes of vehicle traffic. All of these factors will make non-vehicle use more difficult. The added access lanes will add capacity which, in turn, will lead to induced demand with higher vehicle counts and a return to gridlock. This is just kicking the can down the road and not a long term solution. Congestion tolling as a response to gridlock should be considered. A further investment in expanding freeway capacity (which is what this truly is) runs counter to the pressing need to immediately start reducing our use of fossil fuels. Portland's existing high level of diesel particulate matter air pollution, the immediate presence of Harriet Tubman Middle School, the overwhelming dependence on the single occupancy vehicle and, lastly, the global climate catastrophe all demand a reduction of freeway and internal combustion engine vehicle use, not an expansion. |                          |
| 2019 0327<br>Clay Robbins      | Clay Robbins      |              | This is dumb as hell! The expansion won't fix anything while doing immeasurable damage to the area. Where did they come up with this ridiculous plan? It makes me embarrassed to live here.  |                          |
| 2019 0217<br>Clay Thompson     | Clay Thompson     |              | I love this idea. It would be a much needed boost to the walkability of the Lloyd District and better use of real estate. If you could cap a little more of I-5 that'd be great too.   |                          |
| 2019 0402<br>Clayton Sodergren | Clayton Sodergren |              | I oppose the freeway expansion for a number of reasons. First, it will not help with traffic- LA tried the same thing and it made traffic even worse- which ODOT has even admitted to. Secondly and more importantly, more freeways means more pollution in nearby neighborhoods and overall, and higher CO2 emissions. Our world is already undergoing massive extinction, as has been documented by countless peer-reviewed scientific publications, and more carbon emissions will only speed this up. This proposal is irresponsible in the face of climate change and I oppose it wholeheartedly. Thank you.  |                          |
| 2019 0305<br>Cliff Heaberlin   | Cliff Heaberlin   |              | Just wanted to add my voice of opposition the Rose Quarter Freeway Expansion project: I'm well familiar with the area as a several decade long bicycle commuter and past resident of nearby Boise neighborhood. That sort of funding could be put to better uses supporting a wider range of transportation infrastructure, from sidewalks to rapid bus lines.   |                          |
| 2019 0312<br>Clint Culpepper   | Clint Culpepper   |              | Clint Culpepper, a parent of two future Harriet Tubman students. ODOT is being disingenuous in calling this a safety project. This is a capacity project first and foremost. Barbur, Lombard, Powell, and 82nd are all on our list of high-crash corridors. All of them are also ODOT facilities, on which they have refused to make significant safety improvements. If ODOT was truly concerned about safety, they would spend this \$500 million on projects that would begin saving lives tomorrow. This project is also located in a neighborhood that has been destroyed repeatedly by projects that have been forced upon it. The Memorial Coliseum, the Rose Garden, the Convention Center that we're sitting in today, as well as the I-5 when it was originally constructed, all displaced the community that then neighborhood belonged to. The Albina Vision is a project that is attempting to stitch the lower Albina neighborhood back together. Moving this I-5 project forward will only further damage the neighborhood and make putting the Albina Vision in place even less likely. Thank you.   |                          |
| 2019 0401<br>Clint Rhea        | Clint Rhea        |              | No comment provided  |                          |
| 2019 0325<br>Clint Rhea        | Clint Rhea        |              | I'm deeply concerned with the proposed spending of \$500 million on additional automobile infrastructure in the heart of Portland. We already own a legacy of destroying entire neighborhoods and inducing traffic around our waterways - please don't waste more time and money doing the same. Portland is lagging behind cities around the world that are already debating and/or implementing congestion pricing to win back cities for people. It's time for us to be bold and act on real data for the future of our people and planet, not silently watch ODOT crustify Portland with more car infrastructure. Do not   |                          |

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|                            |               |              | squander this opportunity to reverse course!   |                          |
| 2019 0326<br>Clinton Myers | Clinton Myers |              | No comment provided  |                          |
| 2019 0313 Clive<br>Munz    | Clive Munz    |              | 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.   |                          |
| 2019 0331 Cloe<br>Ashton   | Cloe Ashton   |              | We're at a critical point in society where our leaders need to be forward thinking, but not about the impact generations from now, they need to think about the impact their decisions make within the next 10 years. If leaders make any choice antithetical to lessening carbon emissions they are acting against the people and the planet. This is no longer a fringe ecological concern, but an imminent threat facing every human. Freeway expansions don't work. Mathematical models for traffic aren't effective. The fix can no longer come from throwing options at the wall to see what sticks. We know there need to be fewer personal vehicles on the road, start there. We need universal solutions not just for fixes for those who can afford convenience. Public transit works for everyone. Commuters, locals, tourists, the disabled, the young, the old. If a young professional thinks traffic is inconvenient try being wheelchair bound in outer SE where sidewalks (if there are any) lack curb ramps. Every dollar of the people's money should be spent on equitable solutions for all not stop-gaps prioritizing the few.   |                          |
| 2019 0319 Cole<br>Lalomia  | Cole Lalomia  |              | The idea that we can alleviate traffic by increasing the capacity of 1.8 miles of road is absolutely ridiculous. All freeway expanding projects lead to more cars using the freeway. I've heard the project pitched as a safety improvement-- the thinking being that more space to merge makes for safer merges. If we really wanted this 1.8 section of road to be safe, we would extremely lower the speed limit. Yes, there are some merges that feel unsafe and are prone to crashes in this area, but they would not if everyone was moving at 35mph instead of 50mph. Roads are not unsafe because there is traffic, roads are unsafe because of how we drive on them. I would like to see ODOT implement decongestion pricing before any sort of expansion. What compounds the absurdity of this project is the history of Albina and the safety of children at Harriet Tubman School. I love the idea of capping the highway to re-connect parts of a neighborhood that were destroyed by the original I-5 construction, but only if the caps are actually capable of being built upon. In the current design, the caps will be isolated/disconnected greenspace above and next to the highway. They will be underused. Spending 500 million dollars on increasing traffic, increasing pollution next to a school in a historically under served community, and building a couple of benches next to the freeway is not okay.   |                          |
| 2019 0308 Cole<br>Merkel   | Cole Merkel   |              | To whom it may concern, I would like to lodge my strong disapproval toward the Rose Quarter I5 freeway expansion. I believe this project is a waste of public resources and a tone deaf policy that imperils our future. With any large transportation infrastructure project we need to consider the reality that we have less than a decade to drastically curb greenhouse gas emissions to survive climate change. This project would, long term, increase motorists using the I-5 corridor, in turn increasing the amount of carbon burned in our city center. In Oregon, we have a long, storied history of taking care of our natural resources and creating a stake in public ownership in our infrastructure projects. We made all beachfront public land, and tore freeways out of downtown Portland to create Waterfront Park. Previous generations also had the foresight to stop projects like the Mount Hood freeway and invest those infrastructure dollars in the nation's first ever light rail lines. The half a billion dollars that are set aside for this boondoggle that won't decrease congestion in the I-5 corridor while massively increasing pollution in our city center could be redirected. Instead we could use these monies toward creating large scale green infrastructure projects, or we could simply use them to bring streets in East Portland and throughout the Metro area up to code with paving, bike lanes, sidewalks and rapid bus corridors. Building a freeway, the American infrastructure project of the 1950s, is regressive and menial when we need big, bold and fresh investment to set an example for the rest of the nation. We are required to do this in order to battle the realities of climate change that we are already beginning to suffer under without real, bold action. Please do not spend my tax dollars on this regressive, pointless freeway. |                          |
| 2019 0330 Cole<br>Trusty   | Cole Trusty   |              | Freeway expansion through Portland is a bad idea! Is this a Donald Trump plan? I hope so, because I would like to think better of Oregon Transportation Professionals. Expansion will not solve traffic problems, but will fill that area with more cars, at a time when we need to reduce the amount of cars on our road. You know, we all know, that the cost estimate is a lie. Just the costs of fighting all of us that are seriously opposed to such lunacy is going to be expensive.  |                          |
| 2019 0305<br>Coleen Holden | Coleen Holden |              | Apart from clear studies and statements that show this very expensive lane expansion will not help traffic, it seems like it will do a lot more bad than good. This very large monetary investment will result in increased emissions and a variety of climate concerns. Instead this money could be used to encourage zero emissions, like more zero-emission buses, more sidewalks, increased light rail coverage, etc. I'm very unsure of why money is being thrown to this project, and personally think it's the wrong direction we need to be going as a country. If decongestion is a reason, why not implement decongestion pricing? This is bad news for the environment, and predictions and expectations show little to no return - why are we spending [so much] money on this?!   |                          |

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| 2019 0328 Colin Dabritz         | Colin Dabritz         |              | <p>Good public policy is based on facts, and it's clear that the reasoning in the initial report was based on a flawed assumption. It would not be right to proceed with this project without a new analysis based on clear, transparent assumptions that match realistic possibilities.</p> <p>Moving into a future where the climate change fight is becoming life or death, we need smarter public policy that improves our environment. It seems clear that this project, as it stands, is a net negative. We can't afford policy mistakes like this with our health, safety, and ecology of our world on the line.</p> <p>I've worked with ODOT before, and there are many good people there who are trying to do right by their communities. It's time for the organization to recognize and respect the good work and research the community has done on this issue and listen.</p> <p>Please, stop this project, and work toward better policy that works with communities and our environment. It's a win for everyone.</p> <p>(This is intended to be a public comment on the I5 Rose Quarter expansion project)</p>   |                                     |
| 2019 0308 Colin Gibson          | Colin Gibson          |              | <p>Even if you assume that freeway expansion relieves congestion (it doesn't), any economic benefit would be vastly outweighed by the increased carbon emissions and their contribution to climate change. It does not pencil out in the long term. Expanding freeways is climate denialism. Instead of continuing the failed experiment of freeway construction, we should be doing everything we can to incentivize low-emission transit options and disincentivize personal automobile use.</p>   |                                     |
| 2019 0329 Colin Jones           | Colin Jones           |              | <p>Six of the eight years I've lived in Portland were in the Lloyd District and, after changing jobs three years ago, I've commuted to or from work most days by car. Most weekend, you find me taking I5, I84, or the 26 to get to hiking spots around the state. I appreciate that car mobility is critically important to many Oregonians and that freeways in Portland aren't just about Portlanders. But the Rose Quarter Freeway Expansion is the wrong way to improve mobility and opportunity for Oregonians. We've built our identity as a state that innovates, that puts community vitality first, and that leads the fight against climate change this project moves us in the wrong direction on all three fronts. Rather than developing a creative solution, as we did when we extended the Red Line to the airport rather than building new parking, RQFE doubles down on a freeway strategy that has failed across the country. Rather than supporting community vitality, as we did with the development of McCall Park, this project damages community assets like the Vera Katz Esplanade and divides the Albion's neighborhood once again. And rather than addressing climate change and pollution, this freeway expansion will lead to greater emissions and pollutants for Harriet Tubman students. I would urge ODOT and the City of Portland to go back to the drawing board and find a way forward that lives up to Oregon's values.</p> |                                     |
| 2019 0331 Connor Daliposon      | Connor Daliposon      |              | <p>Freeway expansion has never solved a traffic congestion problem. This project is expensive and disruptive and, worst of all, it won't even work.</p> <p>Please, before moving forward, provide the public with a full Environmental Impact Assessment. People are owed that much at least.</p> <p>\$500,000,000 can fix hundreds of sidewalks, build bus only lanes and protected multi-modal paths.</p> <p>Freeways aren't good. Get creative. Please.</p> <p>I, along with many neighbors, strongly oppose the I5 Rose Quarter freeway expansion project.</p>   |                                     |
| 2019 0331 Connor Robetorye      | Connor Robetorye      |              | <p>A freeway expansion would be moving this city in the wrong direction! Building bigger and bigger roads for more and more cars is environmentally unsustainable. We need to invest in public transit options and improve existing infrastructure much more than we need more lanes on our freeways!</p>  |                                     |
| 2019 0402 Conor Eifler          | Conor Eifler          |              | <p>This is a shameful and lazy move. As our city grows we need to stay true to the values that have made Portland such an amazing place.</p>   |                                     |
| 2019 0327 Connor Toth           | Connor Toth           |              | <p>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)</p>  |                                     |
| 2019 0401 Coral Walker          | Coral Walker          |              | <p>More Freeways are not going to help our city, it is going to make things worse. More Traffic, more accidents, more pollution. Let us invest in public transportation and a more walkable and bikeable city. We do not want to become another Los Angeles with impossible traffic and non-stop freeways. We want a friendlier, healthier lifestyle. Stop the freeways.</p>   |                                     |
| 2019 0225 CoralSage Walker-Dale | CoralSage Walker-Dale |              | <p>Dear all, For a cost of half a billion dollars we could start making the necessary developments on greener light rail and carbonless public transit options. If we have \$450,000,000 to spend on transit, then add more public transit options and do not implement a toll. Given Portland's growing metropolitan area, we should have the kind of regular, circular transit options so common in European cities that bring people in and out of the city at a frequency that makes public transport the best option. As more residential buildings are built downtown without any parking, and as the city tries to move away from being car-centric, it is a painful irony that it is also seeking to swell the freeway. NO expansion project has EVER reduced congestion! PSU, all other states, and anyone with experience will tell you that, if anything, initially freeing up lanes just makes more people drive by 'induced demand'. This is a catastrophic step backward in efforts to limit climate change, a huge waste of taxpayer money, and a source of great disgust for me. I'd like to think you've come across all the following already--but then that would mean you're in denial about it by not following it. Still, I remind you that it is an issue of pollution, social</p>  | 2019 0225 CoralSage Walker-Dale ATT |

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|                             |                |              | <p>justice, climate denial, unrealistic goals, and costs. Increase in air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue 40% of Tubman's students are Black. Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. Not a single urban freeway expansion in North America has ever solved the problem of congestion, due to a concept that urban planners call induced demand. Why are city leaders willing to spend \$450 million betting that somehow, the Rose Quarter Freeway Expansion will be any different? Opportunity Costs: Even *if* ODOT can manage to keep this project under \$500,000,000 (pretty unlikely, given the agency's track record), it's an enormously expensive undertaking whereas the revenues could be spent on a litany of other projects and needs across the region. \$500 million could build bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief. Community Opposition: Despite ODOT's claims that this project reconnects the community, there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed lids over the freeway won't be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations (we wrote a letter to Portland City Hall last year articulating the ways the surface-level street changes are not an improvement to the community). I urge you in the strongest terms possible to end this project and explore other public transport infrastructure that has long been needed and that is a far more sustainable use of funds for our goals.</p> |                          |
| 2019 0402<br>Corbin Smith   | Corbin Smith   |              | <p>I feel a little strange writing to you, seeing as I am a Clark county resident, but I figure this is my metro area, as well. I have sat by, frustrated by my own city and state's deadlocked and half informed response to bringing accessible multiuse transit to Vancouver, and it pains me to see Portland, supposedly more progressive than Vancouver, fumble around with the same asinine solutions to congestion that gave left the I5 Crossing such a mess. Expanding Freeways does not work. It just invites traffic and pollution to our city centers. Portland should be seeking to expand other methods of transit expansion instead of feeding the old paradigm of car-first road construction. I oppose the Rose Quarter expansion.</p>   |                          |
| 2019 0327<br>Courtney Brown | Courtney Brown |              | <p>I am resident of the Eliot neighborhood and a mother of two girls who will attend Tubman middle school. At first I was hopeful that with its freeway caps and "improved" pedestrian and bicycle access that the expansion project would be good for our neighborhood and all the kids getting themselves to and from Tubman everyday. I was hopeful that freeway caps could be used to mitigate the impacts to the airshed around the school from I-5 and that the caps could be used to provide connected and dedicated spaces for bike and pedestrian traffic and re-connect the pieces of what once was the thriving Albina area. But I am saddened to see that the project falls short of providing dedicated lanes for bike and pedestrian traffic and the caps will not be big enough or near enough to Tubman to make any difference. And the project planners missed an opportunity to give back to the community in providing for meaningful connected public spaces. I do not think this project will make it safer for kids travelling to and from Tubman from automobile traffic. And, the Environmental Assessment also does a terrible job of evaluating the impacts to the health of our kids from an expansion of freeway lanes. I heard on OPB that the Environmental Assessment is based on the assumption that the Columbia River Crossing had been built - which we know it hasn't. Are the project planners really that incompetent? If that news is true you must go back to the drawing board and plan for this project under real circumstances. At the very least please do a full Environmental Impact Statement on this project. And please put the health and safety of the most vulnerable users of this area: middle schoolers, bicyclists and pedestrians at the forefront of the project. I would support this project if I believed it contributed to the betterment of our neighborhood and the environment. In its current form, it does not. The focus is clearly on moving as much traffic through the Rose Quarter as possible. This single-minded focus is a missed opportunity. Thank you,</p>   |                          |
| 2019 0327<br>Craig Harlow   | Craig Harlow   |              | <p>I oppose the proposed project to widen Interstate 5 through the Rose Quarter, on many serious grounds. I have read that data used by ODOT has not all been released to outside parties that need it for independently evaluating the project. If that is true, then (1) all data should be made available without restriction or delay, and (2) the period for outside parties to analyze data and address concerns with the public and with ODOT should be extended to allow for robust, and thoroughly inclusive public discussion process. I have now come to understand that the project's projections for traffic volume include the non-existent widening of the Columbia River crossing, and that the same theoretical increase was *not* included in air-quality projections by this project. Is that, in fact, the case? I have also read that the project's Environmental Assessment document doesn't adequately attend on the impacts to health and safety. If it hasn't been done already, then a full and complete environmental impact statement should be ordered. I have also read that advocacy organizations for active transportation -- biking, walking, transit, etc. -- dispute the project's claims that it will improve conditions for active transportation, and that the same is true of affected neighborhood organizations, and groups representing the community's various minority and elderly members. If this project isn't taking those expert groups' input seriously, then the motivations driving the project. Increasing lane capacity through this section will only</p>   |                          |

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|                                |                   |                  | temporarily alleviate congestion problems, and according to the rule of induced demand, that temporary relief will increase incentive for people to choose auto travel along this route and in a short time the same level of congestion will be resumed, but with a greater number of vehicles in slow-motion storage. There is no precedent to demonstrate the notion that increasing lane capacity will have long-term benefit to traffic congestion. Increasing the number of autos participating in this section's congestion will increase auto emissions, in opposition to our state's and city's climate action goals. Long-term traffic and pollution here and in adjacent neighborhoods will worsen, not improve if this project goes forward. The increased pollution is doubly insidious, because those most affected will be the historically abused african-american Albina neighborhood, and the children in attendance at Harriet Tubman Middle School, where my fifth-grader is tracked to attend during the next three years, and which already fails air quality testing under its current conditions, immediately adjacent to this section of I-5. On the whole, I view the project as a wasteful use of public funds, which could be better used toward achieving our city's, state's, region's, and nation's climate action goals, or toward greatly reducing traffic violence that brings injury and death to vulnerable roadway users. Indeed, it could be spent on addressing this section's congestion by implementing other measures that reduce driving through there -- such as decongestion pricing, improved transit service, etc. -- rather than increasing driving. |                          |
| 2019 0322<br>Cresten St. Clair | Cresten St. Clair |                  | I am emailing you to assert my opposition of the I5 Rose Quarter expansion. Bigger roads will simply induce demand, intensify pollution, and make Portland a less livable city for the people who actually live and pay taxes here. Congestion pricing is the answer. Make the drivers from out of state pay their own way.  |                          |
| 2019 0315<br>Cullen Carter     | Cullen Carter     |                  | It's upsetting to see how permanent concrete structures, like roads and highways, are being built for temporary means transportation. (These will eventually become humongous bike trails, no doubt.)  |                          |
| 2019 0401<br>Curtis Bieker     | Curtis Bieker     |                  | I would like to voice a full endorsement of the I-5 Rose Quarter project. As a life long resident of Portland and some one who has been using this interchange to commute to work for the past 15 years, I believe that this project is well worth the trouble and judging from the volume of traffic that I see use this route daily, a large portion of commuters would feel the same way. Unfortunately it seems that once again in PDX there is a very organized and highly vocal group opposed to a much needed public infrastructure project....ignore them. We need this fix to keep traffic out of our neighborhoods (making it safer for bike/pedestrians), offer a safer route for vehicles, and reduce the amount of stopped traffic emissions that contribute to our poor air quality. Let's fix a problem and end the debate.   |                          |
| 2019 0327<br>Cyrus Joiner      | Cyrus Joiner      |                  | Please don't expand I-5. It won't work to relieve congestion, it's a waste of money, and most importantly it will worsen climate change and local pollution in a time of crisis. Spend the money on mass transit options. Thanks.  |                          |
| 2019 0226<br>Dell Goldsmith    | Dell Goldsmith    | No More Freeways | We know we will never decrease traffic and pollution by expanding freeways! We are insane to keep doing this and worse than insane to keep pushing us toward the cliff of climate failure. How much money would you pay for the health of your loved ones? Would you take money to kill your grandchildren? This is what you are doing by proposing yet more fossil fuel burning on the freeways and roadways.<br><br>Use this huge amount of money, our money, to increase non polluting ways of travel--bikes, walking, electric vehicles. You can do better than this fossil fuel worshipping, fossil fuel, expensive, myopic "plan".   |                          |
| 2019 0301<br>D A Wiley         | D. A. Wiley       | No More Freeways | Please consider an alternative to building this new freeway. I am vehemently against this project  |                          |
| 2019 0331<br>D S Hoyt          | D.S. Hoyt         | No More Freeways | Let's not invest in bigger freeways in Portland's core. That's not how Portland became a vibrant, popular place.   |                          |
| 2019 0401<br>Danahy Sharonrose | Danahy Sharonrose |                  | Dear Decisions Makers:<br>I am concerned about the following issues:<br>Expanding freeways is not an effective strategy for reducing congestion. ODOT has failed to make the case for why this project should move forward. ODOT should fully evaluate proven strategies such as congestion pricing and investment in public transportation before spending a half billion dollars to expand a short stretch of highway.<br>The project is entirely at odds with the City's Climate Agenda. 40% of Oregon's emissions are from the transportation sector. We need to focus on strategies that reduce dependency on cars, not perpetuate 1950s style highway projects.<br>At the same time that ODOT is proposing to spend nearly half a billion dollars on expanding I-5, the region continues to neglect serious road safety problems in East Portland.<br>The project will increase air pollution in the backyard of Harriet Tubman Middle School, which already has some of the worst air quality in the state.<br>For a project with an estimated cost of over \$500 million, we feel the projected community benefits are just not there - while the opportunity cost of using  |                          |

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|                         |               |   | these funds shelves other deserving projects with tangible safety improvements or opportunities to decarbonize our transportation system.  |                          |
| 2019 0303 Dale Hall     | Dale Hall     | Truck Driver  | Why don't you make it DOUBLE DECKER 8 LANES OF TRAFFIC EACH WAY This would solve a lot of problems   |                          |
| 2019 0329 Damian Hinman | Damian Hinman | No More Freeways                                    | I'm joining the thousands of other community members across the Portland Metro Area concerned about the traffic congestion, air pollution, and carbon emissions associated with the proposed \$500 million freeway expansion in the backyard of Harriet Tubman Middle School. We ask ODOT to more fully study alternatives, including decongestion pricing, to this expansion with a full Environmental Impact Statement, released to the public. Rather than spend \$500 million on irrational and irresponsible freeway expansion, motivated by special interests, ODOT could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief and not be in direct, extreme conflict with cutting local climate warming emissions. Thank you for your full attention. Damian Hinman   |                          |
| 2019 0330 Damien Erlund | Damien Erlund | No More Freeways                                    | When conservatives rail against big government, this project stands as a perfect example in their favor: * ODOT has misled the public by hiding or obfuscating data * ODOT is largely ignoring a far cheaper and environmentally friendly alternative, congestion pricing (in favor of...project build money? Justifying their own existence? Money to their friends in construction? It smacks of cronyism) * ODOT is ignoring induced demand, which is akin to ignoring basic economics or, say, gravity - it's disingenuous and again, misleading. We all know the state's transportation agency is aware of this basic transportation phenomena * Despite dubious claims of improving active transportation, this project will negatively impact major active transportation corridors (the computer-generated images of the Eastbank Esplanade being covered by an extra freeway lane is tragic) The right course of action is halting this project in its entirety, but at the very least a full environmental assessment needs to be done and done in a way the public can trust, unlike how ODOT has overseen the rest of this project. Regards, Damien Erlund NW Portland   |                          |
| 2019 0302 Dan           | Dan           |   | I have a comment on the EA. On page 25 it states: "This EA evaluates the potential for the Build Alternative to affect a wide variety of environmental resources. However, the following resource topics have not been included in the EA because they are not present in the Project Area or because the Projects potential effects would be so minor as to not warrant a full evaluation in this EA." The list includes "Visual Resources." I disagree with this conclusion that visual resources impacts "would be so minor as to not warrant a full evaluation." Impacts on visual resources is not limited to the natural environment, but also the built environment. Evidence of this are the simulations that were prepared by ODOT to show the Build Alternative, which show more than minor impacts on the built environment (new structures, sound walls, etc.). ODOT elected to prepare simulations of the Build Alternative because of the more than minor impacts to the built environment. The fact that ODOT prepared simulations, but did not evaluate Visual Resources in the EA at all, is an oversight. If the impacts "were so minor" then why did ODOT prepare simulations? The EA simply cannot dismiss visual resource impacts. I recommend the Final EA address impacts on visual resources.  |                          |
| 2019 0312 Dan Dias      | Dan Dias      | Hillsboro Economic Community Development Department | Thank you. Good evening Commissioner Eudaly and Mr. Windsheimer, Dan Dias with the City of Hillsboro Economic and Community Development Department. I am here this evening on behalf of our mayor who is out of town and was not able to come and testify. We've also submitted a letter from the mayor into the record as well. I wanted to thank you for the opportunity to comment and express the appreciation of Hillsboro to the partnerships enjoyed with ODOT as well as PBOT on regional transportation matters such as this. This is a hub of a critical corridor that is important both locally as well as regionally, and that has an effect both environmentally and economically. The region's interstate freeway system is essential to our region's sustained economic competitiveness and vitality in this location as the hub of that freeway system. One major area of regional interest that we've experienced is a need for many of the manufacturers and industries that are in Washington County and Hillsboro as well as the agricultural users out in that part of the region as well, needing to get goods and products through the region out to external market. That's largely done through the I-5 corridor, the I-84 corridor, as well as PDX. Congestion points such as the I-5/8425 intersection and some of the target areas that this project seeks to resolve is critical in that those congestion delays spill over into other key corridors, such as Highway 26, 405, 217, and that adds uncertainty to many of these businesses needing to get things like cancer drugs or medical devices or high-technology products out to these broader markets. And the uncertainty of those travel times and shipping of those goods continue to be a threat and impact both to their business as well as future businesses. This also translates into additional congestion for those workers that also work within those employment centers, needing to go to those jobs and those locations. And if there's congestion on these critical corridors, it also spills over into other areas such as north Portland, St. Johns, the Germantown Road neighborhood, for example, as well. So with that, we support your efforts in this and we appreciate the opportunity to comment. Thank you. |                          |
| 2019 0302 Dan Frye      | Dan Frye      |   | I am a Portland resident and I am opposed to the Rose Quarter Freeway Expansion in it's entirety for the following reasons: #1) It will not improve traffic. Congestion is wide-spread in our road system and this "expensive minor tweak" will not solve anyone's commute issues. #2) It will disadvantage people living and working in the neighborhood. If any benefits accrue they will accrue to long-distance commuters who don't have to suffer the consequences. #3)   |                          |

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|                         |               |                  | This proposal will increase the production of GHGs by encouraging more individual vehicles on the road. Climate change is the most significant economic and environmental issue we have and this is an expensive step backward.#4) ODOT is not being forthcoming about its analysis and data. We need transparency in transportation planning.Instead we need ODOT to invest for the future, not the past. We need#1) Congestion pricing - see London, see Stockholm, see Milan, see NYC coming. It works.#2) Investment in fossil-fuel free public transportation.#3) Investment in improving walkability and biking infrastructure.Thanks for listening.Daniel FryePortland, Oregon  |                          |
| 2019 0329 Dan Gold      | Dan Gold      | No More Freeways | Please, please, please do not expand I-5 into my neighborhood. It is unbelievable that you would endeavor to spend 500 million dollars to expand I-5 without trying out other options first. The impacts to the esplanade would be awful. As a person who lives close to I-5 and uses the area by the MODA center and eastside esplanade frequently, I strongly oppose this proposed expansion.  |                          |
| 2019 0405 Dan Hoeg      | Dan Hoeg      |                  | There is a better solution: cheaper, quicker, and it will change the city's transportation forever. I work for a startup developing electric, clean self driving vehicles, including freight, and deliveries. We could give a report detailing how the I fradyructure 3xpenses.youre proposing could be reduced withbuilding any new or necessary roads. We cam scale our fleet for evacuations, emergency response, and they have 100% runtime efficiency. When can we speak on the phone to give you an idea of what we can offer? TUESDAY at 10 PST? Thanks.  |                          |
| 2019 0313 Dan Kneip     | Dan Kneip     |                  | I read about the public hearing last evening and the fact that many in attendance from the public voiced opposition to this project so wanted to share my opinion.<br><br>After spending a considerable amount of time reading through the project materials, in addition to following along previously via the news media, I am in full support of moving forward with the project. I travel that section of I5 frequently and find it to be nerve wracking at best. Anything we can do to make that section of roadway safer, with a reduction in accidents, is worthy of the expense and effort.<br><br>I do not believe it is a freeway expansion project as many of the critics contend. I do believe it brings additional enhancements to the local area that will improve people flow in the neighborhoods surrounding the project area, and will make it a safer area overall for bicyclists and pedestrians.<br><br>I think many critics hear the word spending money on highways and thus automatically make the leap to "we are expanding capacity." I don't see how they can come to that conclusion other than they have preconceived biases to spending money on anything other than new bike lanes.<br><br>Please do not listen to the critics and move forward with this solution. I commute to a job downtown down the I84 corridor and often end up taking that section of I5 when 84 is backed up.<br><br>Dan Kneip |                          |
| 2019 0323 Dan Macleod   | Dan MacLeod   | No More Freeways | This will not solve congestion and ignores the clear and present danger that is climate change. I thought we were progressive not regressive, Portland?  |                          |
| 2019 0329 Dan McFarling | Dan McFarling | No More Freeways | ODOT has failed to consider a sensible public transportation alternative to this expansion of pavement. In fact, ODOT has failed to offer or consider ANY alternative to more pavement.<br><br>ODOT's focus has incorrectly been on moving vehicles. The focus needs to be on how to move more people and more freight, NOT more rubber tires. Move more people and freight using LESS space, NOT more space!<br><br>ODOT claims they lack sufficient funds to adequately maintain EXISTING pavement. It makes NO sense to waste limited resources on EXPANDING that which we cannot maintain. Although ODOT has claimed "this is not a freeway widening project," it is in FACT a freeway widening project.<br><br>There is no way one can waste even more space and money on a mode of transportation (SOVs) in a congested area and expect to relieve congestion.<br><br>ODOT is LONG OVERDUE to change from being a DEPARTMENT OF HIGHWAYS, and begin to become a Department of TRANSPORTATION.  |                          |
| 2019 0312 Dan           | Dan McForling |                  | Thank you for the opportunity. My name is Dan McForling. I got my start in this area back in 1947. In an area already strangled by congestion, it is foolish   |                          |

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| McForling                |                |                  | to pretend that one can devote even more space and waste even more dollars on a mode of transportation that is inherently inefficient in terms of land use. If we wish to increase mobility in the Rose Quarter area, we need to invest in public transportation. Saying a freeway widening project is not a freeway widening project does not change the fact that it is a freeway widening project. Quote, "The money can only be spent on highways." Today that is true. But when the only significant source of transportation funding is locked into the least effective response we can have to transportation needs, we have a serious problem and it needs to be changed. We need to change that reality. About 30 years ago, the Oregon Department of Energy issued its annual report. And in that annual report, the Department of Energy stated quite clearly that until we change the constitution, which currently restricts money from highway revenues into building more roadways, we can never hope to realize an effective transportation systems. Thank you.   |                          |
| 2019 0401 Dan Pape       | dan pape       | No More Freeways | Freeway Expansion is Climate Denialism! 40% of Oregons carbon emissions come from transportation- as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities.   |                          |
| 2019 0312 Dan Peterson   | Dan Peterson   |                  | I feel it necessary to comment on this project based on a lot of seemingly overblown comments I have seen on the issue. Personally I use a bicycle for around half of my trips and my mileage driven is very low outside of road trips. I yearn for cities that are more bike-able, transit heavy, and dense. Days I commute by car are often my worst. That said, I think the backlash to "widening" the freeway in the Rose Quarter is undue. The project primarily looks to link two sections of 3 lane freeway with a continuous 3 lanes alleviating a bottleneck that has flow issues even at the best of times. I am a proponent of many road diet projects in neighborhoods and commuting routes, however I-5 is a federal highway and an economic artery, and crippling it can and will lead toward economic detriment. I still believe heading toward transit and density city planning is the best course of action over the long term, but pulling the rug out from under projects that will see us through until transit and density start paying off dividends is absurdly short sighted. Thank you,   |                          |
| 2019 0329 Dan Shaw       | Dan Shaw       | No More Freeways | The assumptions that justify the Rose Quarter freeway expansion are, at best, falsely based and, at worst, immoral. Evidence from cities around the US clearly demonstrates that increasing the capacity of a freeway does nothing to improve congestion, instead compounding the issue of idling emissions and a reliance on the single-occupant car. Moreover, using the excuse of enhancing the convenience of commuters to add to the dangerous levels of pollution at Harriet Tubman middle school smacks of eminent domain and is unconscionable. Portland deserves a robust approach to congestion that takes into account benefits to all road users and the community at large. Do better.   |                          |
| 2019 0311 Dana Gehm      | Dana Gehm      |                  | I support the expansion of I5. The Portland metropolitan area road system does not have enough capacity. That is why there is so much congestion. The proposed expansion is probably too little, too late and hence will not solve the problem. But whatever can be done, to improve the highways, should be, and as quickly as possible.   |                          |
| 2019 0331 Dana Henderson | Dana Henderson |                  | I am emailing to send my strongest opposition to the proposed Rose Quarter highway expansion. We already know based on decades of examples from other cities and badly designed freeway expansions within Portland itself that this kind of brute force motorist-favoring urban planning DOES NOT WORK. The science is in on projects like these, they are inefficient and will be detrimental to overall quality of life in what is supposed to be a progressive and forward thinking city. The environmental and design documents provided to the public are woefully inadequate and riddled with errors or outright misrepresentations. The project would have a massive impact on bike commuters and further worsen the noise and pollution problems along the eastbank esplanade, not to mention the dangerous and morally reprehensible health impact on the students of Harriet Tubman Middle School. There are better ways of spending this money to actually improve safety and decongestion within the city. I'd recommend looking at the numerous safety issues along 82nd Avenue and putting in some real protected bikelanes along ODOT roads east of 82nd, not the dangerous joke of a lane that passes now. Otherwise we'll have a downtown like so many other cities I've visited and lived in : bumper to bumper traffic along economic deadzones filled with massive overpriced parking complexes. As a Portland resident for 12 years now, I'm completely baffled by the constant backsliding that this city has made in livability and planning, completely abandoning any pretense of being 'the city that works' and simply acquiescing to the greed of developers and corporate entities that honestly don't give a f*** about the people that actually live here. Show that Portland and Oregon can still make commonsense decisions that actually benefit people, and scrap this wrongheaded plan. |                          |
| 2019 0309 Dana Weintraub | Dana Weintraub | No More Freeways | Hello: Please reconsider the plan to add extra lanes to this particular stretch of I-5 near the Rose Quarter District. I'm originally from a suburb of Los Angeles, and being stuck in an endless backup at all hours of the day and night while gagging on smog is not what I would consider worthwhile. Surely, there are much better alternatives and use of limited funds that will achieve the same desired results. Its way past time to wean ourselves out of the automobile and into mass (public) transit. If other developed (and advanced) nations can exist with more efficient modes of travel, so can we.   |                          |
| 2019 0329 Dane           | Dane Eastlake  | No More          | Please reconsider your plant to redevelop I-5 through the Rose Quarter. The negative impacts will far outweigh the benefits, if any.  |                          |

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| Eastlake                                   |                      | Freeways     | <p>In addition to a staggering price tag and years of delays and neighborhood disruptions, the project would hope to increase the amount of traffic in the core of our fair city and simply move the congestion down the road a mile or so. More noise, more pollution, more visual blight...</p> <p>We shouldn't be wasting our time and money trying to encourage more people to drive. The only long-term solution to traffic jams and drive times is to get more people out of their cars. Otherwise, we're just pushing the problem down the road for the future generations to deal with. I would suggest system-wide free mass transit. Thanks.</p>   |                          |
| 2019 0312<br>Daniel Amoni                  | Daniel Amoni         |              | <p>I live in Portland. There are so many things to say about this. I just want to address the portion that adds pavement against adding pavement. Whether or not the build increases pollution or decreases pollution or let out this heat effect or more greenhouse gases, I can put that to the side and I just want to say that building this project sends the message that there's not a problem. That we've been living just fine and will continue to live just fine. We don't need to change our behavior. We don't need to develop new patterns of thinking. We don't need to rethink our relationship with the land that we live on and that feeds us and makes us healthy. We don't need to be creative. It just sends the message that technology will always solve more problems. We can build our way out of things. And I don't like that message. That's not the message that I try to teach my children, and I think that as leaders and decisionmakers, you can do better than that. I'd also like to say that improving driving is a weird idea. It's kind of like saying I want to improve the slipperiness of my bathtub so I fall and hit my head and die. I just -- I don't get that phrase, "improve driving." What this seems to me is a better kind of wrong. And whether or not -- you know, the no-build isn't great either. Let's just -- let's look beyond the current system that we have. Thank you.</p>   |                          |
| 2019 0401<br>Daniel Amoni                  | Daniel Amoni         |              | <p>I am opposed to increasing the amount of pavement within Portland. Transportation needs to be expanded much more in modes that do not contribute to climate change, divide communities, encourage sprawl, and cause high rates of fatality. The era of the automobile needs to come to an end. Its costs for us and the environment are too high. Instead of talking about widening I5 in inner Portland, you should be talking about what Portland will look like in a post-car future.</p> <p>Have vision and do something great instead of repeating the mistakes of the past. Its time to move on.</p> <p>Thanks,</p>   |                          |
| 2019 0311<br>Daniel Serge G<br>Constantino | Daniel<br>Costantino |              | <p>I oppose the I-5 widening through the Rose Quarter. I would like to encourage you to instead consider making wide-ranging safety and travel time improvements for pedestrians, bicyclists and public transit vehicles operating on orphan state highways throughout the Portland metro area. Between increased air pollution, increased carbon emissions, induced traffic, the opportunity costs and the very real impacts to the surrounding community over multiple decades (and their disproportionate impact on historically underrepresented and oppressed populations), it very much seems like widening I-5 through the Rose Quarter is worse than a waste of time. The underlying reasoning for this project relies on the notion of scratching an itch. It is frustrating from the engineer's-eye view (and the driver's-eye view) to see a 3x3 section narrowing to a 2x2 section, only to widen again to a 3x3, in a section where demand is highest. As someone who spends my life designing transportation networks, I understand the itch. God I do. But scratching itches to make a cleaner diagram rarely makes for good transportation policy. Especially when scratching the itch will cost hundreds of millions of dollars to favor driving, already the most favored part of our transportation system. Congestion isn't induced by the 2x2 freeway width bottleneck; it's induced by the fact that driving is the only reasonable way to get around for too many people. By investing massive resources to make driving more convenient yet again, widening I-5 in the Rose Quarter just exacerbates this problem; it's not a reasonable way to spend our society's capital resources. This project barely can stand on its own two feet from a safety perspective. In a best-case scenario, less congestion means higher speeds in the most crowded part of the regional freeway system. High speeds + high volumes = more and deadlier crashes. Recent crashes in the Woodburn area show what can happen when you widen the roadway and smooth out traffic in a high-volume area. It's great when it works, but how many people need to die or be maimed so I can get to Salem on time? At the same time, we know that this project will have long-lasting and severe community impacts. Increased air and noise pollution will affect residents, schoolchildren and workers in inner N/NE Portland. Increased traffic locally (on and off the ramps) will lead to further evident hazards of injury and death to anyone not driving a car in the Rose Quarter area. Statistically, induced traffic within several miles of I-5 will lead to more injuries and death due to driving in Portland as a whole. All of this before we talk about what else you could spend a few hundred millions of dollars on, and the massive improvements in public health and safety those could bring. How many miles of safety improvements, new and repaired sidewalk, signalized cross-walks and protected bike paths along state highways does \$500 million buy? How much better could Barbur Boulevard, TV Highway, Powell Boulevard and East 82nd Ave be for all users if we invested even a fraction of the amount contemplated here for I-5 in the Rose Quarter? And all of this before we talk about the climate denialism underlying the notion that it's OK for car traffic volumes to increase or even continue at present levels. The carbon footprint of a freeway stretches much farther than the fuel burned in just that one segment. Road construction and maintenance, new car and truck production, induced land-use change in the exurbs; all of those are carbon-intensive, too. Even the project's purported benefits, achieved on its own terms, are likely to be mirages. Higher speeds and less congestion mean induced traffic, which has been demonstrated to cancel out travel time improvements within 5 years' time if not sooner. How many times does LA need to widen 405 or Houston need to widen the Katy freeway before we learn that lesson? Is there really an argument</p> |                          |

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|                                 |                    |                  | <p>that 3x3 (or 4x4, or 10x10) bumper-to-bumper traffic is better than 2x2 bumper-to-bumper traffic?I want to add that it is extremely disheartening that ODOT and FHWA couldn't even deliver the technical appendices showing the numbers underlying your impact analysis. This is poor practice, and a disservice to your hard-working professional staff and consultants: anyone with a knowledge of models knows they can be tortured. Not showing your work is essentially implying to the wider professional community that your work cannot be trusted. It makes me feel very bad for your modelers, whom I'm sure spent as many arduous hours working on the EA as anyone else.In summary, for all the reasons above, and I'm sure others I have not had time to detail, please do not widen I-5 in the Rose Quarter. It's not worth it, just to scratch the itch. If you want to spend several hundred million dollars in the Portland metro area in less harmful ways, please instead develop a comprehensive rehabilitation and improvement plan for the major orphan highways, concentrating particularly on improvements to safety and travel times for vulnerable road users and public transit vehicles. Done on a broad enough scale, this is the only way to actually lower the massive vehicle travel demand on our region's freeways that causes the traffic jams in the first place.Thank you,Daniel CostantinoSE Portland</p>   |                          |
| 2019 0329<br>Daniel Derrick     | Daniel Derrick     |                  | <p>My name is Daniel Derrick and I live in SE Portland. I am 25 years old and a third-generation Oregonian. I care deeply about the future of my city and my state. This is why I am writing to voice my strong opposition to the construction of the Rose Quarter I-5 Freeway Expansion. I think that this project will harm nearby communities, increase traffic volume in the city center, and degrade our public spaces. It will will do so while doing nothing meaningful to combat climate change or to improve safety on our streets. ODOT has touted the safety benefits of this project, but this is misleading. Traffic safety is very important to me. I find it very troubling that more people die on our streets than are murdered in Portland, and I think that we need to take traffic safety and traffic deaths seriously. But this project does not meaningfully address safety. I know the locations in Portland where traffic deaths happen most often. It is public information. Fender-benders are common on the Rose Quarter stretch of I-5, but crashes that cause serious injury or death are rare. Many of Portland's most dangerous roads (Powell Boulevard, N Columbia Boulevard, SE/NE 82nd, etc) are state-owned. If ODOT was truly concerned about safety, they would be spending serious money on improvements on the streets where people die and are seriously injured, instead of spending half a million dollars to improve a location where people get into fender-benders and slow down traffic. I used to cycle daily through the Rose Quarter, and the improvements for pedestrians and cyclists on Rose Quarter surface streets do not convince me that this project is worthwhile, either. The removal of the useful Flint overpass is not addressed by the plans, and the proposed bike/ped bridge over Clackamas seems like a solution in search of a problem. A meaningful improvement to the surface streets of the Rose Quarter would be include full, buildable caps over the interstate, not dressed up construction staging areas. Adding lanes to ramps will also degrade the experience of the Eastbank Esplanade. Places like the Esplanade make Portland special, and this project will encroach and cast shadows on portions of the path, which already suffers from its proximity to the interstate. We should not be spending money to have an even larger freeway ramp loom over our river. This 500-million-dollar project has also been billed by ODOT as something that does not increase the capacity of the interstate. This is misleading. You cannot convince me that the same number of cars currently flowing through 2 lanes will now flow through 3 or even 4 lanes. It does not matter if the lanes are called through or ramp to ramp - this project increases capacity. When we plan for the future of our area's transportation, we need to find solutions that reduce car use and seriously reduce emissions, such as public transportation and active transportation. Moreover, has the effect of congestion pricing been examined in the modeling and projections related to this project? I don't believe that it has. Congestion pricing has the potential to relieve congestion throughout the area, not just in one "bottleneck", and it does not require huge infrastructure investments. If it is ineffective, congestion pricing could be reversed. Before we spend \$500 million dollars on an investment in infrastructure, we should be sure that it is absolutely necessary and assess whether alternatives could yield the same effect. This project will also increase air pollution at Harriet Tubman Middle School, where a majority of students are people of color. Research shows that children exposed to poor air quality have a higher risk of asthma - and these effects are more pronounced in young African Americans (<a href="https://www.epa.gov/sciencematters/links-between-air-pollution-and-childhood-asthma">https://www.epa.gov/sciencematters/links-between-air-pollution-and-childhood-asthma</a>). Exposing these children to increased pollution is especially unconscionable given the fraught racial history of N/NE Portland. A more thorough environmental assessment is needed to ensure that this project does not inflict even more harm on Portland's marginalized communities. I strongly support transportation spending, but not on freeway expansions. Has any city ever built its way out of congestion? We need to invest in public and active transportation to reduce the demand on our freeways. We need to explore congestion pricing as a tool to manage the infrastructure we already have. We need to spend our transportation dollars to prevent deaths, not fender benders. We can do so much better than this in 2019. Sincerely,Daniel Derrick</p> |                          |
| 2019 0329<br>Daniel Edward Bund | DANIEL Edward BUND | No More Freeways | <p>this freeway expansion is a terrible idea. It will not improve congestion, it will not improve safety, and it will not improve the neighborhoods around it. If you want to really improve things here in North/North East Portland consider burying the freeway altogether or ripping it out and routing all traffic over 405.<br/>Or just try congestion pricing!</p>  |                          |
| 2019 0302                       | Daniel Frye        |                  | I write in strong opposition to the proposed Rose Quarter Freeway Expansion because it represents exactly the wrong direction for the Rose City and  |                          |

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| Daniel Frye                 |                |                  | Oregon. Climate change is real, climate change is happening now, and climate change represents the most critical economic, environmental, and national security issue of our time. Investing in more fossil-fuel-powered traffic will increase Oregon's Greenhouse Gas (GHGs) emissions at a time when we need to be decreasing them. We need to our transportation \$\$ in public transportation, electric vehicle infrastructure, and walkable communities.Thank you.Daniel FryePortland, Oregon   |                          |
| 2019 0311<br>Daniel Frye    | Daniel Frye    | No More Freeways | We need to stop the Rose Quarter Freeway Expansion project. It is direct opposition of where Portland needs to go in the coming years. The main points:#1) The proposal will increase Greenhouse gases (GHGs) by putting more people on the road when the our city and our state have committed to lowering emissions to fight climate change. We need to be funding infrastructure that provides for fossil-free transportation.#2) The entire road grid around the proposed project is at capacity. Increasing freeway capacity on the interstate will simply clog up the entire system - putting more cars idling. We need to be funding smart-city infrastructure that takes cars off the road.#3) More cars will make it less safe for pedestrians and cyclists. We need to be funding infrastructure that builds walkable communities and better biking commute paths.#4) Freeway expansions never reduce traffic congestion. Every major city in the US has proven this over the past decades. We need to implement decongestion pricing instead.#5) Once again, Portland is pushing a project based on inequity. This proposal would decrease the livability of a Portland city neighborhood for the benefit of suburban commuters, who won't see improvements anyway. We need to provide better mass transit options for suburban commuters that don't impact city neighborhoods.Thanks for listening.Daniel D.. Frye   |                          |
| 2019 00401<br>Daniel Frye   | Daniel Frye    |                  | I am a Portland resident and I am opposed to the Rose Quarter Freeway Expansion in it's entirety for the following reasons:#1) It will not improve traffic. Congestion is wide-spread in our road system and this "expensive minor tweak" will not solve anyone's commute issues.#2) It will disadvantage people living and working in the neighborhood. If any benefits accrue they will accrue to long-distance commuters who don't have to suffer the consequences.#3) This proposal will increase the production of GHGs by encouraging more individual vehicles on the road. Climate change is the most significant economic and environmental issue we have and this is an expensive step backward.#4) ODOT is not being forthcoming about its analysis and data. We need transparency in transportation planning.Instead we need ODOT to invest for the future, not the past. We need#1) Congestion pricing - see London, see Stockholm, see Milan, see NYC coming. It works.#2) Investment in fossil-fuel free public transportation.#3) Investment in improving walkability and biking infrastructure.  |                          |
| 2019 0401<br>Daniel Gebhart | Daniel Gebhart | No More Freeways | This project cannot go forward without an Environmental Impact Statement and a fully independent review of the traffic modeling.   |                          |
| 2019 0328<br>Daniel Jaffee  | Daniel Jaffee  | No More Freeways | Dear Members of ODOT I-5 Rose Quarter Improvement Project team:I am writing with urgent concerns about the environmental, pedestrian/bicycle, transit, and human impacts of the proposed I-5 Rose Quarter project.Adding new lane capacity on the the Rose Quarter segment of the I-5 freeway is not a short-term or a long-term solution to traffic congestion. It is essential to recognize that freeway expansion has never solved traffic congestion, and has often made congestion far worse at a high human and environmental cost.Construction of the proposed auxiliary lanes will subject the region to mant years of congestion-inducing construction in the Rose Quarter that will cause delays and detours across the region for bus riders, pedestrians, and bicyclists. The very groups who are already making the environmentally-sound choices needed to reduce congestion will be harmed by the construction of this auto-centric project.I urge ODOT to perform a full Environmental Impact Statement (EIS) that includes analysis of meaningful alternatives to the current proposal. Prioritization of single-occupancy vehicles has significant adverse impacts on Oregons ability to meet the 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 to the region as a whole. The methodology and outcomes of these revisions should be made available for public review and comment. I also urge you to remove the addition of auxiliary lanes on I-5 from the I-5 Rose Quarter plan, and instead to pursue the following two solutions:1) To work with municipal, regional, business and community partners to implement decongestion pricing (aka tolling) on I-5 *before* any further study or work to expand the Rose Quarter Freeway is conducted. HB 2017 mandated that the Oregon Department of Transportation move forward with decongestion pricing initiatives on I-5 and I-205. Overwhelming research indicates that decongestion pricing is the only successful method of eliminating metropolitan traffic congestion. Thus, it is only sensible to move forward with decongestion pricing first. Our states tight budget, our local neighborhoods air quality, and Oregon's initiatives to combat carbon emissions are reason enough for ODOT to demonstrate leadership and implement decongestion pricing before spending half a billion dollars on freeway expansion. 2) To work with municipal, regional, and transit agency partners to construct continuous dedicated bus lanes, protected bike lanes, and high-quality pedestrian environments on all roadways within ODOT jurisdiction in the Metro region. Many of these ODOT-controlled roads have significant safety problems and contribute significantly to regional congestion. ODOT has the opportunity to apply \$500 million to address congestion systematically, rather than applying an expensive and ineffective spot solution. Money contributed by regional taxpayers must be spent on the most cost-effective infrastructure, infrastructure proven to reduce congestion, air pollution, and carbon emissions. High-quality Bus Rapid Transit lines cost approximately \$50 million a mile, and our region would be far |                          |

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|                                |                  |                  | better served by 10 miles of BRT on our most congested corridors. These two recommendations provide a significant opportunity to reduce congestion, emissions, and public health threats, while improving safety on the regions streets and providing more equitable access. Congestion pricing can create additional revenue that could be used to implement transit-priority improvements and to construct dedicated lanes for existing and new bus lines and the Portland Streetcar. This project as currently outlined in the Environmental Assessment document actually slows public transit through the neighborhood, an unacceptable outcome for a \$500 million investment in transportation infrastructure.The Environmental Assessment document, as provided, is inadequate. I urge ODOT to recognize this inadequacy, and to conduct a complete EIS of the project before taking any further steps.Thank you for your attention,Yours Truly,Daniel Jaffee  |                          |
| 2019 03132<br>Daniel Peppenger | Daniel Pippenger | Port of Portland | Thank you for the opportunity to comment on the Rose Quarter Environmental Assessment. The intent of this letter is to express support for the Rose Quarter project at this phase of review.The Port views the project area as one of the top freeway bottlenecks in the Portland region. As an agency whose mission is tied to the safe and efficient movement of travelers and cargo, the importance of this project is paramount to us.The highway components of the project will add auxiliary lanes to reduce conflicts and allow a safer facility for vehicles entering and leaving the freeway. The safety benefits of the project will also result in reduced delays and therefore reduced vehicle idling time.The surface street improvements provide lid structures over the freeway to allow for more active transportation connections and public space connecting the city in ways that haven't previously been possible and providing more options for bikes and pedestrians.The Environmental Assessment identifies long-term project benefits of improved speed and travel time on 1-5, increased safety and crash reduction on 1-5, improved freight movement, multimodal benefits for areas east and west of 1-5 and stormwater treatment for the project area. The Port believes the longterm benefits outweigh the temporary construction impacts identified for the project.We fully support moving the project forward in its current form through to completion to realize the many benefits it will bring to the city and region.Thank-you for the opportunity to comment on the Environmental Assessment for this important project.Sincerely, |                          |
| 2019 0331<br>Daniel Sinderson  | Daniel Sinderson | No More Freeways | I recently moved from NE Rodney ave. The idea that the city of Portland is going forward with this project is ridiculous to me: we have the benefit of hindsight and know that highway expansion has never actually worked to reduce traffic, and this takes money away from other projects/options that could do more to actually solve the stated issues (reducing traffic and carbon emissions could both be more significantly and economically battled with a well-planned road pricing policy, for instance). Please don't go through with this. It's a massive waste of money that may actually make the problems worse and that will most certainly put extreme stress on the surrounding communities.  |                          |
| 2019 0330<br>Daniel Sloan      | Daniel Sloan     |                  | This expansion project flies in the face of what Portland claims to be about. Portland should be the leader in transportation solutions in the United States, not regress to the 1950s. This money could be used to significantly improve existing infrastructure and expand access to public transit, directly impacting the entire Portland community. Instead, it's a hyperfocused boondoggle that likely won't actually serve its proposed purpose of easing congestion.  |                          |
| 2019 0226<br>Daniel Wilson     | Daniel Wilson    | No More Freeways | I am writing to sincerely express my opposition to the I-5 Rose Quarter freeway expansion. As climate change becomes a more and more urgent crisis, the last thing we should be doing is exacerbating our already absurd transportation choices. My understanding based on the testimony of people smarter than me is that freeway widening will only make congestion worse, further polluting the city and making it less livable. There are so many wonderful ways to promote human transportation. Bus rapid transit, light rail expansion, infrastructure for safer and more efficient walking and biking. All of which are pro-social, pro-environment, pro-happiness, and far cheaper!<br><br>We need fewer people driving, and we need to stop making it so easy to do so. Please do the right thing and end this project. Thank you for your time and consideration!  |                          |
| 2019 0324<br>Danielle Dorman   | Danielle Dorman  | No More Freeways | As a longtime resident of Portland, I am strongly opposed to freeway expansion. Seeing how freeway expansion has just created even more traffic in places like LA and other major cities, I don't think this is the right move for Portland. I feel especially strong about this in a time where our population is expanding, especially into new apartment complexes with very few or absolutely no designated parking for residents. To follow suit and keep our freeway traffic at a minimum, we should be encouraging Portlanders to ditch their cars, or only have one per household, and commute by bike, e-scooter, and public transportation as often as possible. If we can dedicate city funds and resources towards educating the public about the already existing bike routes, create more bike and scooter friendly streets, and maintaining our already crumbling roads instead of expanding the freeway, I think we as citizens and a city will be much better off.   |                          |
| 2019 0327<br>Danny Dunn        | Danny Dunn       | No More Freeways | Please do not encourage more people to drive single occupancy vehicles through the heart of our city by going through with this project.Thank you.  |                          |
| 2019 0330<br>Darla Truitt      | Darla Truitt     | No More Freeways | I'm against expanding the portland freeway system. More mass transit, less cars! Portland has made for a great city with excellent transportation system. What we don't need is more cars! Bigger freeway = more cars, NOT less traffic. You cannot fix the congestion with bigger freeways. NO TO BIGGER   |                          |

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|                                     |                        |                  | FREEWAYS!   |                          |
| 2019 0316<br>Darsey Landhoe         | Darsey Landoe          |                  | Thank you for taking comments on this project.<br>My general sentiment on this project is that we're facing a potential earthquake here in Portland, and we've seen study after study show that the damage to our bridges would be catastrophic. I don't understand using state funds for a road expansion, when our bridges desperately need to be upgraded. Part of living in Portland is accepting the fact that if you happen to be using all but a couple of the bridges when an earthquake happens, you will most likely die. Let's please take care of what we have before we think about how we can introduce more traffic, pollution and congestion into our inner city.<br>Thank you.   |                          |
| 2019 0326<br>Darshan Rajesh Chauhan | Darshan Rajesh Chauhan | No More Freeways | I completely disagree with freeway expansion. Portland being the leader of active transportation in the US, should NOT put money down the dump for freeway expansion. It has never solved congestion, it never will. Portland should instead invest in high quality infrastructure for pedestrians, bicyclists, and transit users.  |                          |
| 2019 0324 Dave Smith Bass           | Dave Smith Bass        |                  | we desperately need to widen the rise quarter freeway. Please add a couple lanes. Also enforce zipper merging.  |                          |
| 2019 0401 Dave Royer                | Dave Royer             |                  | I would like to submit my comments on the I-5 Rose Quarter project. From all the available information, ODOT has not made the case for why this project should move forward. In fact, the evidence strongly supports that this project should not move ahead, and a different set of proven and cost effective measures taken instead to meet the underlying requirements.-- Expanding freeways is not an effective strategy for reducing congestion, and in fact will make things worse in the long term. ODOT should fully evaluate proven strategies such as congestion pricing, public transportation, and support for active transportation (biking, walking).-- The project goes in the wrong direction from Portlands Climate Agenda. 40% of Oregons emissions are from the transportation sector. We need to focus on strategies that reduce dependency on cars, not perpetuate 1950s style highway projects.-- For a project with an estimated cost of over \$500 million (and which would certainly grow much larger on execution), the projected community benefits have not been at all demonstrated, while the opportunity cost of using these funds is far too high. It ignores serious road safety problems in East Portland and would make air pollution worse in an area that actually needs the most improvement in the state. Thank you for the opportunity to share my comment on this project. I hope that the project is completely reworked in order to actually improve the environment and quality of life in Oregon, not actively make it worse as the project as currently proposed would do.-- Dave Royer |                          |
| 2019 0325 Dave Shaut                | Dave Shaut             | No More Freeways | ODOT looks like it is not being transparent with the data models provided in during the public testimony. The impacts to the Harriet Tubman School are horrible. How can you expand a freeway with the impact being that the kids cannot go outside for recess? Please take a hard look at the impacts as well as the impact of facilitating more traffic, which will contribute more GHG to the environment. Our planet is in climate crisis. Do not deny your agency to stop this project and send the money back to the legislature for some project that will pay for mass transit. We need to get people out of cars, and this project doesn't do that. It will continue to hurt black communities along I-5, further perpetuation of what happened when I-5 was built in the beginning.   |                          |
| 2019 0401 Dave Stevens              | Dave Stevens           |                  | Hi, this project is an ill considered step in the wrong direction, especially in the face of catastrophic climate change. We also know that it will not ultimately relieve congestion.<br>Please stop.  |                          |
| 2019 0325 Dave Whipple              | Dave Whipple           | No More Freeways | I am writing to express my opposition to the proposed expansion of I-5 near the Rose Quarter. I do not believe this is the right path forward for our community nor is it a good use of our tax dollars. The freeway expansion is unlikely to improve congestion long-term, and attracting more vehicle traffic is not good for the health of the surrounding communities. My family lives in North Piedmont, where we already face air polluted by industry and freight trains in the Columbia corridor, as well as exhaust from traffic on nearby MLK and Lombard. As our population continues to grow, we need to invest our limited resources in sustainable transportation options, not more freeway lanes that are going to quickly fill to capacity. We need to be smart and bold in our approach, and focus on planning a transportation system that will serve everyone effectively into the future. Thank you,  |                          |
| 2019 0327 David Andrew              | David Andrew           |                  | Your plan to add additional highway lanes through Portland's Rose Quarter is a wasteful, ineffective, environmentally damaging and dishonest infrastructure investment. I believe you should listen to the community voices that are speaking loudly in unison against this project due to all the negative impacts it will have on the community. First and foremost, with 12 years left to prevent catastrophic climate change from devastating our planet, it is morally and economically indefensible to continue to invest in expanding fossil fuel infrastructure like highways, especially in urban areas where dense, transit oriented development can allow for growth that does not require automobiles. The concept of induced demand has proven time and again across the US that highway expansion only induces more automobile trips and further incentives sprawling automobile-centric development that is carbon intensive. This program will not reduce congestion. It is further foolish to pursue this expansion without first implementing road pricing or congestion  |                          |

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|                                |                      |                  | pricing, which could significantly reduce automobile volumes through the corridor. Thirdly, the air quality impacts and impacts to local streets due to increased vehicle miles traveled will harm health, neighborhood vitality, and further degrade quality of life in areas around the project. Transportation investments in the Portland region should prioritize reducing VMT and increasing the mode share of walking, biking, and public transit. Suburban car commuters should not be encouraged to further burden others with the negative externalities of their conduct for decades into the future. Portland is rapidly losing its reputation as a leader in smart growth due to this deceptive and dangerous project and it should not go forward in any form.   |                          |
| 2019 0401 David B McCoy        | David B McCoy        | No More Freeways | I am writing to express my extreme disgust at the choice made by ODOT to cut a deeper wound through a black neighborhood in order to facilitate the convenience of white suburbanites. The expansion of urban freeways in 2019 is an act taken with full knowledge of the racial, environmental and fiscal harm that will be inflicted on the community and world. Adding capacity to urban freeways is climate denialism. I-5 should be routed around the city and the existing right of way reclaimed for green space and affordable housing.  |                          |
| 2019 0329 Dave Boggs           | Dave Boggs           |                  | 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.   |                          |
| 2019 0329 David Bellis-Squires | David Bellis-Squires | No More Freeways | <p>I'm a lifelong Portlander (born at Bess Kaiser... er, Adidas headquarters now), and I drive. I've seen our city expand and change, seemingly more rapid than ever in recent years. One of the things I love about this city is the importance which has always been placed on quality of life. The many bubblers and fountains providing pure drinking water to anybody who needs it. This ethos led to creating Director Park out of a patch of asphalt, and moving a freeway to create the Esplanade.</p> <p>Now that beautiful Eastbank Esplanade is threatened. The serenity many Portlanders enjoy as they walk or bike along the Esplanade each day (leaving their cars at home, I might add) would be infringed by noise and the shadow cast by a larger, unneeded utilitarian highway. The beauty, the uniqueness of the esplanade and our city would be irreversibly spoiled.</p> <p>And it would be spoiled without any tangible benefit. Increased noise, pollution, and disruption to peoples' commutes for 5 years as this ill-advised project is completed will not be offset by a faster commute for ANYBODY. Ultimately more cars will fill the road, and Portland would fall in line with every other city which has tried this experiment. There'll still be congestion, there'll just be a lot more of it.</p> <p>More lanes do not solve the underlying issues here. Instead it encourages more people to drive, clogging roads as well as our beautiful Northwestern skies with pollution.</p> <p>If I were a cynical man, I'd say that there's some significant lobbying money, if not outright bribery, taking place behind the scenes at ODOT and our city hall. But it would be foolish of me to think that somebody would place personal short-term gain over the health, safety, and beauty of an entire city. However, that's exactly what this project would do: sacrifice the beauty, health, and unique feel of Portland for a short-term gain which ultimately falls flat.</p> <p>Please learn from other cities' mistakes. Do you really want to make Portland's traffic more like L.A. or San Francisco's? Do you want to grind everyone's commute to a halt for the next five years, only to see a marginal short-term improvement?</p> <p>This is money which could be spent repairing and upgrading existing roads, fixing potholes, and God willing, even paving the unimproved areas of East Portland.</p> <p>Listen to the people of this city. Walk or bike along the Esplanade on some sunny summer day. Sit on a bench, look across the sun-dappled Willamette at the west hills, and breathe in the rhythm of the city. The faint noise of traffic almost fades away.</p> <p>It's a healing experience, and every time I walk along the Esplanade I feel joy and pride in my city. All of that would be another dead memory if this project goes through. Not all change is an improvement. Do the right thing. Do the ecologically and economically wise thing and stop this project before it starts.</p> <p>Thank you.</p> |                          |

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| 2019 0331 David Berge  | David Berge  | No More Freeways | <p>I am writing in opposition to the proposed I-5 freeway expansion. Instead of repeating the mistakes many others have made by trying to improve traffic flow by highway expansion, we should be realizing the proven facts. 1) Increased capacity creates increased demand. 2)The vast consumption of land for vehicle traffic negatively affects the livability of any community by disconnecting neighborhoods and increasing pollution. 3) Climate change is real. What we need is bold leadership to improve our transportation system. Spending \$500,000,000 on a misguided project that will not improve anything is a waste of resources, but worse than that it will further consume valuable land resources. We need to work to rectify the mistakes already made and to take steps to improve public behavior. If a city is going to grow and remain a livable city, its modes of transportation need to adapt. The old attempts to build ever increasing highway capacity is not effective or sustainable. Over the last 15+ years I have experienced an increase in air and noise pollution from vehicle traffic. Expanding the freeway is not going to improve this. Only bold steps to reduce vehicle usage in the city are going to make advances to correct these problems. The proposal to implement decongestion pricing may be one of those steps. Improving public transit is clearly another. To date the data showing that this project will help improve transportation has not been provided. I suspect it is because that data does not exist and this project should be scrapped before any more money is wasted on it.</p>  |                          |
| 2019 0329 David Binnig | David Binnig | No More Freeways | <p>ODOTs justifications for the I-5 Rose Quarter expansion project comprise a multitude of failures: failure to realistically assess the effects of the expansion; failure to use relevant comparisons for the no-build scenario; failure to talk honestly about effects on nearby sections of the interstate; failure to consider other, more urgent uses of funds; and, most fundamentally, the failure to take seriously the interests of anyone not in a car. First, the environmental assessment assumes that expanding the freeway will have no impact on the number of drivers seeking to use it despite generations of experience, from 1930s New York to present-day Los Angeles, showing that adding lanes to roads draws more drivers onto them and fails as a long-run solution to congestion. (Robert Moses in 1948: Today we are well underway to a solution of the traffic problem. ) At the same time, while Portland is actively moving toward congestion pricing on I-5, ODOTs environmental assessment deliberately declines to consider the effect of road pricing on future road use or congestion. Weve recently seen the example of Louisville, spending a billion dollars on new freeway lanes while at the same time implementing tolls that made those lanes unnecessary; ODOT is willfully uninterested in finding out whether Portland is making the same mistake. While ignoring Portlands plans for congestion pricing, ODOTs environmental analysis instead premises its analysis on the construction of the Columbia River Crossing, a twelve-lane, three-billion-dollar freeway expansion project that halted over funding breakdowns five years ago. Given the present reality that the CRC does not exist, even if the Rose Quarter expansion successfully speeds traffic through that section, it will funnel more cars into the existing bottleneck approaching the Interstate Bridge. Will ODOT then ask for billions of dollars to revive the CRC in order to address the new congestion its created a few exits north? That would put us in an environmentally disastrous vicious circle of building freeways to build more freeways. Apart from its claims for congestion relief, ODOT continues to promote the Rose Quarter expansion as a needed safety improvement. Yet other ODOT-administered roads (82nd, SE Powell) are far more deadly and the only death within the Rose Quarter section of I-5 in the last few years, a pedestrian on the freeway, *would not have been addressed by this project*. If safety is a priority, why is ODOT giving precedence to damaged vehicles on I-5 over lost lives on 82nd? Its unfortunately hard not to see the rhetorical emphasis on safety as a disingenuous tactic: making our lives a marketing tool rather than a primary value. That exemplifies the central failure of ODOTs Rose Quarter freeway expansion plans: the failure to take seriously any values other than faster private car travel. For transit users, ODOT tells us that after years of construction and hundreds of millions of dollars to rearrange surface streets, busses will move slower than they did before. For cyclists, the project will remove the well-used (and flat!) grid connection at North Flint, while running new freeway lanes above the Vera Katz Eastbank Esplanade. In return, ODOT proposes new connections with steep grades and switchbacks insulting afterthoughts to its freeway expansion plan, reflecting a disregard for the time and convenience of anyone not driving. For people on foot, ODOTs plan replaces straight crosswalks and right-angle corners with wide-radius turns and long, skew-angled crossings promoting faster driving, again at the expense of the time and safety of people traveling by other modes. For people who live in the area a neighborhood where ODOT bulldozed hundreds of homes in the 1960s the expansion project will push the freeway farther into the literal backyard of the neighborhood middle school. Instead of reconnecting the area it destroyed, with contiguous, buildable freeway caps, ODOT proposes jagged, disconnected triangles, surrounded by traffic. These are future wastelands, not community spaces. In 1955, Lewis Mumford wrote of the planners of his day: Your one-eyed specialists continue to conduct grandiose plans for highway development, as if motor transportation existed in a social vacuum, and as if [the city] were a mere passageway or terminal for vehicles, with no good reasons of its own for existence. To these experts, a successful solution of the traffic problem consists of building more roads, bridges and tunnels so that more motorcars may travel more quickly to more remote destinations, from which more roads will be built so that more motorists may escape from these newly clotted environments! Instead of curing congestion, they widen chaos. Sixty years later, ODOT is still operating by that blinkered logic, treating the people who live, walk, bike, and go to school on the east side of Portland as inconvenient afterthoughts to the real business of pushing more cars up the freeway. Instead, ODOT should halt this project, redirect available state funds to fixing lethal roads like 82nd, allow Portland to work toward a long-term solution to congestion with dynamic road pricing, and start working on a plan to repair and reconnect the neighborhood fabric it destroyed in Albina, either through freeway and ramp removal or by burying the freeway under</p> |                          |

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|                                     |               |                                       | real, continuous, buildable caps a plan that takes the east side of Portland seriously as a place to live, rather than just a place to drive past. David BinnigPortland  |                          |
| 2019 0312 David Binnig              | David Binning |                                       | My name is David Binning, resident of Portland, but the remarks I'm going to read are the words of our Mayor Ted Wheeler in his State of the City address two years ago. I-5 on the east side has separated us from the river, created a physical divide between east and west Portland, stunted development opportunities, and created an environmental hazard, damaging both water and air quality. This multi-generational mistake will probably not be resolved in my lifetime, but I will ask BPS to begin concepting for the burial or removal of I-5 on the east side so that future generations of Portland can complete it. Portland has done it before, turning the Harbor freeway into a park and community gathering place. We can do it again with I-5 on the east side, and reinforce our commitment to the environmental challenges we face on a planetary scale. Any vision for their future of our city needs to acknowledge that climate change is the most pressing issue we face. It isn't just our planet that's at stake, it's our very existence. Our mayor has since given up on that vision, but I have not. With this freeway expansion project, instead of healing the scars that are left on our city, ODOT will make that scar wider and more permanent. Instead of reconnecting the neighborhood, it will destroy yet another historic connection on North Flint. Instead of improving our transit network, it will spend a quarter of a billion dollars to make buses run slower than they did before. Instead of creating public space, we will hang wedges of grass in the onramp exhausts to pretend that they're picnic grounds. Instead of valuing our lives enough to fix streets like 82nd where people die every year and have this year already, it will pour money into a stretch of road that sees only bent fenders. And instead of seriously managing congestion through pricing, we're literally push that congestion down the road to the next bottleneck. In the 50 years since it destroyed the core of Albina, ODOT has continued to treat the east side of Portland as a place to drive through rather than a place to live in. Now you ask another generation of Portlanders to pay for your mistakes with our tax dollars, with our polluted air, with our divided city. I ask consent that we stop perpetuating this multi-generational mistake and stop this freeway expansion. Thank you. |                          |
| 2019 0308 David Bisers              | David Bisers  | No More Freeways                      | Expanding freeways is climate change denialism. That this is even being considered is offensive. This effort and money should be spent on improving our public transit to something approximating a European city. In addition induced demand will return congestion to present levels and the neighborhoods surrounding will suffer from increased pollution. Please show a little imagination and care for the future of our society.  |                          |
| 2019 0315 David Brant Reza Farhoodi | David Brandt  | Portland Streetcar Advisory Committee | On behalf of the Portland Streetcar Advisory Committee, we write to provide feedback on the draft Environmental Assessment for the 1-5 Rose Quarter project. The Committee comprises neighborhood leaders, representatives for people with disabilities, representatives from educational institutions and the business community, and other Portlanders with a variety of perspectives. For the duration of the project's construction, it is imperative that streetcar operations are maintained as reliably as possible. Specifically, the streetcar should be accommodated to run as scheduled across temporary tracks built on the structures provided during construction to maintain motor vehicle travel. The ability to accommodate normal streetcar mobility should be a minor addition to the mitigations provided for motor vehicle travel. This is far preferable to forcing riders to leave the streetcar and board a bus, only to then transfer yet again to the streetcar on the other side of the project area. Furthermore, the end result of a project of this scale should not simply provide the same level of service for transit that exists now. The project team should seek ways to improve not just 1-5 travel times and reliability but also better service for streetcar operations. Given that both Broadway and Weidler are Major Transit Streets facing potential reduction in the number of travel lanes for auto, streetcar and bus traffic to accommodate new bicycle facilities, we recommend that the project, in partnership with the City of Portland, develop a cross-section that provides a dedicated lane for the streetcar. The dedicated lanes should be accompanied by signal priority or a dedicated streetcar signal phase at Victoria, Williams and Vancouver, along with the elimination of driveways and other proven tools to speed up transit. Thank you for your full consideration of these measures as the project moves into the design phase. We appreciate your efforts to ensure that the project benefits the streetcar system during and after construction to the extent possible.  |                          |
| 2019 0225 David Celis               | David Celis   | No More Freeways                      | I am a resident of Portland, Oregon who would like to state my opposition to the proposed expansion of I-5. There has been documented evidence gathered for decades that shows expanding capacity for traffic only leads to increased demand. The belief that adding a lane would decrease congestion is deeply flawed and incorrect. If congestion decreases, this would only last for a short time before more people notice and take to the highways. We will be back to the same place we currently are, but with more cars and all of the consequences of having more cars on the road. This is something that ODOT's own consultation concluded. We need to be taking immediate action against climate change and reducing our carbon emissions, not expanding I-5 in a misguided attempt to decrease congestion that will only bring MORE cars onto the interstate. We should not be trying to accommodate more cars in our city. We should be implementing tolls, decongestion pricing, and increasing the cost of owning and parking cars. With this, we can approach progressive legislation that prioritizes affordable and equitable transit, and a much improved infrastructure for cyclists and pedestrians. We should be improving the quality of our public transit infrastructure by expanding service areas, expanding the offered time of service, adding dedicated bus lanes, and more. Expanding I-5 would be an expensive, critical mistake that generations ahead of us will be paying for with their health. I urge you to move forward with the plans for improving   |                          |

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|                |                |                  | the Rose Quarter without expanding I-5. Thank you for reading my comments, and taking them into consideration.   |                          |
| 2019 0321      | David Curtis   |                  | I drive this stretch of freeway often. I think this a good plan that will make traffic flow more smoothly.   |                          |
| 2019 0328      | David Dalby    |                  | Please ignore the equally absurd arguments against. Shall have the masses of cars - quite necessary in our Western state - idling and wasting fuel as well as the lives of the commuters every rush hour? Shall we go on wasting the hours of those passing through carrying freight or their families? Please green-light this necessary project. I honestly do not know a single person against widening the Interstate Freeway at the Rose Quarter. Not one. Regards,   |                          |
| 2019 0401      | David Dysert   |                  | I strongly disagree with the current ODOT proposal. If we are to expand the freeway infrastructure at this location and spend this amount of money, we must cap the the entire freeway section with build able caps not mere parks that will not be used. If we are to invest in automobile expansion at this site we must at minimum provide the infrastructure that will allow the grid to be stitched back together to offset the increase in auto traffic and pollution. We must repair the damage from the original freeway building not add to it.<br>Respectfully,  |                          |
| 2019 0327      | David F. Hayes | No More Freeways | This expansion harkens back to the 1960's - the uncontrolled freeway expansions of that era did not serve the public in the ways intended. Congestion is better mitigated by better and more frequent public transportation options. Thinking more about the environment and the future generations than about alleviating minor inconveniences is a better way to go. I am very opposed to ODOT planned freeway widening.   |                          |
| 2019 0330      | David Hupp     | No More Freeways | I oppose the project to widen I-5 at the Rose Quarter. The main reason is that ODOT has created the very congestion its project purports to solve. Another important reason is that current science in the field shows that widening does not solve traffic congestion, partly due to new trips induced by the widening project. A third reason is that the forecasting used is inappropriate for a future that is already dominated by global warming. My testimony is based upon personal experience. In the early 1970s I served as the Multnomah County Commission's Environmental Advisor and Policy Planner. During service in that official capacity I knew and worked closely with several members of the Oregon Highway Division (later renamed the Oregon Department of Transportation), including the Administrator, the Deputy Administrator, and the Regional Engineer for the Portland Metropolitan area. I also represented Multnomah County on a bi-state commission charged with addressing problems on the Interstate Bridge. After that service I lived in Portland for the next three decades, during which time I regularly traveled on Portland's freeways. For the last decade I have continued to live in Oregon, in Hood River. I travel to Portland often and continue to use the freeway system in the region. I will state my testimony in the most direct terms: Since the Fremont Bridge and I-405 opened (during the time I served as a public official), the state has mismanaged the traffic on I-5 and essentially created most of the congestion that has plagued the Rose Quarter for the decades since. This has occurred continuously since the construction of I-405 and the Fremont Bridge, I repeat: ODOT itself has caused the bulk of the congestion at the Rose Quarter. Here's why I know this: In 1973 the purpose of I-405, as stated personally to me by then-Highway Division Administrator George Baldwin and Deputy Administrator Bob Burchell was to relieve congestion on the Marquam Bridge and Eastside I-5 and to enable cars and trucks intending to move through Portland to southerly destinations to bypass the city center. There was an additional de-facto purpose of I-405, which was to link to another proposed freeway, I-505, the St. Helens Freeway, a project that subsequently was killed. I had this discussion with those top officials in an official capacity, representing Multnomah County as the Board of Commission's Environmental Advisor. The mismanagement problem lies with the information shown on the big green direction signs. As a driver proceeds south on I-5 they can see a pair of direction signs in the vicinity of the Killingsworth/Alberta crossings. One says "I-405 Beaverton and US26 West" and the other says "I-5 Salem". These signs have always said that. So newcomer motorists and truckers who choose to pass through Portland are explicitly directed to use I-5, thus funneling them into the Rose Quarter and adding to the Eastside and Marquam Bridge congestion that was to be avoided. Not bypassing at all! From data made available to the public, I cannot estimate which portion of southbound I-5 traffic will pass through central Portland and thus could be directed to use I-405. I presume ODOT does its usual "origin and destination" studies, but I see no data on that. I will comment on two other issues, both technical and both political: the traffic projections that drive all other numbers; and global warming. I am an ordinary citizen, retired, who has adequate competence to address both issues. But my ability to comment on these issues is completely hindered by ODOT's Environmental Assessment. Someone referred to this document as "a promotional brochure", and that is what it is. It presents us with a virtual tsunami of numbers, creating the illusion of technical support for the project. But the presentation is opaque and dense. Impenetrable by the average citizen, the document offers no evidence or persuasion at all, just a lot of puff. ODOT is presenting technical detail as a weapon to obfuscate, confuse and distract. Traffic projection numbers drive all other stated impacts of this project and therefore are foundational. The foundation is so flawed as to be cracked. It is not clear in the technical reports made available so far how ODOT has arrived at these projections. ODOT states that their methodology is based upon a federal 2014 document, the National Cooperative Highway Research Program's Report 765, "Analytical Travel Forecasting Approaches for Project-Level Planning and Design". In my review of that document I see that other factors "are considered", but basically traffic projection methodology appears to rely, as it always has, on past traffic numbers. In the present era, this methodology is |                          |

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|                           |                 |                  | fatally flawed. A certain future of imminent manmade global climate catastrophe (what some call "global warming") makes these forecasting approaches useless. Modern transportation planning recognizes that the goal is to move people and commodities, not to move machines. ODOT's I-5 Rose Quarter project is structured along classic highwaylines: the goal is to move machines, and lip service is given to other modes of moving people and goods. Further, from experience I am confident that this project, if built, will cost close to a billion dollars. Your current cost projection is disingenuous and misleads the citizens who will pay the cost. Start over.  |                          |
| 2019 0329 David Jensen    | David Jensen    |                  | I am disappointed that this very expensive project does not include any money for public transportation, which would truly help alleviate the problem of congestion. Additionally there will no doubt be construction delays and huge cost overruns associated with this project. Further the financing for this project could be better spread out to include tolls, and (as I mentioned) public transportation upgrades to provide an alternative to people who don't want to pay those tolls. Another idea my include expensive tolls on large trucks between certain hours, this would encourage companies with large truck to operate in non peak hours. Thanks,  |                          |
| 2019 0305 David Kafrissen | David Kafrissen | No More Freeways | As a resident of North Portland and a bike commuter who travels on Vancouver daily I am against this additional expansion of the I5 freeway in the Rose Quarter . This needless waste of limited public monies to perhaps temporarily alleviate congestion could be spent on so many better solutions. We should be studying congestion pricing, encourage carpooling and tolling the out of state drivers who use the roads daily and pay nothing in the up keep. This is not even addressing the environmental damage and irrevocable harm done to residents.  |                          |
| 2019 0328 David Keeler    | David Keeler    |                  | As a life-long resident of Portland, I am writing to register my opposition to any expansion of I-5 or any other freeway in Portland. We have ample evidence that freeway expansion does not reduce congestion and in fact increases it (just look at LA). The increased congestion will decrease air quality in the region. Furthermore, now is not the time to invest in initiatives that encourage individual car use. We need mass transit options that overall have less of a negative impact on the environment. This project is a harmful waste of money. Thank you for your time, David Keeler   |                          |
| 2019 0312 David Kishpaugh | David Kishpaugh |                  | The Rose Quarter freeway expansion is a terrifying misuse of half a billion dollars of public money. Our civilization is threatened by catastrophic climate change. Rather than have the courage to make the necessary changes to our transportation system to end that threat, our decision makers are doubling down on failed policies. Freeway expansion does not solve congestion - other cities have tried and failed and ODOT's own report about the project agrees. Increased capacity simply encourages more driving - with all it's associated environmental impacts. A well designed, equitable system of congestion pricing - with funds raised fed back into the corridor to offer people real alternatives - is a far better method to tackle congestion and air quality. Imagine instead what \$500,000,000 could do for our city if it was invested in transit, connecting neighborhoods for pedestrians and cyclists, or improving the air quality and health for Harriet Tubman Middle School students in the crosshairs of this misguided project. Please don't continue with this disaster of a project. Let's build for the future, not the past.  |                          |
| 2019 0307 David Kunz      | David kunz      | No More Freeways | Spend resources on getting people to live closer to their work so they can walk or bicycle. We must learn from the previous mistakes: more freeways only leads to more congestion. Think bigger, outside the box.  |                          |
| 2019 0326 David LaPorte   | David LaPorte   |                  | 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. |                          |
| 2019 0304 David Levine    | David Levine    | No More Freeways | I am opposed to the Rose Quarter Freeway Expansion. This is a short-term, incredibly expensive approach that in the long term will only contribute to future congestion, pollution, and climate change. This is not sensible. Please, please, please consider other less-expensive, environmentally-friendly strategies,   |                          |

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|                         |               |                  | including congestion pricing.Thank you,  |                          |
| 2019 0307 David Lewis   | David Lewis   | No More Freeways | Looking at ODOT's presentations at the Open House tonight (7 March), I felt lied to. In particular, the posters addressing climate and pollution impacts showed impressive reductions by 2045, but under examination essentially all of them were due to things completely unrelated to the project. And the small ones due to the project assumed no induced demand. Similarly, the caps shown in green on the posters were in fact isolated sections with little access, with no reason to believe they would become vibrant public spaces. I was impressed by the outreach to minority-owned businesses, which seemed active and sincere. But overall, the traffic I was told would be mostly diverted from surface streets would be much more effectively served by bus rapid transit for the project's projected half-billion dollar cost.  |                          |
| 2019 0307 David Lewis 2 | David Lewis   |                  | 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.  |                          |
| 2019 0331 David Macbale | David Macbale |                  | My name is David Macbale and I live and work in Portland, Oregon as a Software Systems Engineer. I've recently heard about the project to expand I5 by the Rose Quarter and have some big concerns. To be very forward, I think it's a bad idea that we shouldn't consider even if it only costed us \$1.I've read through the proposal and I'm surprised at how poorly the situation is presented on the website ( <a href="https://i5rosequarter.org/project-impacts/">https://i5rosequarter.org/project-impacts/</a> ). There's so much to unpack in these proposed solutions. At the very least, this project needs to spend a lot more time studying the situation and the environmental impact of the proposal.In a vacuum, some of these proposals may seem like a good idea, but they do not take into account full context of the situation. For example, they do not address climate change concerns nor do they address the problem of lack of mass transit and even local public transit in Portland. The city of Portland isn't getting smaller and we need to be thinking much longer-term than this proposal does.Freeway expansion in Portland will not reduce congestion. Period. There is not a single city in the United States that has fixed its congestion problem by expanding freeways. To quote Charles Marohn, "trying to solve congestion by making roadways wider is like trying to solve obesity by buying bigger pants."In particular I take issue with the proposed local street improvements. These proposed "improvements" don't improve or ameliorate common problems experienced in local streets. The proposed concepts simply make the local streets fit with the freeway expansion. We will absolutely not be safer on these streets if the proposed concepts are implemented.We should be investing in and discussing ways that we can make I-5 obsolete in a way that benefits all Portlanders and Oregonians. The rest of the country believes we are leaders in sustainable transit. Let's solve this problem in a way that reaffirms our commitment to sustainability and livability and shows the rest of the country what real leadership is. |                          |
| 2019 0401 David Medford | David Medford | No More Freeways | Spending a half-billion dollars on an anti-congestion project which will increase congestion , slow down bus service , and make biking harder is a terrible idea and should be abandoned .   |                          |
| 2019 0402 David O'Dell  | David O'Dell  | No More Freeways | Freeway expansion in the middle of a city is just wrong. It will increase pollution as increased capacity always induces increased demand. If we see any reduction in congestion it will only be temporary. The only way to reduce congestion permanently is through tolls. We need to implement congestion pricing before expanding. Congestion pricing will reduce CO2 emissions at a time they are desperately needed. Reduced pollution is what those kids at Harriet Tubman Middle School deserve and that can only come through congestion pricing. The Environmental Assessment has come to an erroneous conclusion about reduced emissions apparently because it is not taking into account the well documented affects of induced demand. A full Environmental Impact Statement should be done for this project. The \$500 million budget for this project could be much better spent improving transit and bicycle and pedestrian safety around the city.  |                          |
| 2019 0402 David Owen    | David Owen    |                  | Hello! I'm writing in opposition to the planned I5 expansion project at the Portland rose quarter area. I am opposed to spending public money on this project. All that freeway expansion does is increase the number of cars on the freeway. It has no appreciable affect on the speed or flow of traffic. Instead, these funds would be better invested in work that expands pedestrian, bike, and transit accessibility throughout our region.  |                          |
| 2019 0330 David Pagano  | David Pagano  |                  | Hello. I am very concerned about the environmental and health consequences of this freeway-expansion project and believe that it requires major reconsideration. As a native Portlander, I am well aware of the increased traffic congestion over the five decades of my life, but in this time of environmental crisis we need to find transportation solutions that do not encourage the use of fossil fuels. It is shocking to me that this project has not taken into account decongestion pricing, which has far more research supporting its effectiveness than freeway expansion, which only induces demand without ultimately solving any problems. Moreover, expanding in the Rose Quarter is a painfully textbook example of the kind of injustice we are increasingly seeing as the climate changes: it is precisely those with the least power--in this case, the students of Harriet Tubman Middle School, whom PSU researchers have already suggested avoid outdoor recess due to poor air quality--who stand to suffer the most. Please reconsider moving forward with the Rose Quarter I-5 expansion. Thank you for your time.   |                          |
| 2019 0303 David Powell  | David Powell  | No More Freeways | Here are a few of the reasons that I am opposed to this highway expansion. I would like to encourage ODOT to use more progressive strategies to help Oregon move into a better transportation future.1. 40% of Oregons carbon emissions come from transportation as a recent Oregonian article pointed out,  |                          |

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|                         |               |                  | Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. 2. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSUs researchers recommended that students forgo outdoor recess. This is an environmental justice issue 40% of Tubmans students are Black.  |                          |
| 2019 0303 David Regan   | David Regan   | No More Freeways | Building more freeway isn't going to reduce traffic. We need 500 million dollars for electric buses, sidewalks, and safer bicycle paths to reduce pollution not to expand the freeway in a small area. Why not use Decongestion Pricing? It's a revenue source not an expenditure.  |                          |
| 2019 0326 David Regan   | David Regan   | No More Freeways | I oppose the Rose Quarter Freeway expansion because it an enormous amount of money that could be put to better use to address climate change.   |                          |
| 2019 0312 David Schafer | David Schafer |                  | Commissioner Eudaly and Director Windsheimer, thank you for your time. My name is David Schafer. I am a long-time Portland resident, north Portland resident. I am the father of two children, one who is at Boise Elliot and will soon be at Tubman. I had them here for a while but their usefulness as moral props was finally trumped by their boredom. And I am less informed and less engaged. A lot of people I see here are very proud of my city right now, but we're all here saying the obvious, which is this is a no-brainer. You can't do this. You can't build more car infrastructure in 2019 in our city. And I drove my minivan here and paid 10 bucks to park underneath this gigantic building and I drove around a lot today. And I am very car implicated and car compromised. And I really look forward to living in a city that's going to be -- be ahead of the current here and, like, not help us live this way anymore. In fact, make it harder for us to live this way so that we can live at all. And I walk around every day wondering how I can help. You guys are our fortune because you know what you can do. You can oppose this project. It just makes no sense to build more car infrastructure right now, not for the time we find ourselves in, so please do the right thing. Thank you.  |                          |
| 2019 0307 David Shafer  | David Shafer  |                  | 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 disincentivize driving private cars.  |                          |
| 2019 0305 David Shafer  | David Shafer  |                  | I am deeply and fiercely opposed to your plan to widen the I-5 Freeway at the Rose Quarter. I have lived in North Portland for half my life. My children attend Boise-Eliot Humboldt and soon will attend Rosa Parks. But it is not only my physical proximity to the project that causes me to oppose it. Knowing what we now know about climate breakdown and the perils that we face as a society, it would be morally indefensible to spend any significant amount of money much less \$500,000,000 to build more infrastructure to serve private automobiles. Yes, driving cars will become more and more unpleasant. That is how it must be. In twenty years all of the freeways that ring and choke our beautiful city will need to be transformed and re-tasked. Please please please do not spend money and effort propping part of the system that has brought us to the terrible point. Have the courage and vision to make this city an example of the New Way; part of the solution, not the problem. We will all be judged on what we do now.   |                          |
| 2019 0331 David Stein   | David Stein   |                  | Much has already been said about this project by others associated with groups and organizations I have followed throughout this process. As a member of the Portland Bureau of Transportation's Bicycle Advisory Committee, the comments provided represent my general feelings on the matter - that this project is best left in the 'No Build' state. However recent developments have left me, and apparently others, with a feeling that this project is being forced down people's throats through a deliberate series of misrepresentations, obfuscation, lies, and suspect assumptions that, in aggregate, are not representative of the reality in which we exist and as such are inappropriate in an Environmental Assessment (EA) which is asserting that there are minimal impacts which can be largely or fully mitigated. When the EA was first released, it lacked proper supporting documentation to fully encapsulate this project, including project design documents and traffic assumptions. The documents were also not searchable, in clear violation of the ADA and only corrected after brought to ODOT's attention. After sustained efforts by multiple people and organizations these documents were finally acknowledged to exist and released, though most of the comment period had been exhausted by the time these were available. Regarding specific details of the project there are many that merit a complete Environmental Impact Statement (EIS) as the impacts cannot be fully mitigated. Further the greenwashing and faux-equity outreach efforts have made any ODOT provided documents suspect as the only concern clearly articulated is the need to keep as many cars moving as quickly as possible. There has not been a good faith effort to improve mobility options for people who are not utilizing privately owned single occupant vehicles or stitch the Lower Albina neighborhood back together using highway covers. The first example of a project element that will require an EIS to establish the full non-de minimis impact that will need to be investigated further is the expansion of I-5 around/over the Eastbank Esplanade. As a multimodal pathway that is owned by Portland Parks and Recreation, this project proposing expanding the highway over the path/park and does not outline where additional support will be required. The expansion will also limit the type and amount of plants and trees that will survive in that environment. Further, ODOT states in the EA that: "Periodic closures may be required during facility operation, but they are expected to be short in duration. This would constitute a Section 4(f) use of the property as it would be permanently incorporated into the transportation facility. Measures to minimize impacts include the preparation of an |                          |

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|                |      |              | <p>intergovernmental agreement between ODOT and the City of Portland (the Official with Jurisdiction) that limits the duration of closures and creates a temporary detour for users that would allow for the continued use of the trail during closure periods associated with construction and operation. The implementation of the agreement would reduce impacts such that the features, attributes, and activities that qualify the property for protection under Section (4) would not be adversely affected consistent with 23 CFR 774.17 and thus support a de minimis impact determination by the FHWA. This is inconsistent with a de minimis finding however as there are no viable detours available for this path and any closures at this time are not related to highway maintenance. There is also no plan stated for how detours would be handled during construction activities, which could be significant, though no one really knows because the EA does not require ODOT to specify impacts to that level of detail. A second example, identified by Iain MacKenzie in his comments regarding the (lack of) public process, is surrounding the Madrona Studios. This building with "low income" residents where "more than half of the residents are racial minorities" is an example of the obfuscation campaign that merits an EIS. The section of N Weidler in front of this building will be expanded from three vehicular lanes to four vehicular lanes which will necessitate a reduction in sidewalk space. This is not something that be readily mitigated, even if additional right-of-way were available to be acquired as the placemaking ability is impaired when there are four lanes of traffic flying by. Third, in every visual presented in i5rosequarter.org, in meetings, and videos there are greenspaces complete with large trees shown close to roadways. What fails to be mentioned is that the location of those trees is not compliant with ODOT policies or biological needs. ODOT has made no claims as to how the trees designated in their visuals will be compliant with their Integrated Vegetation Management Statewide Plan (2017) which would appear to indicate that there is insufficient space available in the project area. On the lids, there are no references to irrigation sources or a watering plan to maintain the health of a plant life introduced to the project area. The Board of Portland Parks and Recreation is against the greenspace proposals that would be transferred to their ownership – primarily on the non-buildable lids. This is due to "the fragmentation of the 'greenspaces,' with the larger pieces isolated by vehicular traffic, and thus of limited utility" which is ignored by the ODOT project team. As mentioned earlier the lack of project designs early in the comment period has prevented citizens from appreciating how car-centric this newly crafted project area will be upon completion and the presence of fast moving traffic, in a highly polluted area, will not be of use to a population that is already adversely impacted by the high level of pollutants attributable to car and truck traffic. Fourth, there are only two options provided in the EA. This misrepresents the impacts of congestion pricing on utilization of this project area, this is a tool that is proven in other cities to exert significant downward pressure on utilization. The EA also assumed that all projects currently slated to be built will happen by 2045, including the Columbia River Crossing, the \$3+ billion project that in its most recent iteration failed to advance due to a lack of funding from Washington and if it does happen is likely to be much different than the original incarnation. There are many elements that others will certainly be able to speak to with much more clarity but merit a mention as elements that are either not adequately resolved to a de minimis status or represent a failure to properly model the impact of this project in the EA: Buildable lids are not even presented as an option in the EA, even though the Albina Vision requires them to effectively stitch the neighborhood back together to a minimal extent. Utilizing the lids that are required to stage materials during this project to create "greenspace" that is not likely to stay green due to lack of irrigation, not usable space due to noise, pollution, and high traffic is disingenuous and not accurately represented by the many, many graphics provided by ODOT when modeling this space. Induced demand is strangely absent from traffic projections. The addition of new freeway lanes, albeit ramp to ramp, will indeed create more capacity than currently exists. In every instance where this type of expansion has taken place the amount of traffic has increased, absent any other changes. This EA asserts that the number of cars utilizing the added road space will decrease in direct contradiction to every highway expansion project in this country's history. Construction impacts are vague and have the potential to change the city's modal profile. By shutting down portions of bicycle infrastructure in one of the most heavily utilized sections of Portland without adequate detours could change the transportation habits of Portlanders for years or decades. There is no precedent for shutting down for such a heavily used corridor to bicycle traffic and ODOT has neglected to study this. In fact, this element is barely referenced in the EA, only noting in the Active Transportation Technical Report that "the CPC [Construction Phasing Concept] Plan does not address [...] details for maintaining pedestrian and bicycle movement throughout the entirety of the Project's construction timeline." This failure to account for modes other than car transport during the construction timeline is an abject failure and could result in even worse congestion than forecast as people shift from bike or foot to cars to safely get through the project area. After construction is complete the changes to pedestrian and bicycle infrastructure are not likely to be any better and in many cases will be worse than present conditions. The Hancock-Dixon Crossing will not provide satisfactory bicycle facilities to engage bicyclists to utilize this resource based on preliminary designs – even with good design the 9-10% grade is prohibitive for all but the most dedicated cyclists. The Clackamas Crossing does not support current travel patterns and designs vary wildly as to how and where the bridge will connect with the street grid. There is no reliable way to fully assess the utility of this resource for any potential future users. Even through this project is billed as a safety improvement, the only fatality attributable to the project area in the past decade happened in 2009 and was the result of a pedestrian crossing where no crossings are provided. This project would not have prevented that fatality and in fact would make it more likely given the projected higher rates of speed. The vast majority of crashes in the project area are low speed fender benders that are likely to become more serious if ODOT's projections in the EA are accurate. The impact of</p> |                          |

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|                             |                   |                  | this project on transit times and availability both during and following construction is adverse and not addressed by the EA. While I understand that Portland Streetcar is engaged in discussions with ODOT about availability and handling of this option during construction it is nonetheless not detailed and thus needs to be further investigated through an EIS. Portland Public Schools thoroughly addressed the impact to Harriet Tubman Middle School in their March 19, 2019 Board meeting. Suffice it to say there is abundant skepticism to the many positive claims being made in the EA and accompanying presentations. An EIS is the smallest step necessary to understand the full impacts to this vulnerable population to attempt to address the many significant impacts to the building and students. The I-5 Rose Quarter project insufficiently details and addresses the many impacts to users of all types within the project area and for this reason requires a full EIS to understand and address the many issues raised in the EA. These issues are not de minimis and will have a profound impact on the entire city, especially if not addressed before complete design and construction. Regards, David Stein  |                          |
| 2019 0401 David Stevens     | David Stevens     |                  | Hi, this project is an ill considered step in the wrong direction, especially in the face of catastrophic climate change. We also know that it will not ultimately relieve congestion.<br><br>Please stop.  |                          |
| 2019 0303 David Worthington | David Worthington | No More Freeways | As a substitute teacher, I travel all over Portland to get to work. Expanding the highway is NOT the solution to traffic issues. It will actually make it worse. And it will add to pollution. Let's not add to our carbon emissions problem.   |                          |
| 2019 0304 Dawn Smallman     | Dawn Smallman     | No More Freeways | I'd like to please submit my comments in opposition to the proposed I5 freeway expansion project in Portland's Rose Quarter area. The scientific consensus on climate change projections are clear, as are the dangers of building more infrastructure that reinforces and/or expands the use of fossil fuels. We need to stop investing in these modes of transportation that put all living beings in harm's way.<br><br>There is no form of mitigation you can do that would lessen the dangerous air pollution and diesel particulate levels in the neighborhood nearby. People living, working and attending school in this neighborhood would suffer negative health impacts. Of particular concern are the students of Harriet Tubman Middle School - exposure to this unhealthy air quality is not only harmful to their health, it is yet another example of our government showing the highest level of disregard for a historically marginalized community.<br><br>Oregon needs to make a better commitment to the health of our citizens and our ecosystem. This project would do so much harm to our region and community, and there's no proof it would help relieve traffic congestion. Please look to options proven to work - such as decongestion pricing, instead of expansion of more fossil fuel infrastructure.   |                          |
| 2019 0328 Dean Funk         | Dean Funk         |                  | 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 auxiliary 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. |                          |
| 2019 0226 Dean Sigler       | Dean Sigler       | No More Freeways | Building more roads only draws more vehicles. Staggering opening and closing times for businesses could less "rush hours" and gridlock, for instance.   |                          |
| 2019 0327 Dean Sigler       | Dean Sigler       | No More Freeways | We only waste money and exacerbate the problem with increased freeway building. <a href="https://www.brookings.edu/research/traffic-why-its-getting-worse-what-government-can-do/">https://www.brookings.edu/research/traffic-why-its-getting-worse-what-government-can-do/</a>   |                          |

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| 2019 0304<br>Deanna Cintas         | Deanna Cintas         | No More Freeways | <p>Hi there. I am writing in opposition to the proposed freeway expansion project. As a resident who lives in the area, and who has lived in cities with wide freeway systems, I know expansion won't help anything and in fact will cause more problems, but on a larger scale.</p> <p>Congestion wont improve. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! The fact that this project would go through the property of Harriet Tubman Middle School is another issue that could be discussed all on its own.</p> <p>There will be an increase in air pollution. With the school being in the path of the proposal, in an area already with poor air quality, my opposition is also an environmental justice issue 40% of Tubmans students are Black.</p> <p>Freeway Expansion is Climate Denialism. 40% of Oregons carbon emissions come from transportation. Expanding single family vehicle transportation makes no sense if we are truly trying to improve the state of our environment. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. \$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, create shelters and trash cans for all stops, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief.</p> <p>Finally, if we want to encourage people to decrease their footprint, that means encouraging them to take transit and ride their bikes more. My understanding is this project intends to remove the Flint Avenue crossing (one of the citys most popular bike commuting routes). I think there are other things that could be tried before moving forward on any freeway expansion, namely Decongestion Pricing. Road pricing is the only policy actually proven to reduce traffic congestion; its also proven to improve air quality and reduce carbon emissions as well.</p> <p>I hope you will take my thoughts to heart and will consider the impacts this project will have on local communities, specifically communities of color who have been extremely mistreated historically. I also want you to consider what message this sends about our priorities and how we want to move forward as a supposedly sustainable, forward thinking, environmentally friendly city.</p> <p>Thanks for your time.</p> |                          |
| 2019 0401<br>Debbie Gordon         | Debbie Gordon         | No More Freeways | It is time to stop adding to the problem. We must stop paving and expanding for the fossil fuel economy.   |                          |
| 2019 0329<br>Deborah Nass          | Deborah Nass          | No More Freeways | <p>I strongly oppose the freeway expansion project. I was just in LA and experienced the absolute failure of an expansion to address congestion. The increased exhaust will affect Tubman students negatively. Portland will be seen as a Climate change denier. The answer is reducing cars. There are many cheaper available answers:<br/>More buses.<br/>Congestion pricing tolls.<br/>Increased HOV lanes.<br/>Please give these other approaches a chance.</p>  |                          |
| 2019 0330<br>Debra New Poscharscky | Debra New Poscharscky | No More Freeways | We need green solutions, mass transit and other non car options. No more freeways, pollution, country and animal habitat loss.   |                          |
| 2019 0225<br>Deena T. Grossman     | Deena T. Grossman     | No More Freeways | <p>Please do not expand the freeway system at the I5 rose quarter!<br/>More freeways do not improve car congestion! More freeways just get us more car and trucks on the roads. We must use other options such as expanding public transit, high speed rail, making dedicated bike roads, and expanding bus services and light rail. Thank you for considering the big picture and long term viability of Portland and our planet. Sincerely yours,</p>  |                          |
| 2019 0328<br>Deanna T              | Deena T. Grossman     | No More Freeways | Please do not approve the freeway expansion project at the Rose Quarter. Now is the time to put all resources into better public transit and protected bike paths. Expanding freeways just leads to more traffic as has been proved time and time again. Air pollution at Harriet Tubman school is terrible and this   |                          |

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| Grossman                          |                      |                     | freeway expansion will make it worse. We need to act now to help curb greenhouse gases and make our planet livable for our children and grandchildren. We are in a climate change crisis. Please, do not make it worse by expanding the freeways for more cars and trucks. Thank you for your consideration. Deena T. Grossman, public school teacher Portland  |                          |
| 2019 0401<br>Deanna T<br>Grossman | Deena T.<br>Grossman | No More<br>Freeways | Please drop the plan for Rose Quarter freeway expansion. More freeway space just means more vehicles polluting and crowding our roads. The money should be used for expanding public transit and protected bike ways. It is time to make our environment healthy for our children and this project does the opposite. The air is already terribly polluted for the school children and teachers at local schools near the Rose Quarter. Stop the expansion of the freeway, please.  |                          |
| 2019 0401 Dell<br>Goldsmith       | Dell Goldsmith       | No More<br>Freeways | Do not build another, bigger, wider freeway! We are paving over our beautiful homeland. For what? So we can have more and more fossil fuel driven machines roaring through our neighborhoods? All of this threatens our health, the health of countless organisms, including us, and then gives back a huge amount of money to already wealthy people. We must move to renewable energy if we are to have a planet for the living.  |                          |
| 2019 0227 Dena<br>Turner          | Dena Turner          | No More<br>Freeways | Please deny the proposed expansion of freeways in the Portland area. Experience has shown that freeways do not ease congestion, but encourage more traffic. Our air pollution is already so bad in the Harriet Tubman Middle School neighborhood, that PSU researchers recommend students stay indoors for recess! This is unconscionable, that we should solve a traffic problem by submitting students to unhealthy air. Instead efforts must be made for mass transit, more bike transportation, and encouragement of tele-commuting. We cannot simply continue to foul our air by building for more and more traffic and more and more pollution. We know that we must mitigate the worst of climate change and building freeways contributes to climate change. Say no to freeway expansion.   |                          |
| 2019 0331 Denis<br>Heidtmann      | Denis<br>Heidtmann   |                     | <p>It seems hard for me to believe that Portland (and Oregon?) is proposing adding highway lanes in 2019. It even harder to understand why you would want to spend \$500,000,000 to do what is environmentally unsound. History shows that adding lanes only postpones the inevitable traffic problems that proponents of lane capacity mistakenly think they will address. Not only will the traffic problems get worse, the correct solutions will be made more difficult, more costly, and hence delayed.</p> <p>I hesitate to try to explain why such a proposal managed to find the light of day in Portland. Surely transportation planners have been exposed to the overwhelming evidence of what happens when lanes are added. Surely transportation planners have heard of the need to reduce greenhouse gas emissions. Surely transportation planners have seen the positive impacts of alternative transportation modes have on these issues. So no explanation comes to mind other than the transportation planners have been replaced by something else.</p> <p>Please reconsider. Put the \$500,000,000 to much better use. Make Portland a still better place,</p>   |                          |
| 2019 0320<br>Denise Query         | Denise Query         |                     | 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.   |                          |
| 2019 0328<br>Dennis Allen         | Dennis Allen         |                     | <p>Portland Street Car Inc, sent from Dan Bower:<br/>Dear Ms. Channell:<br/>On behalf of the Board of Directors of Portland Streetcar, Inc., I write to provide comment on the draft Environmental Assessment (EA) for the I-5 Rose Quarter project. The Board comprises business leaders, elected officials, housing advocates, transportation professionals and others committed to advancing dense urban development through the operation and expansion of the Portland Streetcar.<br/>In terms of overall project benefit our comments fall in to two distinct categories; how will the project impact Streetcar operations and ridership in the long run and what challenges can we work together on to manage the major impacts related to the construction phase of the project.<br/>The Board believes the best solution for streetcar riders and the greater transit community is to maintain streetcar service over temporary tracks on structures built for the project. The potential for paying the cost of a bus or shuttle connection during the lengthy construction period—and the inconvenience and travel time increase for riders—make temporary tracks a uniquely manageable and operationally ideal solution. Appreciating that any temporary accommodation comes at a cost, Portland Streetcar will work with the project team to explore ways to maximize the benefits of this treatment for the entire transit network and to explore other options that may provide similar lifecycle benefits. As business and community leaders we stand ready to support such an investment and feel it is an important part of the overall narrative for the project.<br/>The project area is at a key location for streetcar service, and the roughly 15,000 daily streetcar riders should be allowed to expect continuity of their travel through the area to the degree possible. One of the goals of the project is to improve long-term multimodal mobility. As the project moves into the design phase, the Board would like to see long-term streetcar operational benefits included. Surface street congestion will continue in the project area after</p> |                          |

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|                              |                 |                                | <p>construction and finding ways to prioritize public transit will maximize the efficient use of the right of way.</p> <p>On a technical note, the draft Environmental Assessment has identified only one (B Loop) streetcar operating in project area (page 68, Existing Conditions) on N/NE Broadway. The EA narrative should be amended to include the A Loop streetcar which operates on N/NE Weidler and carries more than 3,000 passengers per day.</p> <p>Thank you for your full consideration of this mitigation to ensure the streetcar can continue to operate during the long construction window. I appreciate your communication to the Board and your efforts to accommodate streetcar service as a part of the project.</p> <p>Sincerely,<br/>Dennis Allen<br/>PSI Board Chair</p>   |                          |
| 2019 0302<br>Dennis Karas    | Dennis Karas    | Cully Association of Neighbors | This is the time to put our money and efforts into increasing public transportation and not expansion of freeways which is counterproductive to a sustainable future. Do as Tom McCall did in 1970: cancel plans for the freeway and develop infrastructure.   |                          |
| 2019 0401<br>Derek Ray       | Derek Ray       |                                | Please end this infinite building of lifeless roads. I'm a tax paying and voting citizen and I have no need for more highways.   |                          |
| 2019 0314<br>Derek Hines     | Derek Hines     |                                | 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.  |                          |
| 2019 0331<br>Derek Lund      | Derek Lund      | No More Freeways               | <p>I am a citizen concerned about the proposed I-5 expansion. I'm 18 years old, and the threat of climate change sends me into bouts of anxiety and dread on a regular basis. While the environmental cost of the expansion is what worries me the most, I'm also worried about how effective this project would be.</p> <p>It's been shown again and again how freeway expansions fail to reduce traffic. The costs of this expansion far outweigh the imaginary benefits. We should be looking into bold, innovative strategies to reduce the traffic in Portland in a just way.</p> <p>We, as a supposed beacon of progressivism and environmentalism should be leading the way in showing other cities how to decrease congestion justly. This includes ideas like building a subway network and decommissioning freeways among others.</p> <p>The impact that this expansion would have on Harriet Tubman Middle School alone should be enough to sack this idea. This project is misguided and we, as Portlanders, can do better.</p>  |                          |
| 2019 0311<br>Derianna Mooney | Derianna Mooney | No More Freeways               | Do not make more congestion and more fossil fuels dump into the area around the coliseum.  |                          |
| 2019 0312<br>Desi Wright     | Desi Wright     |                                | <p>Good afternoon. My name is Desi Wright, Portland resident for the last 12 years. I just want to start by saying thank you to ODOT and the City of Portland for all the work and effort you guys have put into this project already. You can see, especially all the outreach and different committees that you guys have been organizing, events like these, so thank you very much for that. I've been a Portland resident for the last 12 years. I live here. I work here. I play here. Actually, 20 blocks down the road from here so very frequently hopping on the MAX in this area, walking in this area. Unfortunately, I still do need to drive some places. And when I'm looking to have a good time, I'll hop on my motorcycle around this area. I support this project because they're safety improvements for all modes of transportation here. It's not a freeway widening project. It is a freeway safety project in my opinion. Riding a motorcycle on this section of I-5 with all the freight traffic and cars is a little sketchy to say the least. But having those auxiliary lanes would give people places -- room to merge, more time. And I think it's extremely important having the hospital, Legacy Emanuel right there, that we have access for ambulances and emergency responders to be able to make it down I-5. I also support the connectivity. Whenever there's a large concert, Metallica comes to town, Justin Bieber, there's pedestrians everywhere. There's MAX. You've got the streetcar, you've got cars from all over the place. And these improvements would address that and make it a lot safer, especially when the Blazer game gets out late at night and you've got all these people hitting the streets in the dark and all of these cars trying to get out as well. I think that this project is not going to solve all the woes in this region, but it definitely is a much needed step in the right direction for this community with regards to safety.</p> |                          |
| 2019 0227                    | Desiree Tullos  | No More                        | I am writing to strongly oppose the I5 expansion. My objection centers around the concepts of 1) induced demand and 2) social justice. Regarding induced   |                          |

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| Desiree Tullos               |                    | Freeways         | demand, I am trained and licensed as a civil engineer. While my primary focus is on water resources, one of the fundamental principles I learned in my transportation theory classes as an undergraduate was that increasing capacity leads to something called induced demand. It has been widely demonstrated that expanding freeways results in greater use of highways, often leading to worse traffic problems than what occurred prior to the expansion. Please use common sense and basic transportation theory in deciding not to approve the I5 expansion. Second, regarding social justice, the expansion of the highway into the back yard of Harriet Tubman middle school is shameful. Certainly the ODOT and decisionmakers wouldn't want their children playing outside in the poor air quality produced by the interstate. How could anyone think it is okay to do this to kids from disadvantaged families? In addition, adding more cars to the road is not the solution to addressing the growing concentration of carbon in the atmosphere that leads to climate change. The \$500B could be used to legitimately address the traffic issues in a way that doesn't contribute to climate change. This proposed expansion is totally out of line with the vision of Portland as a livable space, and I ask that you reject this proposal. Many thanks for your consideration, Desiree |                          |
| 2019 0401 Diana Glidden      | Diana Glidden      |                  | As a cyclist, driver, and resident of North Portland, I am concerned about the widening of the I-5 Corridor. From the information that I have read and has been presented about this plan, it will only ease congestion for a short time, and then we will be back to where we started. This is all for a very large sum of money and seems very wasteful and could have environmental impacts on the communities that are located near I-5. I am not in favor of the expansion at this time. I am supportive of trying tolling at the Vancouver, WA border (at the I-5 bridge) and/or congestion pricing during peak times. This may help ease congestion and not require expansion. If we do not toll at the WA border (ideas have been floated about tolling a few exits further into OR) drivers will flood the streets of North Portland to avoid tolls, causing a huge uptick in traffic and increased safety concerns to our neighborhoods with so many more cars speeding thorough our streets that were never designed for highway traffic. Thank you for reading this and thinking long term about our communities! Diana Glidden Daily bike commuter from N. Pdx to OHSU   |                          |
| 2019 0227 Diana Oxley        | Diana Oxley        | No More Freeways | Now is the time to resist old solutions and institute new ones, that is, invest in public transportation, sidewalks, and bikeways systemwide. We need finally to support our trains and buses sufficiently so that they attract and serve passengers to the point of full capacity. People still drive cars because trains and buses are simply not convenient enough. We need to increase runs, reduce wait times, etc. We have never invested enough in them to make them operate to their fullest benefit. Now is the time!! Multnomah Blvd is a good example of what we could do citywide. Instead of widening that Blvd, wide sidewalks and bike lanes were added. There is now safe and pleasant transit to Mult. Village from Barbur Blvd. Unfortunately getting to Mult. Blvd is still problematic so these improvements have not yet been fully realized. Barbur lacks continuous sidewalks, and Taylors Ferry is literally dangerous to walk on. Unless improvements follow a systemwide plan, the spotty accomplishments don't justify their cost - a set up for failure! Let's make PDX a place where people are out walking, biking, riding buses/trains, meeting up, and creating community. In short let's make it a habitable place!!   |                          |
| 2019 0306 Diana Richardson   | Diana Richardson   | No More Freeways | Put the \$500 million to use that will actually solve congestion while lessening air pollution. Better public transit, better sidewalks, etc. Freeway expansion equals sickness and death to black children in school at Harriet Tubman. There are laws against this environmental injustice and racial discrimination.   |                          |
| 2019 0401 Diana St Amour     | Diana St Amour     | No More Freeways | I am very opposed to the Rose quarter expansion for numerous reasons. As a mother of two children living within 1.5 miles of the Rose Quarter, I am very worried about the impact on air quality. An expansion will increase traffic and cause more toxics to be emitted into the air. I am also worried about the students and staff at Harriet Tubman Middle School who are will also be exposed to greater amounts of pollutants. I am also a bike commuter and very concerned about the proposed changes to biking lanes and bridges and a ramp going over the Eastbank Esplanade. The plans for biking seem poorly conceived and not conducive to safe biking. Overall I do not think my community was made aware of all the negative impacts and I therefore think that there should not be a freeway expansion without better environmental assessment and a more transparent community engagement process. Please protect our quality of life and our air by not expanding the freeway at the Rose Quarter. Sincerely,  |                          |
| 2019 0327 Diane Jacobs       | Diane Jacobs       | No More Freeways | Hello and thank you for listening to my concerns. \$500 million to widen the freeway is insane. We are at a tipping point with climate change and environmental disaster. All efforts and money should be on real hard change that will have a lasting impact on our future. This takes courage and a bold change in policy and societal habits. Investing in public transit, bike paths, and carpooling etc. are what we need. Widening a freeway only makes it so more people will drive - it will increase air pollution.  |                          |
| 2019 0312 Diane Meisenhelter | Diane Meisenhelter | No More Freeways | Dear ODOT and whomever else may be concerned, I would like to register my opposition to the I5 Rose Quarter expansion. We have a very narrow window to address climate change in a real way and we do not need for public monies to be spent on projects that are likely to lead to more driving. The \$500 million in public funds would be much better spent improving and prioritizing public transportation and creating more walkable and bikeable communities. At a time where decarbonization is key, we do not want to be increasing air pollution which is also an environmental justice issue because data has long shown the negative health effects on the historically communities of color already throughout this corridor and this particular project is right in the back yard of Harriet Tubman Middle School. We do not want to be spending Oregon dollars on highway expansion when Vancouver residents have  |                          |

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|                                |                   |                  | repeatedly voted down light rail options that would truly reduce congestion and air pollution especially before even giving congestion pricing a chance in this area. Data showing that this is the best use of our public funds has not been forthcoming from your department and it is time to put these auto-centric solutions aside and come up with real solutions for our future. Please do not move forward with this project.   |                          |
| 2019 0401<br>Diane Waggoner    | Diane Waggoner    |                  | If the Rose Quarter project is done, it must include funds to move Harriet Tubman school! I'm the grandmother of a current and a future Harriet Tubman Middle School students.  |                          |
| 2019 0402<br>Dominic Belcastro | Dominic Belcastro | No More Freeways | The freeway expansion plan is a travesty. Data shows that congestion is not fixed by expanding freeways and this project is far too expensive to waste on a foregone result. As someone who uses public transit as my primary way to fer around, the proposal to increase spending on a freeway by half a billion dollars is insulting to say the least. We badly need to repair / improve residential roads especially in east Portland where many neighborhoods lack safe sidewalks. We need to increase the viability and affordability of public transit to reduce the amount of cars on the road because: Oregon has committed to climate action over the next few decades. Using our resources which would only serve to exacerbate our CO2 production through transportation is not acceptable. I hope that our state can begin to seriously reconsider doubling down on high emission transportation investments as the long term existential crises that is our global climate disaster continue to make themselves apparent.  |                          |
| 2019 0312<br>Donald Hsu        | Donald Hsu        | No More Freeways | Investing in better public transportation would do much more to alleviate congestion and accommodate commuters. Decongestion pricing is another option which would be much more effective and cost the taxpayers less. Furthermore, continuing to push freeway expansion is climate change denialism.   |                          |
| 2019 0224<br>Donald Winn       | Donald Winn       | No More Freeways | Spending nearly half a \$BILLION dollars on less than 2 miles of freeway is one of the dumbest uses of that money that I can think of! The city will end up with 1.8 miles of additional jammed roadway, polluting more downtown air and making the nearby Tubman school almost part of the freeway! There are THOUSANDS of better ways to use this money, one of which is to implement at least partial freeway tolling to get the 25% off that could travel another time or way. Please reconsider.   |                          |
| 2019 0329<br>Donald Winn       | Donald Winn       |                  | Widening the freeway at the Rose Quarter will only create a bigger amount of congestion, pollute the area more, and cost a fortune. Definitely a bad idea.  |                          |
| 2019 0330<br>Donna Martin      | Donna Martin      |                  | I'll leave the detailed arguments to those better suited to make them. Please let this email serve to add another voice to the argument against further freeway construction of any kind, including widening I5 around the Rose Quarter. It's practically an old chestnut that freeway construction encourages more traffic rather than less. We know that intense changes are needed in our city/national/global infrastructure in order to address climate change in the very near future. Let's show the courage of our convictions and put our money towards more effective measures. I write this as a self-employed person who uses I5 regularly, and who is actively seeking to decrease my own driving in a seemingly driving-centric business. Please help me help myself by not making it any easier to drive.  |                          |
| 2019 0326<br>Dorothy Mitchell  | Dorothy Mitchell  | No More Freeways | I'm writing to express my deep concern about the proposed Rose Quarter freeway expansion. While conceived with good intentions, the implementation will cause more harm than good. I am particularly concerned about the environmental impact of more traffic adjacent to Tubman school. From an environmental justice perspective, this is not the way Portland should go. Induced demand will bring even more traffic to the freeway sooner or later, and increase the harmful health consequences to young people of color, who are already cautioned not to play outside at their own school. As a person who lives in NE Portland and bikes downtown, I am reliant on the Flint Street overpass for a calm and low-stress route to get to the Broadway Bridge. I can't imagine how any of the proposed pathways will be more direct or calm than this current option. I know thousands of other people who are not increasing congestion, thanks to their mode choice, feel the same. I would strongly advocate for "decongestion pricing" as the answer to crowded freeways. Coming from the east coast 10 years ago, I find it absurd that Oregon has not yet tapped into this source of reliable revenue. We are leaving millions on the table. I could respectfully request that a full environmental impact study be performed to ensure that the health of Portlanders, particularly that of low-income and people of color, remains a matter of high priority. Thank you for your consideration. Dorothy Mitchell |                          |
| 2019 0326<br>Doug Clauder      | Doug Clauder      | No More Freeways | True colors displayed by city council: Fixated on optics of LGBTQ+ (I am the plus, by the way) and white supremacy and equity, the underlying reality is unchanged. Pave the Earth for profit. My position could not be more opposite of the aims of this project. Interstate traffic has no business running through the center of our city. I-5 should be dismantled. It has existed for 50 years, and should be considered a failed experiment, just like our current city government. It is pure insensitive pro profit anti livability, anti urban, outsider politics with a veneer of piety. Disgusting. Was that impassioned enough?   |                          |
| 2019 0225<br>Doug Hanke        | Doug Hanke        | No More Freeways | To whom it may concern,<br><br>There are many problems with I-5, but the proposed expansion plan under consideration is not a good answer for any of them.<br><br>I live in North Portland and commute south daily. The biggest problems are the number of cars coming from Vancouver, which this project does not  |                          |

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|                      |             |   | <p>address. Nor does this expansion do anything to repair the damage to the Albina neighborhood caused by its initial installation.</p> <p>I urge you to reconsider this project. Years ago, when the Mt Hood Highway was on the table, the city took the money and spent it more wisely elsewhere. We are a better city for it, and similar courage is required now.</p> <p>This is the wrong project at the wrong time and will be a massive waste of taxpayer money. Do not do this thing.</p> <p>Sincerely.</p> <p>Doug Hanke</p>  |                          |
| 2019 Doug Hecker     | Doug Hecker | No More Freeways                            | Where can we get the official Aaron Brown Bullhorn? Also, does that include the delusional vision glasses too?   |                          |
| 2019 0312 Doug Klotz | Doug Klotz  | North/Northeast Quadrant Advisory Committee | <p>Mr. Windsheimer and Commissioner Eudaly, my name is Doug Klotz. I live in Portland. I, along with Allen Rudwick, was on the north/northeast quadrant advisory committee as this project was being developed. And it was clear to me the project was about looking like you're reducing congestion on the freeway, not injuries or death. And it was imperative for the surface streets was to move traffic on and off the freeway and to clear out Rose Garden traffic quickly. Pedestrian and bicycle facilities were threaded around the edges of these auto-oriented designs. In the plans, pedestrians will face at least six intersections with very wide and dangerous corner radii that they don't have to navigate now. Flint Avenue, which is one of the low traffic streets that walkers and cyclists use will be removed. The supposed replacement, Dixon to Hancock, will be so steep, walkers will use a series of switchbacks so you can get up it. The Clackamas ped-bike bridge serves no movement that can't be done by the Weidler Bridge and takes three extra blocks to do it, so I don't think it will be used. The improvements on the surface are downgrades instead. And the improvements on the freeway, may reduce side swipes, but even according to ODOT, they won't reduce recurring congestion. What they likely will do through the mechanism of induced demand is attract more traffic, like what happened on I-5 further north as has been mentioned. This is a project driven by politics and not an assessment of safety needs in the region. It should be stopped and the much less expensive decongestion pricing should be implemented instead.</p>   |                          |
| 2019 0325 Doug Klotz | Doug Klotz  |   | <p>I have read the Environmental Assessment for the Rose Quarter I-5 project, and find it lacking in enough details to adequately assess the detrimental impacts I believe this project will have. First, ODOT has admitted that the project will NOT address "recurring congestion". For a project that is being promoted as reducing congestion and increasing traffic flow, this is a jarring admission. Second: This is not the highest crash location on an ODOT facility. Many of the surface arterials in the Portland region have higher crash rates. Controlled-access freeways have significantly lower crash rates, a detail that seems left out, when ODOT claims this is the highest rate "of this type of facility". It also misses the point, when the great majority of these crashes are minor, with drivers side-wiping or rear-ending other drivers. Few, if any, major injuries occur here, except for people walking on the freeway, which is not being addressed. Third: The project does NOT improve the surface street conditions for pedestrians. A: It eliminates Flint Ave. bridge, which was a quiet street that walkers could use to access the area. B. In an early implementation of the Rose Quarter project, ODOT has eliminated the use of the sidewalk on the west side of the Vancouver Ave. bridge when they rebuilt the southbound I5 off-ramp. The new bridge could correct this and build, and allow for use of, this west sidewalk, instead of eliminating it as planned: Vancouver/Broadway as planned: &lt;&lt;Figure in letter attachment&gt;&gt; Vancouver/Broadway with Vancouver bridge shifted 20 feet east, and angled back to the intersection, leaving room for west sidewalk on Vancouver: &lt;&lt;Figure in letter attachment&gt;&gt; C: The planned Hancock/Dixon connection is too steep for ADA specifications, so a series of switchback ramps are planned on the south side at the west end. This is a sign of an inadequate facility. All sidewalks should be accessible and meet ADA without a special out-of-direction path. There is a reason there wasn't a road connection here historically: The grade is too steep. D. Many of the intersections in the project will include wide (50'-80' radius) corners. Although the drawings don't give these details, I confirmed in a conversation with Caitlin Reff, Project Manager for the PBOT surface street configuration, that these intersections would be designed to meet specs for WB-67 trucks, which necessitates these large turns. These are very dangerous for pedestrians, especially when walkers have a "walk" signal, and drivers can proceed around the corner, not only making a right on red (when they will have to stop first), but more dangerously, when they do not have to stop, and can make a sweeping turn (left or right) on the green light for through traffic. I expect that more pedestrian-involved crashes will occur when this is finished than occur now. No assessment of this has been done. The Traffic Stress analysis, for instance, does not take corner radii into account. Here are the dangerous crosswalks, at intersections that the preliminary plans call for to have large radii: &lt;&lt;Figure in letter attachment&gt;&gt; Here's what the situation would be, for instance, at NE Victoria and Weidler, with the large radius turns to "design for" WB-67 trucks: &lt;&lt;Figure in letter attachment&gt;&gt; And here's how drivers and pedestrians would interact when traffic has a green light for eastbound Weidler: &lt;&lt;Figure in letter attachment&gt;&gt; E. Because of the swooping design, and indeed even switchback ramps, the Clackamas pedestrian/bike overcrossing will require</p> |                          |

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|                      |            |              | <p>almost two blocks of out-of-direction travel, vs. walking over the freeway on the Weidler bridge, or even the Broadway bridge. Hence few will use it. Fourth: The project will increase Vehicle Miles Traveled within the region, and through this section of I- 5, through the well-known phenomenon of “induced demand”. This will lead to an increase in greenhouse gases emitted in the region. The claim that carbon emissions will be reduced because of less idling is not backed up by the scientific literature, which, in fact shows that, within a few years of the construction, the traffic will increase to fill the now free-flowing (?) freeway. And this is if indeed the project achieves a free flow of traffic, which from all indications, it will not. The project is the wrong direction for the state to be going if the state intends to meet its Climate Action Goals, and also the wrong direction for the region’s Climate Action Goals. Fifth: The impact of the students at Tubman School, who already are prohibited from playing outside, is unknown. I note that the Portland Public School District has asked for a full EIS to look into the health impacts of this project. Sixth: This money could be better spent addressing real safety needs on ODOT street facilities like NE/SE 82nd, Powell Blvd. and Lombard, and the legislature, the region and the city should redirect these funding resources to those locations. Seventh: The legislature directed ODOT to study “Value Pricing”, another name for Congestion Pricing, which is the only proven way to reduce congestion on highways. This should be tried first, before this expensive project is built. At the very least, I ask that ODOT do a full Environmental Impact Statement, as it is not obvious that there are no “impacts” from this project, but is obvious that there WILL be deleterious impacts to the climate, to public health, and to surface street pedestrian safety.</p>  |                          |
| 2019 0328 Doug Klotz | Doug Klotz |              | <p>I believe that the EA for this project does not show “No Impacts”, and I contend that the project will have undesirable, unmitigated impacts, in several categories, which I will list. Because of this, I request that ODOT undertake an Environmental Impact Study for this project. Here are some of the findings that I disagree with: 3.2.2.2 Air Quality in Build Alternative. I disagree that there will be no worsening of air quality. The analysis ODOT did does not assume any Induced Demand, which is a well-known and documented effect of improving flow on a highway. 3.5.2.2 Climate Change. I disagree with the conclusions here. As with the Air Quality section, it appears that ODOT has not accounted for the Induced Demand that will result from this project, and the increased Greenhouse Gases that would be generated, compared to the No-Build alternative. 3.6.2.2 and 3.6.2.3 Environmental Justice. I disagree that the project will mitigate the injustices wrought upon the neighborhood by past projects. The street connectivity is made worse by the removal of the Flint Ave. bridge, which runs in the historic corridor where Flint Ave. was. The Dixon-Hancock bridge does not replicate an historic street, and indeed will be so steep that it will not meet ADA specifications, and not be accessible to the disabled or the elderly. The series of switchback ramps proposed will make the walking trip at least a block longer than a car trip on the new bridge. The large radius corners on Broadway and on Weidler will make it more difficult, and indeed dangerous, to walk along these two main streets through the project area. 3.9.2.2 Land Use. I disagree that there is not land use impact or that no mitigation is needed. The parking lot behind the Paramount Apartments is a parcel that could be converted to housing now. The size and shape of the parcel are suitable for multifamily housing as well as commercial. The project plans to acquire a segment of that parking lot, diagonally through the middle of it. This would render the parcel almost undevelopable, and also permanently remove that land from being “buildable land”, within a “high opportunity area” as identified by the Portland Housing Bureau, an area where people have better access to jobs, schools, and other vital needs that are especially necessary for those suffering from previous racial discrimination in the area to thrive. No alternative parcel is being created with the development capability of the parking lot north of the Paramount Apartments. No mitigation for this loss of valuable land is being proposed. 3.10.2.2 Noise. The addition of a sound wall adjacent to Tubman School will reduce light into the school, and perhaps reduce the noise, but is not an adequate mitigation, considering part of the Tubman property will be impacted by moving the freeway canyon closer to the school. The noise of pile-driving under (!) the school will probably cause displacement during construction. Moving students out and then back disrupts the learning process, and cannot be mitigated. 3.11.2.2 Right of Way. The acquisition of the swath through the parking lot north of the Paramount Apartments, in order to build the Hancock/Dixon street is an adverse affect on that buildable parcel, and an imposition on the property owner that is not adequately mitigated. Land that could have been used to compensate the owner is being consumed for the switchback ramps along the new street. This is an impact that is not mitigated. 3.13.2.2 Socioeconomic Impacts. Because the new roadways, bike lanes and sidewalks on the surface streets are changed in such a way as to make travel more dangerous for pedestrians, there will probably be an increase of pedestrian/auto crashes along the south side of Broadway and the north and south sides of Weidler in the “box” area. The large radius (50’ to 70’) turns, and signaling (as described to me by the PBOT Project Coordinator) that do not give pedestrians a signal phase where they are not threatened by “left on green” traffic movements (and also possibly by “right on green” movements at the southbound on-ramp), will very likely result in more pedestrian injuries or deaths. This is a significant negative impact that is not mitigated. See also the Transportation section below. The connection that N Vancouver used to provide, was a casualty of early work on this project, which realigned the I5 southbound offramp where it landed at Vancouver and Broadway. Historically there were sidewalks on both sides of Vancouver, leading to Broadway. Until about 2014, the west sidewalk was usable, although not ADA compliant. &lt;&lt;Figure provided in letter attachment&gt;&gt; However, in 2015 that sidewalk was narrowed to a point, just shy of the crosswalk, and a sign placed 400’ north, stating the sidewalk was “closed”. &lt;&lt;Figure provided in letter attachment&gt;&gt; This removal of a critical sidewalk connection is a negative impact to the connectivity of the neighborhood to the north, down to the project area. This could be remedied in the project, by shifting the Vancouver bridge to the</p> |                          |

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|                         |                  |                  | <p>east, to allow those auto lanes to “aim” Southwest into the intersection so that lanes connect, and there is still room for the west Vancouver sidewalk to connect:&lt;&lt;Figure provided in letter attachment&gt;&gt;ODOT proposed design&lt;&lt;Figure provided in letter attachment&gt;&gt;One proposed design that could accommodate a west sidewalk. These comments would be applicable to the Transportation section below, as well.3.14.2.2 Transportation. There are many transportation changes, some positive, but there are enough negative changes that would disproportionately affect pedestrians, that this is a “significant impact” of the project, that is not mitigated.The worst changes will likely result in more pedestrian deaths from crashes at 5 intersections on the Broadway and Weidler corridors. These two drawings, recently released by ODOT, show the block of Weidler from Vancouver to Williams. The NW corner of Weidler and Williams, for instance, now has a corner radii of about 10’. The proposal shows a corner radii (confirmed by conversation with Caitlin Reff of PBOT as being designed for a WB67 truck), of about 50’ to 70’ radius:Here’s the current configuration (presumably the No-build):&lt;&lt;Figure provided in letter attachment&gt;&gt;Notice that the NW corner of N Williams and Weidler (at right) has about a 10’ radius, (similar to the corners of N Vancouver and Weidler)Here’s the proposal, showing the large radius corners at the NW and NE corners of N Williams and Weidler:&lt;&lt;Figure provided in letter attachment&gt;&gt;Notice that the very large corners mean that autos will speed around these corners. Heading east, traffic will proceed on the green light along Weidler, likely at the same time that pedestrians on the north side of Weidler are proceeding across the crosswalks. Also, the locations of crosswalks, “around the corner” from the tangent roadway, puts pedestrians out of sight of a motorist, or out of the view they’re concentrating on, for some time before the driver is close enough to notice pedestrians in the crosswalk.While PBOT/ODOT staff claim to use the ODOT Traffic Level of Stress measurements to gauge this danger, the TLS tool ODOT specifies does not even address corner radius as a significant issue. ODOT/PBOT do not use the NACTO Guide, a industry-wide guide to constructing better pedestrian and bicycle facilities.The corners in the project that have these large radii, and the dangerous crosswalks, are shown here:&lt;&lt;Figure provided in letter attachment&gt;&gt;All of these crosswalks would be more dangerous for pedestrians to cross than the current crosswalks, and I expect to see more crashes resulting in injuries or deaths to pedestrians as a result of this project. The Best Practices cited have not helped in the City of Portland. Pedestrian injuries and deaths have been on the rise, not falling. The increased turning radii here are used to allow large WB67 trucks to turn without using the entire receiving roadway, or slowing down significantly. And such radii inevitably result in faster car speeds in corners. The only safety remedy that could work is to create signal intervals where pedestrians could use these crosswalks, with no right or left turns on red, and no right or left turns on green either, interfering with pedestrian travel. I realize that this would result in slower traffic movement, but if ODOT truly wants to increase safety, not decrease it, this is what should be done. I’m told that ODOT will not do this because it will reduce capacity. I think this is an unacceptable tradeoff, increasing traffic deaths in order to increase or preserve “capacity”.3.17.1.2 Cumulative impacts. I disagree that the project is doing “safety improvements” as a whole. While the project may result in less crashes on the freeway, I contend it will result in more crashes on the surface streets, especially pedestrian-involved crashes, which have more incidence of injury or death. This impact is not mitigated.Thus, I request that ODOT do a full Environmental Impact Statement for the project, and address the impacts I have mentioned here.</p> |                          |
| 2019 0319 Doug Oneill   | Doug O'Neill     |                  | <p>I'm really surprised you're letting a small vocal minority push you around on freeway expansion project. The study makes it clear it's definitely safer and will reduce congestion and thus idle pollution. Eventually electric and greener personal transportation will replace gasoline cars and this argument will be antiquated. Everyone I talk to supports this. Very liberal residents support this. Business supports this. A very tiny anti freeway group is being allowed to dictate what you do and the will of Portland. Please do the right thing and move forward with this project. You have a majority support in Portland.</p>  |                          |
| 2019 0331 Douglas Kelso | Douglas Kelso    | No More Freeways | <p>The proposed Rose Quarter freeway expansion is an inexcusable waste of money. The entire history of freeway expansion shows that widening highways doesn't help congestion; at best, it simply moves the bottleneck. This project will consume hundreds of millions of dollars with no public benefit, at a time when we should be seeking ways to reduce carbon emissions.</p> <p>It will also remove the Flint bike crossing, which I frequently use for commuting, and "replace" it with a steep, unclimbable slope.</p> <p>The money wasted on this project would be better spent on on improved bike and transit facilities instead of adding worthless extra lanes to a short freeway segment.</p>   |                          |
| 2019 0325 Doug Pratt    | Doug Pratt       |                  | <p>Please get this project built. We need it badly. Thanks</p>  |                          |
| 2019 0331 Doug Allen    | Douglas R. Allen |                  | <p>1) The EA describes significant environmental impacts from this project, therefore it requires a full Environmental Impact Statement.2) The magnitude of this project, simply in terms of taxpayer dollars expended, warrants an environmental impact statement that examines the cost-effectiveness of this expenditure of \$500 million.3) The EA only compares build with no-build, so we have no way to evaluate the true impact of the build alternative. This is because both the build and no-build alternatives involve significant increases in auto travel and therefore increased levels of GHG emissions and other</p>   |                          |

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|                |      |              | <p>pollutants, which would likely not occur with a reasonable build alternative. An EIS would examine reasonable alternatives to the project that would avoid these significant impacts.4) The EA provides a lot of conclusions but not in a clear way that explains the assumptions or reasoning behind them. There are many references to benefits to pedestrians, bicyclists, and transit riders, yet most are subjective and unsupported by demonstrable facts.5) Regarding cumulative impacts, the EA mentions a number of historical decisions and future plans, but does not provide any analysis of past and future projects on the Portland freeway system, and how these projects, in conjunction with the Rose Quarter project, cumulatively affect the environment. A variety of additions have been made to the freeway system after it was built that have resulted in increased traffic, including the East Marquam ramps connection between I-5 and I-84, which was one of the larger projects. The National Environmental Policy Act, in defining "cumulative impact" notes that "Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." On page 23 of the EA, we are told that "The analysis of value pricing (or tolling) in the I-5 corridor will be considered in the future." The impact of value pricing is clearly a cumulative impact that must be analyzed, since value pricing is mandated by Oregon law for this freeway. Other construction on the freeway system has occurred, including widening, re-striping, reconstruction of onramps, addition of ramp meters, etc., and it is the obligation of the project sponsors, not this reviewer, to catalogue these activities and their cumulative impact. Page 34 of the Climate Change Technical Report (CCTR) says that the area for study of cumulative impacts is same as the so-called Area of Potential Impact (API) described in section 4.1 and shown in figure 9. However, projects outside the API, but on the freeway system, influence traffic volumes within the API, and projects, including this one, both inside and outside the API but on the freeway system, affect regional trip-making well beyond the API. The total cumulative and regional effects should be analyzed. On Page 36 of the CCTR, we are told that reasonably foreseeable future actions include future actions that are identical in both build and no-build scenarios. This does not mean that we can ignore them. An obvious purpose of the cumulative analysis is to warn us of cumulative effects, presumably so we may change course, not only with respect to the project at hand, but for other reasonably foreseeable actions.6) The claim of no capacity expansion is erroneous. The project creates an additional through traffic lane on I-5 by shifting weaving movements off of the two existing through lanes to auxiliary lanes.7) The explanation of capacity versus speed versus travel time is opaque. What are the assumptions? There is no clear narrative explanation of the basis for assumptions about future traffic levels, nor is there an explanation of what "capacity" means in various contexts. For example, on page 6 of the Traffic Technical Report, it appears that "future volumes developed for the year 2035" by Metro are the same for build and no-build. What are the assumptions that could produce such a counter-intuitive result? 8) The EA does not give a fair idea of the true impacts of construction, which will close off travel paths for both motorists and non-motorists. The resulting congestion will subject the region to years of delays and detours. We can expect the Portland Streetcar to be closed for five years, and bus riders will be similarly impacted for five years of construction. Detours will slow bus service, causing longer trip times, while a "bus bridge" for the Portland Streetcar will add huge increases to trip times caused by bus detours caught in congestion and construction delays plus waiting times to board and deboard shuttle buses. One alternative presented in the EA involves replacing the entire east side streetcar operation between OMSI and the east end of the Broadway Bridge with buses. Since buses are unable to traverse the streetcar bridge over the Union Pacific and Oregon Pacific railroads, considerable out-of-direction travel will be required to travel between the MLK-Grand couplet and the OMSI stop. This information is not presented in the EA. Likewise, streetcars are known to attract higher ridership than comparable bus service, so this extended replacement of streetcar service will reduce ridership, which should be reported in the EA. Transit service far beyond the project bounds will suffer unreliable arrival times and gaps in service due to unpredictable delays from congestion and construction activities within the project area.9) The EA fails to offer an adequate analysis of alternatives. a) The EA fails to consider transit alternatives. These would include options such as priority bus service on the freeways as well as a parallel extension of the Yellow light rail line east of the Willamette River from the Rose Quarter Transit Center to the Tilikum Crossing, and an extension of the Yellow Line from Expo Center north to Hayden Island for better connection with C-Tran service. Note that alternatives outside the API may be reasonable options for producing reductions in congestion within the API, particularly when we are talking about components of an integrated transit system. b) The EA does not adequately analyze TSM alternatives, including value pricing. Page 23 of the EA states "As a result, value pricing (also called tolling) was not included within the TSM/TDM alternative because value pricing, as a tool for transportation demand management, was not among the existing strategies at use in the study area at that time. The analysis of value pricing (or tolling) in the I-5 corridor will be considered in the future. The potential termini for value pricing in the I-5 corridor is not determined and is not currently included on any adopted transportation fiscally constrained list. Therefore, value pricing is also not considered a reasonable and foreseeable action." This conclusion regarding value pricing ignores that fact that HB 2017, passed by the 2017 Oregon Legislature, directs the Oregon Transportation Commission (OTC) to implement value pricing "On Interstate 5, beginning at the Washington state line and ending where it intersects with Interstate 205." On January 8, 2019, FHWA sent a letter to ODOT stating: "...the FHWA's approval of tolling projects under the VPPP has typically been a straight forward process, commonly taking as little as a few months." 10) The EA should make clear that money can be re-allocated by the Legislature to better projects. HB 2017 does not direct the Oregon Department of Transportation (ODOT) to build the Rose Quarter project, rather it provides future funding for the project in return for a series of reports on costs, designs, construction packages, financial status, and progress over the coming years. There are multiple opportunities for ODOT</p> |                          |

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|                      |                               |  | <p>and the Oregon Transportation Commission to recommend alternatives to the Oregon Legislature.11) The EA should clarify how support for this project was generated through extensive lobbying of legislators and other public officials, at taxpayer expense, resulting in numerous misconceptions among those officials, including Portland Mayor Wheeler who is on record as believing that transit will be a major beneficiary of this project. 12) This project is out-dated, the design having been essentially fixed in 2012, when the urgency of combating climate change was not as widely understood. It was ignored by the public because of lack of funding, until TriMet officials put forward the idea that taxpayers in this region could be persuaded to fund both this project and the South West Corridor Light Rail project in a combined bond issue. Behind-the-scenes dealing eventually resulted in the appearance of this project in HB 2017, despite the fact that it is such a poor way to spend public resources. 13) The EA fails to identify the impacts of removing the Flint Ave. structure. Page 72 states "Additionally, when the Flint structure is demolished, motor vehicle traffic from Flint would be diverted to Vancouver or Williams, where bicycle traffic would also be diverted." While this is listed as a short-term impact, it is actually a long-term impact. Page 75 says "The one intersection expected to close to motor vehicles is located at N Flint/N Broadway but would be replaced with a new intersection at N Flint/N Hancock." This is not at all equivalent in terms of travel patterns. 14) The benefit for transit, post construction, is essentially nil -- a wash. Conclusions in the EA wrongly state otherwise. Impacts to transit travel time occur throughout the day, but are only shown for peak hours. The majority of transit ridership occurs outside the peaks, but the EA ignores these riders in its analysis. 15) The EA analysis of greenhouse gas (GHG) emissions is inadequate, opaque, and not based on scientifically sound methodology. The most fundamental flaw in the EA is the assumption that GHG emissions are irrelevant at the project level. According to the Climate Change Technical Report (CCTR), "Efforts to affect climate change typically occur programmatically at national, state, or regional levels as opposed to the project level and are based on regulations that control emissions at a much broader level and focus on planning efforts to affect greenhouse gas (GHG) emissions reductions." This is a crazy notion. Our entire roadway system is the sum of a multitude of projects over many years. The whole is equal to the sum of the parts. This project needs to be held accountable for producing GHG emissions reductions that are proportional to the dollars being spent. Furthermore, GHG emissions are studied only for the Area of Potential Impact (API). If travel times are reduced and become more reliable as a result of this project, then trips and VMT will necessarily increase because of the elasticity of demand. This does not seem to be reported in the EA. Much of this VMT increase will be outside of the API. Page 23 of the CTR states: "A larger analysis area that included emissions from the entire Portland metropolitan area was evaluated but did not as effectively show the changes resulting from the Build Alternative." Page 23 also explains what area was studied, which is just the project area and links that might experience changes in congestion +/- 5%. The EA clearly admits that it fails to show GHG emissions resulting from this project that occur outside the designated API, but does not explain what the phrase "did not as effectively show the changes resulting from the Build Alternative" means. Was the attempted methodology defective, or was this a deliberate choice to avoid showing impacts? There is a reference on page 19 of the CCTR to the Statewide Transportation Strategy for Greenhouse Gas Emissions (STS) adopted by the Oregon Transportation Commission in summer, 2018. Page 43 lists it as a reference. The EA gives a totally inadequate explanation of how this projects relates to the STS. There is no reference to the STS-2018-Monitoring Report given to the OTC at the same time that the OTC adopted the STS. This shows that Oregon is falling drastically short of its mandated goals for GHG emission reductions in the transportation sector. Where in this project are the pricing and funding mechanisms mentioned in the STS? What is the cost-effectiveness of this project in achieving a proportionate share (relative to dollars spent) of the needed emissions reduction goals? Where is the transit component of this project? The EA should clearly point out that for \$500 million, this project fails to make any contribution to meeting the STS goals. Page 39 of the CCTR states: "Additionally, the estimated large decreases in emissions from existing conditions to future conditions (2045) are the result of changes in vehicle emissions due to federal, state, and local efforts to develop more stringent fuel economy standards, inspection and maintenance programs, and transition to cleaner, low-carbon fuels for motor vehicles." The 22% drop shown, none of which comes from this project, is far below the roughly 60% drop needed for the STS vision. Page 37 of the CCTR talks about GHG emissions being "localized." This is an oxymoron, as GHG emissions have cumulative global effect, unlike pollutants that degrade or settle out of the atmosphere and so do not "accumulate" beyond a local zone. Page 38 of the CCTR says "Estimated GHG emissions from the No-Build and Build Alternatives are below levels typically considered to have an adverse effect on global climate change. Mitigation is not proposed for the construction, maintenance, or operating emissions." This conclusion is unsupported by logic, science, or public policy. GHG emissions from the transportation sector constitute roughly 40% of Oregon's total GHG emissions, and United States per-capita GHG emissions lead the world. How can the EA claim that GHG emissions, from either the Build or No-Build alternative, do not have a significant cumulative effect? By the logic in the EA, any single individual could claim that they do not have an adverse effect on global climate change. This is terribly wrong. All actions need to be looked at for their proportionate effect in REDUCING GHG emissions.</p> |                          |
| 2019 0328 Doug Allen | Douglas R. Allen / Jon Nuxoll | Association of Oregon Rail and Transit Advocates | <p>AORTA (Association of Oregon Rail and Transit Advocates) is an Oregon non-profit with statewide membership. We feel this project and Environmental Assessment are fatally flawed. We ask ODOT to cancel this project by requesting the Oregon Legislature to redirect funds to more cost-effective and environmentally sound projects. In the alternative, ODOT must withdraw this EA; rethink the purpose and need; restart the scoping process; consider alternatives that provide greater benefits in light of current needs for greenhouse gas reductions and environmentally sustainable transportation modes;</p>   |                          |

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|                          |                |              | <p>develop a Draft Environmental Impact Statement; select a Locally Preferred Alternative; follow with a Final Environmental Impact Statement and project construction and implementation. In support of the above request, we offer the following criticisms of the Environmental Assessment and prior project development work: 1) A project of this scope and magnitude needs a full Environmental Impact Statement. The 2017 Oregon Legislature defined a mega transportation project as one that "...includes transportation projects... that cost at least \$360 million to complete, that attract a high level of public attention or political interest because of substantial direct and indirect impacts on the community or environment or that require a high level of attention to manage the project successfully." The Rose Quarter project meets this standard. 2) The EA offers conclusions in an opaque manner that reveals neither the assumptions behind them, nor the logic employed. 3) The EA fails to offer an adequate discussion of past and future projects on the Portland freeway system, and how these projects, in conjunction with the Rose Quarter project, cumulatively affect the environment. 4) The claim of no capacity expansion is erroneous. The project creates an additional through traffic lane on I-5 by shifting weaving movements off the two existing through lanes onto auxiliary lanes. 5) The project does not solve the "weave" problem, which is supposedly the reason for this project in the first place. 6) The EA minimizes the construction impacts. Construction will close off travel paths for both motorists and nonmotorists, and the resulting congestion will subject the region to years of delays and detours. We can expect the Portland Streetcar to be closed for five years, and bus riders will be similarly impacted for five years of construction. Detours will slow bus service, causing longer trip times, while a "bus bridge" for the Portland Streetcar will add huge increases to trip times caused by bus detours caught in congestion and construction delays plus waiting times to board and deboard shuttle buses. Delays to transit service will degrade the quality of transit service well beyond the vicinity of the project, particularly by causing unreliable arrival times and gaps in service. The very groups who are already making the choices needed to reduce congestion will be severely and extensively impacted by the construction of this autocentric project. The EA totally fails to give an adequate picture of the scale of this disruption. 7) After the construction impacts are over, the net benefit for transit is essentially nil, yet the EA concludes otherwise. 8) The EA fails to consider transit alternatives. These would include priority bus service on the freeway as well as a parallel extension of the Yellow light rail line east of the Willamette River to the Tilikum Crossing, and extension of the Yellow Line north to Hayden Island for better connection with C-Tran service. 9) It fails to consider TSM/TDM alternatives, including value pricing. Page 23 of the EA states, with regard to the consideration of TSM/TDM options during project development: "As a result, value pricing (also called tolling) was not included within the TSM/TDM alternative because value pricing, as a tool for transportation demand management, was not among the existing strategies at use in the study area at that time." This is one of the most ridiculous circular arguments of all time: Because value pricing had not been implemented already, it would not be considered for future implementation! The EA goes on to state: "The potential termini for value pricing in the I5 corridor is not determined and is not currently included on any adopted transportation fiscally constrained list. Therefore, value pricing is also not considered a reasonable and foreseeable action." This is a mendacious distortion, as HB 2017, passed in the 2017 Oregon Legislature, directs the Oregon Transportation Commission (OTC) to implement value pricing "On Interstate 5, beginning at the Washington state line and ending where it intersects with Interstate 205." On January 8, 2019, FHWA sent a letter to ODOT stating: "...the FHWA's approval of tolling projects under the VPPP has typically been a straight forward process, commonly taking as little as a few months." 10) Regarding greenhouse gas (GHG) emissions, the OTC adopted a Statewide Transportation Strategy for Greenhouse Gas Emissions (STS) on August 16, 2018. An appendix to the EA, the Climate Change Technical Report (CCTR) gives a totally inadequate explanation of how this project relates to the STS. For example, where in this project are the "pricing and funding mechanisms" mentioned on page 20 of the CCTR? 11) GHG emissions are studied, according to the EA, only for the so-called Area of Potential Impact (API). If travel times are reduced and become more reliable as a result of this project, trips, and vehicle miles traveled (VMT), will necessarily increase because of the elasticity of demand. This does not seem to be reported in the EA. Much of this VMT increase will be outside the API. On page 23, the CCTR claims: "A larger analysis area that included emissions from the entire Portland metropolitan area was evaluated but did not as effectively show the changes resulting from the Build Alternative." One must conclude that analysis of GHG emissions in the EA is defective and inadequate.</p> |                          |
| 2019 0312 Dr Jesse Lopez | Dr Jesse Lopez |              | <p>Hello, my name is Dr. Jesse Lopez. I live in Portland where I work as a scientist managing and analyzing massive environmental datasets. Also, I have experience acting as an expert reviewer for environmental impact statements. So given my background it shouldn't surprise you that I've read the entire EA. Well, not the entire EA. It's impossible because there's still critical components of it that haven't been published. Which begs the question, if ODOT can't gather and post a bunch of PDFs to a website, why should the public trust you to build a highway expansion through the middle of Portland on time and on budget? It doesn't quite work in my mind. Going further, the current descriptions in the project and the current studies lack adequate descriptions of methodology, transparency of data and clear project metrics to really perform a scientific assessment. It really needs an environmental impact statement. There's a lot of fluff here. Given the problems with the EA, it's impossible to identify any improvements in the plan that you state in the executive summary. Specifically, there's no evidence that it will improve the bike and pedestrian network over current conditions, it will address surface traffic issues, or relieve congestion on I-5. So given that, it's not clear that this will improve safety at all, which is supposed to be one of the top motivators. So here's a simple plan on how to improve this project so the desired goals will actually be achieved. Number one, put a lid over I-5 through the entire Rose</p>   |                          |

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|                               |                             |                  | Quarter to facilitate the Albina Vision, and number two, implement deep congestion pricing to alleviate traffic. This will address past injustices imposed by ODOT, repair the street grid to improve bike and pedestrian network, and actually reduce I-5 congestion and vehicle emissions. Please take these as sincere, good faith suggestions to modernize the plan so it aligns with contemporary values, community aspirations, local and state climate mandates, and fact-based reality.  |                          |
| 2019 0327 Dr Virginia Feldman | Dr Virginia Feldman MD FAAP |                  | As a pediatrician, and parent, I urge you NOT to put \$500 million ( a price-tag which would be just STARTERS) for this freeway expansion. Instead, sponsor projects which won't cause further climate disruption: cars are the largest source of the greenhouse gases which are making our planet unhealthy by the day. Such expansions have never decreased congestion--as ODOT's own consultants say: MORE cars just keep traveling. Only better public transportation will help here, as will KEEPING the Flint Ave. bridge, so for our fossil-fuel saving bicycle traffic won't be affected. "Decongestion pricing' is a proven way to go as a means of cutting traffic & pollution; we need to give a go at that first. (Or a least not have ODOT hide data from us on the details of this alternative). My patients live in the Tubman School area, where PSU research on air pollution indicate that students there, even before such an expansion, were being exposed to air pollution levels which make it unhealthy to go outdoors for recess. Such projects are never proposed in OUR backyards--but always proposed for the backyards of the poor, or people of color--70% of Tubman students. Albina & other community organizations do NOT support this, contrary to what ODOT suggests with its 'reconnecting the community' PR statement. THANK YOU for your attention.Dr Virginia Feldman MD FAAP  |                          |
| 2019 0312 Dr Carrie Leonard   | Dr. Carrie Leonard          |                  | Hi, my name is Dr. Carrie Leonard. I'm an oceanographer, a mom, and a resident who moved here because this is a place that used to make decisions that bucked the status quo, that did the right thing for the environment and community. According to ODOT's traffic safety analysis appendix, what I found is exactly just like what the last speaker found. The highest rate of crashes that currently occur in this corridor happen in the middle of the day, which is when I presume people are actually moving the fastest. So therefore, if the plan of this project is to increase through-put speeds through this region, but you also want to reduce the number of crashes. This actually goes against a lot of the data in the transportation world and actually against a lot of what the City of Portland itself is doing, which is reducing speeds across the whole city with a life force safety and reducing crashes, safety for pedestrians, cyclists and non-car users. If the data were there to justify this project, I can slightly be on board. But right now, the information as presented in the EA does not justify the expense and the time and the impact to the rest of the community, especially life while we're facing in climate change. Thank you.  |                          |
| 2019 0311 Dr Marna Hauk       | Dr. Marna Hauk              |                  | Thank you for the opportunity to comment on the proposed Rose Quarter Freeway Expansion. As a professor of sustainability, with over ninety peer-reviewed publications and presentations, including on the topics of climate change, environmental racism, and climate justice, I want to strongly oppose the proposed Rose Quarter Freeway Expansion. I understand the Oregon Department of Transportation has a desire to build infrastructure that best supports the transportation needs of Oregonians. I suggest ODOT go back to the drawing table to imagine other solutions that address the deepest needs of Oregonians. What are these deep needs? Oregonians want to stop building infrastructure for more business-as-usual with automobiles at the center of an earth-ravaging transportation system. What of the needs for students, particularly students of color and communities of color, who live and learn near the proposed expansion, to not bear the brunt of the ecological and public health cost for gentrification as well as subsidizing throughways for Washington residents with a loss of lung health and increase in pollution. I extend a strong suggestion to revisit your ideas and come back to the community with vibrant, visionary designs, proposals, and approaches that build structures and processes to nurture climate-justice, low-carbon public transit infrastructure, and a strengthened capacity for resilience. The students of color in inner northeast Portland should not pay the cost for higher speed, single-user car transportation. We are living in an age of the New Green Deal. What infrastructure and systems would continue to put Portland on the sustainability map for a successful 2020 and 2030. ODOT, you are creative visionaries and wise thinkers and must come back to the community with different, life-sustaining alternatives instead of this unconscionable proposal. Warmly,Dr. Marna HaukNortheast Portland |                          |
| 2019 0402 Ximena Levander     | Ximena Levander             | No More Freeways | Dear ODOT,My name is Dr. Ximena Levander, MD and I am writing with my many concerns about ODOT's plan for freeway expansion on I-5. I am a general internal medicine physician and I am concerned about the impact that highway expansion will have on the air quality of those in Portland that would be exposed to increase in exhaust/fumes. Health studies have shown increased rates of asthma in children living near or exposed to high amounts of exhaust which would likely be the case with this plan given the highway expanding right next to Harriet Tubman Middle School. I am also highly concerned about climate change and feel that Portland and the state of Oregon should be investing this money and resources into ways that would DECREASE the number of cars on the road. This could include 1) congestion pricing which they are rolling out in NYC and have done in many other large cities. Those commuting from Vancouver, WA (or general area) into Portland every day by car should have to pay a toll on the I-5 bridge and congestion pricing before the people of Oregon and Portland have to pay to have I-5 expanded. 2) use the money for this project instead to invest in a light rail system between SW Washington and Portland. We need a public transit system more like the DC Metro which services DC, MD and VA as people are clearly choosing to live in WA and commute into Portland (many likely for tax purposes). 3) invest in better public transit and walkability/bikability within the Portland area (better side walks,  |                          |

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|                |                 |                  | bike infrastructure, buses, etc). There are so many better first options to explore before expanding I-5. We need to find ways to reduce our dependency on fossil fuels and single occupancy vehicles and widening our highways does the opposite of that. Best, Dr. Levander  |                          |
| 2019 0329      | Drew Blount     |                  | Hello, 8 year Portlander, lifetime PNW native, soon-to-be homeowner, and 7-year-Eastbank Esplanade-rider here Please do not expand the freeway! It will not make anything safer- fatalities in that corridor have been from homeless pedestrians on the freeway shoulder. It will not help congestion -study after study after study has shown that more freeway lanes just brings more cars onto the freeway, which is the opposite of what we need in Portland in 2019. This proposal is a shocking step backwards for city development and land use, and an unconscionable waste of money when we should be focusing on urban density and affordable housing. Please do not go through with it. Thank you for considering public comments, and for your hard work trying to improve this city. Drew Blount Software Engineer & Flukebook.org Lead Developer, Wild Me  |                          |
| 2019 0330      | Duane Fickeisen | No More Freeways | I oppose the proposed expansion of I-5 near the Rose Quarter of Portland. I am very deeply concerned about the effects of greenhouse gas (GHG) emissions on the climate. We must not encourage the least efficient means of transportation, but instead be working to eliminate as soon as possible most sources of GHGs. Expansion has been shown to result in increased congestion as traffic counts go up in response, in this case, moving the problem down the road. We cannot afford to delay in responding vigorously to the need to eliminate GHGs. This project does the opposite. Instead of more freeway lanes, we need congestion pricing and better alternatives to driving including mass transit, walking, and biking. I have long felt that Portland's riverfront is potentially a gem but is limited by the presence of I-5. Any expansion that threatens to bring further traffic with attendant noise and PM2.5 pollution through areas near the river and that increase the investment in highway infrastructure in a place it should not be is just plain wrong. We ought instead to look to other west coast cities that have opened up their waterfronts by removing adjacent highway infrastructure (e.g., San Francisco, Seattle) and begin planning for the eventual removal of I-5, not for its expansion. A full environmental impact statement should be developed with fully open and honest access to the underlying assumptions and a real no-action case. Recent revelations that ODOT has not been more transparent about assumptions (including the no-action case) and that the expansion would encroach further on the eastbank esplanade point to the need for more public information and involvement in determining the future of our city's highway infrastructure.                           |                          |
| 2019 0401      | Duffy Epstein   |                  | To whom it may concern, This letter is to let you know that I 100% vote no on the expansion project. I am an Eliot resident and have lived here for over 30 years. The once thriving area is not ready for yet another project that will negatively impact our neighborhood. The students at Tubman Elementary are already being told not to play outdoors (criminal!) and that situation will only get worse. Flint street is such a great access road for bikes to bypass all the traffic and it would be a shame to lose it. If all that weren't enough, the fact that your studies are not using accurate numbers is disheartening and a bit scummy, in my mind. If you want us all to actually believe that the air quality will stay the same (not good), and that the expansion would not make it more inviting for an increase in cars on the road, you should know we are not idiots. There was an article in the Oregonian today, 4.1.19, showing how the stats being used to justify the project are not based in reality...lies, to be exact. The majority of Eliot residents are opposed to this project, as they will be punished for 4 years of dirty construction, overflow traffic and pollution. But far more importantly, we should not be putting money into a project that promotes the burning of fossil fuels as we are facing the most imminent threat to our well being on this planet...GLOBAL WARMING! To ignore this calamity does not reflect the concern that Oregonians have for this danger. Why would we invest that much money to make it easier to drive and burn fuel??? It's sad that you all seem to be ignoring this fact. THIS IS NOT A TEST! THIS IS REAL! I vehemently oppose this wasteful project. I appreciate the opportunity to speak my mind. Duffy Epstein Eliot resident since 1987. |                          |
| 2019 0226      | Duncan Baruch   | No More Freeways | Planet Earth's biosphere is in crisis -- too much carbon and methane in the atmosphere. Increasing the output of carbon emissions, which is what increasing fossil-fuel powered traffic along I-5 will do, is a wrong-headed thing to do. Climate crisis is already impossible to ignore, and that's only after about a degree C increase. If, as a recent study predicts, the temperature rise reaches 4 degrees C, clouds will cease to exist, and then it's really all over -- count on another 8 degree C increase. We have no choice, if civilization is to survive, but to rein in fossil-fuel burning. Now. That cannot be accomplished by expanding I-5.   |                          |
| 2019 0326      | Duncan Baruch   | No More Freeways | Global warming/crisis is now. Ignore it at all of our peril.<br>We've been told by a large body of scientific analysis that we have 12 years to bring carbon and methane emissions way down. More likely we have less than 12 years -- plan on it.<br><br>A half million dollar tinkering with the I-5 freeway completely ignores the screaming reality of our biosphere's existence.<br><br>Time to wake up. No time to lose.   |                          |
| 2019 0320      | E.J. Finneran   | General Public   | Stockholm implemented congestion pricing nearly 15 years ago and it solved traffic congestion overnight. Also, childhood asthma dropped nearly 50 percent. Can you commit that this project will drop childhood asthma in Portland by the same amount? I think building an extra lanes to solve congestion   |                          |

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|                                |                   |                | when there are proven solutions that cheaper, faster and better for human health is misguided. <a href="https://www.sciencedirect.com/science/article/abs/pii/S0967070X11001284">https://www.sciencedirect.com/science/article/abs/pii/S0967070X11001284</a> <a href="https://www.washingtonpost.com/news/tripping/wp/2018/03/27/congestion-pricing-clears-the-lungs-too-researchers-say/">https://www.washingtonpost.com/news/tripping/wp/2018/03/27/congestion-pricing-clears-the-lungs-too-researchers-say/</a>   |                          |
| 2019 0331<br>Eamonn<br>Kearney | Eamonn<br>Kearney |                | My name is Eamonn Kearney and I wish to let you know that as a lifelong Portland resident, I do not want to see the expansion of I-5 through the Rose Quarter area. Not only will it not help traffic because of increased usership, but I also believe the environmental impact will negatively affect historically black and impoverished neighborhoods in a way we would never allow to happen in historically white and wealthy neighborhoods. For this price tag, I would rather see safety improvements to areas where people are actually hurt or die every week. Areas like 82nd Ave., Foster, Powell, and Sandy. More pedestrian and cyclist safety features would not only save lives and help traffic move more swiftly in our arterial neighborhoods, but it would also bolster our reputation as a city that works for its citizens; as a city committed to its Vision-Zero plan; as a city that deserves its reputation as a green mecca.  |                          |
| 2019 0331 Ed                   | Ed                |                | I haggled oppose this project. It does not sit well with me that ODOT has not been completely transparent and has with held information/drawings from the public. This is a huge feeling of mistrust and I ask that we slow down until a full environmental impact would be. Especially for those who are attending school and living in that neighborhood. This smells bad. I oppose this project.  |                          |
| 2019 0312 Ed<br>Kaiel          | Ed Kaiel          |                | Science and facts are clear that this expansion, especially at this point in climate crisis time, is messed up big time. I breathe the filthy air created by this freeway every day and night. Our new grandson and his parents, who also live close to I-5 in our neighborhood, are impacted by the carbon filth spewed day in and day out. My asthma is directly attributable to our proximity to I-5. Rest assured I will be hitting the streets with thousands of Oregonians opposed to this unsupportable expansion. You(plural) and I both know adding more cars will add to the devastating impacts of our climate crisis.  |                          |
| 2019 0331 Eddie<br>Barnhart    | Eddie Barnhart    | General Public | I am writing to express my opposition to current freeway expansion plans. I'm a life long Portlander and while I studied urban planning at PSU, I learned freeway expansion does not solve congestion. The current proposal is against the ethos of the many Portland residents like me who understand the importance of limiting automobile dependence. By making a heavy investment in freeway expansion we are missing an opportunity to move towards a less car focused urban plan. Please understand I am not be obstructionist in voicing my dissent to the current proposal. I say no to freeway expansion, but yes to bus rapid transit, yes to congestion pricing, and yes to investments in pedestrian improvements. Thank you,<br><br>Eddie Barnhart<br>3210 SE 7rd Ave<br>Portland, OR   |                          |
| 2019 0326 Edith                | Edith             |                | 1) I live in Parkrose, just off Sandy Blvd. I am fortunate enough to live a short walk away from the Parkrose/Sumner transit center. But as I go into Portland on the train, I see that the I 205 multi use path is constantly littered and filled with trash. Gateway Transit Center is understaffed and also dirty.2) On my side of Parkrose, there are very few sidewalks, and people must share the street with cars, many of which do not obey speed limits for neighborhoods. In addition, some streets are not even paved or maintained at all.- despite prior promises by City of Portland AND State Of Oregon for basic urban amenities. 3) Related to above, ODOT and City of Portland have a history of saying one thing and doing another: We say that we care about our citizens and that we care about our carbon footprint, but construction a freeway that encourages yet more driving is a contradiction of that.The idea of \$500M being used to widen a freeway instead of maintaining our multi use paths, not paving roads in working class and poor areas, not providing safe ways to walk or bike in those areas, and not providing more buses with trained drivers (whom we can pay an excellent salary & benefits) is a spendthrift, foolish one, a building project that will NOT benefit the State of Oregon or City of Portland, beyond a few high bidders for the jobs.   |                          |
| 2019 0312 Edith<br>Gillis      | Edith Gillis      |                | Hello, my name is Edith Gillis and I'm also opposing the expansion. I want to give you an understanding of some of the consequences of diesel particulate and the fumes, the carbon monoxide poisoning. I deal every day with people who have been brain damaged, their immune system damaged, and have a lot of emotional and behavioral and social problems because of the poisoning that is going to be happening worse if you expand this. With autism, there is damage to the front of the brain that they are not able to access executive function. There is emotional regulation. The sensory stuff is extreme. The body is, like, danger, danger, danger, danger. And so there's, like, potential PTSD and can be an escalation, escalation very quickly of high stress and then collapse. And then not even being aware of your meltdowns, your violence, whatever. Never belonging, always feeling anxiety, that nothing is quite right and that no one understands and no one supports you. And I also deal with elderly people who have different forms of non-Alzheimer, the dementias that are being caused by diesel. It's a very lonely life that you can't think as you used to think. You can't have a relationship that you used to have. You can't function as you used to and it's a very, very scary world. Please don't have more people experiencing this and more family members feeling lonely that they cannot connect and ashamed -- socially isolated because someone who needs to take care of someone who is not there for them. |                          |
| 2019 0329                      | Edward Murphy     |                | As a long time, (25 years) resident and business owner in the Eliot neighborhood of Portland I am fully AGAINST the plan to expand the i5 freeway through  |                          |

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| Edward Murphy                 |                  |                | NE Portland. The tax money could be used in a much more efficient manner to improve transportation for all. Encouraging more carbon producing vehicle use is the opposite of what we should be doing for our planet in the face of global warming.  |                          |
| 2019 0320<br>Edward Nolan     | Edward Nolan     | General Public | In a city like Portland, which is in dire need of improved freeway capacity, I think your plan is great. Not only does it help with pollution, addresses safety, and congestion. It is the least that can be done to address our growing city. We can't ignore the projected growth and we need to address this problem that will only worsen. I see the congestion ranking's every year, and while greater Portland has only 2.2M people, we are ranked to have the 7th worst congestion in the USA, while the greater metro area of Phoenix has 4.2M is ranked to have the 47th worst congestion. What's the difference? 1,405 lane miles of freeway as of 2005 in Phoenix, as well as wider arterials. then Portland. Less congestion, means less tail pipe emissions. Please build it.  |                          |
| 2019 0311<br>Edward Pentin    | Edward Pentin    | General Public | Comment: Confirm that you are not a robot, and Here is a good promotion for your team. <a href="https://drive.google.com/file/d/1f6ZDyLqjyYf7drJlvL-9AKBwPUGn8tT6/preview">https://drive.google.com/file/d/1f6ZDyLqjyYf7drJlvL-9AKBwPUGn8tT6/preview</a>  |                          |
| 2019 0215<br>Edward Sackinger | Edward Sackinger | General Public | 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?<br><br>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.<br><br>We need to be looking at removing the eastbank freeway. It's antiquated and congested. The only way to fix this is 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.  |                          |
| 2019 0326<br>Eileen           | Eileen           |                | Hi, I commute from outer SE to downtown for work full time and I think the freeway expansion project is an embarrassing proposition for such a supposedly forward-thinking city. Not only is there significant evidence showing that the expansion would be overall damaging and not actually helpful in reducing congestion. it also demonstrates that the city is more interested in capital gain for a few over the total well-being of a growing community. It is immoral to continue with this project and will become a shameful mark of ODOT's priorities as other countries and US cities continue to push towards more sustainable city planning.  |                          |
| 2019 0227<br>Eileen Chieco    | Eileen Chieco    |                | Freeway expansion is the opposite of what should be considered by any municipality that pretends to care about its citizens and the environment. Freeway expansion has never solved traffic congestion, in any North American city. Five hundred million dollars should be used to expand public transit/bicycle lanes, not contribute to the further use of fossil fuels.  |                          |
| 2019 0401<br>Eileen Chieco    | Eileen Chieco    |                | No freeway expansion! Climate change is real!   |                          |
| 2019 0312<br>Eileen Ryan      | Eileen Ryan      |                | As a tax payer, I implore you to use this money on public transportation. Please do not do this highway project.  |                          |
| 2019 0401<br>Eileen Stark     | Eileen Stark     |                | As a biologist and Portland resident, I am strongly opposed to expanding freeways. The most pressing and dangerous issue right now is the climate crisis and we ought to be doing everything we can to get people out of their cars and onto bicycles, their feet, and mass transit. Moreover, extra freeway lanes won't do anything to alleviate traffic congestion; there are just too many people. I'd like to see a full EIS and a study examining all the alternatives, including decongestion pricing. This planet cannot take more air pollution and it is reckless to not promote the least destructive means of transportation!  |                          |
| 2019 0402<br>Elena Sokol      | Elena Sokol      | General Public | I am a resident of Portland since 2017 and I oppose the Rose Quarter Freeway Expansion project. I want to explain to you my reasons why I do not support this:1) The enormous cost for very little benefit:This money should instead be spent on countless projects that improve traffic and transit around the city. There is an enormous need for better pedestrian, bike, transit and car infrastructure in Portland. As a person who commutes to downtown mainly by public transit and by bike, I see the problems first-hand. As a resident of SE Portland, I see the unpassable gravel streets and lack of sidewalks daily. Having bad transit options and bad pedestrian infrastructure contributes to more people driving in Portland than in other west coast cities. Expanding the freeway is only going to create more congestion and increase traffic without solving any of the aforementioned issues. 2) The increased pollution and impacts on climate:Induced demand should be seriously considered before planning this expansion. Other cities who significantly expanded their highways learned that demand increased and those same highways were clogged by traffic once again. Hence, I believe expanding the I-5 would not have an effect on alleviating congestion and just lead to more pollution long term. Is spending this enormous sum justified if congestion returns almost immediately? I don't think so. Is it morally justified to build something that will lead to more pollution and contribute to climate change? 3) The negative impacts on the existing pedestrian and bike infrastructure:Expanding the freeway over the East Bank Esplanade has to be the worst possible solution because it will make this important |                          |

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|                            |                  |                 | <p>recreational and active commuting route even less usable than it is now. It will also create more opportunities for camping under the overpass for the city's houseless residents which will undoubtedly lead to health and safety and environmental concerns.4) Consider the impact congestion pricing on freeway traffic:It only makes sense to see what a relatively low cost solution like congestion pricing will do to the freeway traffic before jumping into this enormously expensive project. Other cities, like most recently New York, are implementing this with great results.In my opinion we do NOT need a freeway occupying prime riverside space on the east side of Portland. There is no need for two freeways if the 405 already provides a connection between the east and west sides. I think it would be best for the city and its residents if that section of the I-5 was dismantled and all traffic routed through the I-405. The 405 should be capped to control the noise, pollution and reconnect the neighborhoods around it. We can then develop the east side riverfront into a great modern park with pedestrian and bike infrastructure, a jewel in Portland's central core. In short, this expansion project is, in my opinion, misguided, based on an incorrect set of assumptions, and does not address what this city really needs. A full assessment of environmental impacts taking into account noise, pollution, induced demand, congestion pricing, effects on pedestrian and bike infrastructure, is needed before this project is approved.</p>   |                          |
| 2019 0331 Elice Simmering  | Elice Simmering  |                 | <p>I vehemently disagree with the Moda Center Freeway expansion. There are a variety of ways we could better spend these funds to help connect the communities within our city and the air pollution is already incredibly concerning which will not be helped by additional freeways. Please do not continue with this expansion. I urge you to reconsider.</p>   |                          |
| 2019 0226 Eliot Cole       | Eliot Cole       |                 | <p>There is absolutely no reason to expand I-5. We need to be spending on mass transit and promoting alternatives to car traffic, not encouraging people to drive more and removing bike routes. As a bicycle commuter who uses the Flint overpass almost every day, I am outraged that already out-of-control car traffic is being prioritized over the safety and convenience of healthier and greener alternatives like cycling. As a human being, I am outraged that freeway expansions are still being considered, given the dire state of our planetary climate- according to scientists we have 12 years to stop irreversible catastrophic climate change that puts our entire species at risk of extinction. As a young person I am furious that my future existence is being sold out for the convenience of car commuters, many of whom live in areas under-served by transit and have no alternative. On top of all this, freeway expansions have been shown time and time again not to actually decrease congestion. It is unfathomable that this would be seen as a priority in 2019.</p>   |                          |
| 2019 0331 Eliot LUTC Chair | Eliot LUTC Chair | Community Group | <p>We ask that you eliminate all funding, cease all planning work, and completely abandon the I-5 Rose Quarter Project. We additionally ask that this project be removed from all Portland and Metro Transportation System Plans. This project would be a major step in the wrong direction for our city, the climate, and our neighborhood. Other organizations are asking for a full Environmental Impact Statement from this project, but we know what the real impact of this project will be already. Further study will not substantially change the project's impacts on our city and neighborhood. Delaying the project only to kill it later is a waste of time and taxpayer resources that should be instead planning a better, greener future for our regional transportation system. Portland has a legacy of turning down ill-advised freeway projects. We removed the Harbor Drive Freeway in 1974 and canceled the Mt. Hood Freeway in 1976. Let's add to that "ended I-5 expansion in 2019."Environmental JusticeThe construction of I-5 through the Albina district, including Eliot, is symptomatic of systemic racism in public policy that destroyed Portland's Black neighborhoods. Eliot has struggled for years and now has something to be very proud of, Harriet Tubman Middle School. However, students at Tubman have to breathe toxic exhaust from cars and diesel trucks driving through Portland. If we care about mitigating the effects of pollution for this vulnerable population, we must discuss how to make our car and truck fleet pollute much less. We must also consider the long term goal of reducing the impacts of, and ultimately the removal of I-5 and other freeways. Our neighbors in Vancouver, BC refused to construct urban freeways in the first place and they have thrived without them. No freeway expansion has ever reduced congestion. Adding capacity to I-5 is all but guaranteed to result in increased cars and truck trips, leading to worse air quality, especially for our neighborhood and the students of Tubman.Climate ChangeAccording to the latest data from the International Panel on Climate Change, we have 11 years to cut carbon emissions by half in order to avoid catastrophic climate change. This necessitates a dramatic shift in how our society does everything, including moving people and goods. If we are going to have any meaningful chance of addressing climate change, we need to make dramatic moves to shift trips away from cars to more sustainable modes like public transit, biking, and walking. An investment in widening our freeways is an investment in another nail in our collective coffin. If we care about human society persisting beyond the 22nd century, we must start getting cars off the roads ASAP.Lack of Transportation Throughput BenefitsThe Rose Quarter widening project was initially conceived by highway planners to remove a bottleneck in the freeway system. This bottleneck is conveniently located in between several other bottlenecks. When traffic is at its worst in the evening peak hours, there are long lines of cars on I-5 north, on I-405 west, on I-84 east and occasionally on I-5 south of the project area. Essentially, all traffic getting stuck at the Rose Quarter is on its way to another bottleneck. These cars will not benefit substantially by being rushed through the Rose Quarter faster only to find themselves in the next bottleneck. If traffic were to improve in the area substantially, latent and induced demand would immediately increase traffic volumes through the area. There might be a few minutes or hours per day where cars and trucks were able to see travel time benefits, however we do not believe this will become not the dominant condition on the highway.During the 2010-12 process, we were told that the highway engineers were struggling with their computer models to show that the project had any benefits at all. Recently, we have found out that the models projecting benefits from the project are due to inclusion of all projects in the Regional</p> |                          |

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|                |                |              | <p>Transportation Plan being built. Institutional memory shows that we have never accomplished that in the past and it is an unwise assumption to make going forward. A true "no-build" analysis would show that this project on its own will not provide substantial benefits. Safety ODOT has pitched this project to neighborhoods as a way to move more vehicles more quickly through the Rose Quarter, both on I-5 and on surface streets. Higher speeds and increased throughput on surface roads increase the chances a driver will kill or maim another road user. Our transportation network should prioritize safety instead of speed. The removal of Flint bridge appears to place cyclists onto either a very steep road or in mixed traffic with motor vehicles. We are aware the current renderings are not finalized, but it appears bikes are an afterthought and will be squeezed in where it is possible at the last minute, likely leading to unsafe outcomes. Many dangerous intersections in this area have had multiple bicycle and pedestrian crashes and deaths in the past. These include Broadway/I-5/Williams and Broadway/Flint intersections. The lives that have been lost are a testament to the bad engineering decisions made in the past, and the incremental improvements made throughout the years reflect learnings on how to make the streets safer. Redesigning all of the streets in the area may place us back in a situation where we have to live with untested designs at the risk of more accidents, injuries and fatalities. ODOT's own data indicate that the area in question does not experience dangerous accidents at a higher than average rate. If safety is our priority, we the public would get the best bang for our buck by investing in major safety overhauls on surface streets which double as state highways in East Portland. Fiscal Responsibility Half a billion dollars is a substantial amount of money. America collectively and the Portland region have invested a ton of money in project after project to increase the freeway network. Locally, Portland has avoided most of these projects due to smart-minded citizens and politicians knowing that moving more traffic through an area (even if slightly faster) does not help build a stronger place. The I-5 Rose Quarter project does not offer a good return on investment. Existing infrastructure is in need of maintenance, and capital expenditure on additional infrastructure is irresponsible. This is not a correct prioritization of public funds given the State's policy goals. While improving interstate commerce is a valid goal, we are already developing a congestion pricing scheme that will be a revenue generator, rather than a net cost. Urban Design Problems / Lack of Local Improvements At its core, the I-5 Rose Quarter project has always been a highway widening project. All of the "local improvements" are afterthoughts that may even make the local streets worse for many road users. The pedestrian and bike infrastructure in the area has been improving incrementally over the past two decades, and while there is room for improvement, this project does not directly address existing hazards. The designs ODOT and PBOT have presented give us little faith that after this project is completed the pedestrian, transit, and bicycle setup will even be as comfortable and efficient as the current status quo. The triangular remnants of land provided by the lids proposed appear to be the result of engineering expediency and not the result of any intentional design aimed at creating usable public space. The renderings presented by ODOT and PBOT depict glorified traffic islands isolated by high traffic rights-of-way. We would recommend visiting the triangular diverter where MLK and Grand merge at NE Hancock to see just how we can expect these spaces to be utilized. ODOT staff have stated that they are looking for ideas for what to put on the lids - we have given you ideas. Specifically we need to see buildings and usable public open spaces on top of the freeway if we are to stitch this neighborhood back together over the freeway. Seattle's Freeway Park (Designed by Lawrence Halprin of Keller Fountain fame) and the adjacent Washington State Convention Center show that this is possible. Spaces that are not accessible and have no active programming are not going to be used and seem destined to be abandoned and ignored by all but those with no other place to sleep (again, consider the MLK/Grand/Hancock triangle). If we are going to make a multi-generational investment in the Rose Quarter Area, we need to do it right. This process is coming at the urban design problem from a vehicle throughput lens which will further deteriorate the street activity in the area. Misalignment with Portland's Goals Portland has adopted Vision Zero, a Climate Action Plan and mode-split goals. The I-5 Rose Quarter project is anathema to all of these. The project is a 20th century transportation solution in a world of 21st century problems. The net outcome will inevitably be higher regional vehicle miles traveled (VMT), which is highly correlated with traffic fatalities. More VMT also will inevitably lead to higher CO2 emissions, which undermines our climate change goals. Making it faster and easier to drive has historically always led to more driving. This violates our mode-split goals. The direct fiscal costs of the project, while high, pale before those of the externalities and the opportunity costs of this investment.</p> |                          |
| 2019 0315      | Elise          |              | Freeway expansion is climate denialism and won't improve congestion. There's really nothing more to say than that. We need to find alternatives.  |                          |
| 2019 0401      | Elissa Gertler | Oregon Metro | <p>Thank you for the opportunity to review and comment on the I-5 Rose Quarter Improvement Project Environmental Assessment. We congratulate ODOT and FWHA on completion of this well-organized document that strikes a balance between accessibility and thoroughness. This memo summarizes Metro staff's technical review of the EA and project documents. Rather than document all positive and critical comments, this memo focuses on major questions and concerns in the interest of brevity. In particular, Metro staff believes the EA is inadequate in its evaluation of serious crashes, including documentation of existing conditions and an analysis of how the alternatives compare on reducing serious crashes. This inadequacy means that project designs that can reduce deaths and life-changing injuries are not being evaluated, despite direction from federal, state and regional policies. Metro staff also recommends development and evaluation of new design concepts for the highway caps and a segment of Broadway, and has requests and recommendations related to transportation including clarification of analysis, evaluation of different design concepts, and consideration of additional mitigation measures. Agency Coordination- The process for releasing the full documentation and analysis within a 45-day review period without any prior review opportunities of</p>  |                          |

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|                |      |              | <p>technical work did not allow for a full review of the analysis by Metro staff. As the designated Metropolitan Planning Organization for the Portland region and the administrator of the regions urban growth boundary, Metro staff believes our agency should have been afforded the same opportunity as the City of Portland for prior review of technical reports on land use and transportation. Metro staffs comments are therefore based on a high level review rather than a complete understanding of the work.</p> <p><b>Project Alternatives-</b> There are reasonably foreseeable options to the proposed highway caps that were not explored in the design concept screening process, such as reinforced caps or a tunnel-type structure that could support some forms of development. With more robust construction, capped areas could potentially support low-density construction that could activate what might otherwise be vacant, underutilized spaces; a tunnel-style treatment could potentially support more intensive development that would have a more transformative effect on the district. Further exploration of these design concepts in the environmental process is recommended.- If more robust cap designs are evaluated as recommended, mixed-use development above the highway would be consistent with goals of the City of Portlands N/NE Quadrant Plan, which specifies zoning the capped areas for mixed commercial, employment, (or) residential; scale varies with building heights ranging from 2-10 stories. There is no discussion of the potential for structures on the highway caps in the EA, either in the preferred Build Alternative or the other explored alternatives. Metro staff recommends the projects environmental documentation either evaluate such development under NEPA or state that development of these air rights is not a federal action and therefore not subject to NEPA.</p> <p><b>Environmental Justice-</b> The analysis fails to address whether the properties displaced by the project are facilities that serve or employ low-income or minority populations.- The analysis should clearly define any changes in emissions including diesel and greenhouse gases to neighborhoods along the I-5 corridor from North Portland to the South Waterfront/Lair Hill area.</p> <p><b>Land Use-</b> There is insufficient information about how well the proposed highway caps will functionally meet the City of Portlands adopted land use plans. Metro staff believes ODOT and FHWA should better document how the proposed design will provide public open space that offers genuine opportunities for recreation, relaxation and respite including details on management and maintenance of these spaces and air quality and noise levels on the caps.</p> <p><b>Safety-</b> The EA analysis does not adequately address serious crashes, which is inconsistent with federal, state and regional policies to eliminate serious crashes. Oregon has adopted a safety target of achieving zero fatal and serious injury (Injury A) crashes by 2035 (Oregon Transportation Safety Action Plan, 2016). The Portland region also has an adopted Vision Zero target for 2035 (Regional Transportation Safety Strategy, 2018). Federal safety performance targets track crash rates for fatal and serious crashes. Focusing on comparing crash rates for all crashes to statewide averages for freeway segments - the majority of which are property damage only and minor injury - is not consistent with a focus on reducing fatal and serious injuries.- While the EA states that the segment of I-5 between Interstate 405 (I-405) and Interstate 84 (I-84) experiences some of the highest vehicle crash rates in Oregon it does not provide information on how the project area compares for serious crashes. Metro staff is not aware that the project area is an area of concern for serious crashes when compared to statewide averages.- The EA does not include information on how the Build Alternative will reduce the number and severity of serious crashes occurring- As indicated in Safety Technical Appendix B, the one fatal crash between 2011 and 2015 involved a pedestrian on the freeway. There were two similar crashes involving pedestrians in 2009 and 2010, outside of the study time frame, indicating a pattern rather than a random occurrence. The EA does not address this fatality or describe how the alternatives would address preventing fatalities of this type in the future.- The information in Safety Technical Appendix C is inadequate to determining if the Build Alternative would address serious crashes at intersections.- EA Page 6 states that, it is estimated that there would be approximately 10 percent more highway crashes under the No-Build Alternative as compared to existing conditions (ODOT 2019a). This analysis lumps together all crashes and does not clarify whether the Build Alternative would improve serious crashes.- The EA does not investigate the relationship of time of day with crashes, especially serious crashes, which could impact design decisions. Not evaluating the relationship of congestion to overall crash rates and serious crash rates raises questions about the design solutions identified to address crashes, which are described as addressing congestion and safety simultaneously.- Behavior is cited as a primary factor in all of the serious crashes, following too close, not paying attention, aggressive driving, speeding and alcohol. It is not clear how the design solutions in the Build Alternative will address behavior.- EA Page 73 notes that lower crash rates on I-5 would occur under the Build vs. the No Build Alternative due to less stop and-go traffic and emergency braking, new auxiliary lanes providing drivers more time and space to merge, and new shoulders providing more room for disabled vehicles. While rear-end crashes occurring under congested conditions could benefit from the Build Alternative, it is not clear how serious crashes occurring in less congested conditions or serious crashes with behavior as a primary factor in the crash will be addressed.</p> <p><b>Transportation/Design-</b> The EA states (section 3.2.2) that the project does not create new capacity or add substantial capacity to I-5. This statement is not objectively true and is potentially misleading; auxiliary lanes clearly add capacity, which can be calculated using Highway Capacity Manual procedures and other traffic analysis tools. Further environmental documentation could state the estimated change in link capacity if there is a need to document the scale of the change.- The width of Broadway between Williams and 1st is shown as five (5) one-way motor vehicle lanes, which is incompatible with a multimodal, mixed-use environment, and may increase in poor driver behavior. Metro staff requests alternatives to this configuration be developed and further evaluated.- The angular nature of the lid design relative to the street grid results in sidewalk segments with a very large buffer from the freeway below, and sidewalk segments that may lack any buffer. Metro staff recommends consideration of new lid designs that include</p> |                          |

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|                |      |              | <p>landscaped buffer for all sidewalk segments in order to create effective pedestrian environments.- The EA does not document whether the project considered the feasibility and cost of retaining both Hancock and Flint as overcrossings. Metro staff requests this scenario be evaluated for consideration.- Since the full four-step travel demand model was not used for the project analysis, it is not clear whether the projected increases in VMT capture all the impacts of the project, including changes due to mode shift to motor vehicles. The limited subarea provided for review does not make it clear if the VMT analysis includes consideration of the regional system or simply reflects re-routing of vehicles within the limited subarea.Metro staff requests clarification on the assumptions used in forecasting the projects impacts on regional tripmaking and the resulting effect on overall trip patterns including mode share.- The evaluation of construction impacts does not include consideration of access for walking, bicycling, transit, and driving during construction of the project. Metro staff requests the project document how construction-period access will be addressed.- Metro staff recommends the final Clackamas and Hancock bridge designs include direct connections without switchbacks on both sides, as well as consideration of stairway connecting Clackamas to Wheeler to allow more direct non-ADA pedestrian access.- Metro staff recommends the project include a southbound bike lane on Williams between Broadway and Wheeler, to best connect with the Rose Quarter Transit Center and Moda Center.- Metro staff requests clarification on how the signalization at Williams and Hancock would move bike riders from the right side to the left side, and how bike riders on Vancouver would transition from the right side of the street to the left side prior to Hancock.- The project appears to remove a sidewalk on the west side of Vancouver north of Broadway, which would degrade the pedestrian environment on Vancouver. Metro staff requests the project retain that sidewalk and connect it directly to the crosswalk on the north side of Broadway.- The EA indicates that bus and streetcar performance will be slowed due to signal phasing changes. Metro staff requests FHWA and ODOT consider additional ways to mitigate this impact, including the consideration of BAT lanes, transit only lanes, and signal modifications (including TSP) on Broadway and Weidler.Economy- The Executive Summary and Cumulative Impact Analysis of the Socioeconomics Technical Report indicates that community engagement events were held that discussed government services, economic opportunity, gentrification, historical injustice with past developments, agency distrust, and broken promises with development initiatives. Metro staff requests the project document how it plans to address these concerns; that effort could be jointly developed with the City of Portland.- Relevant economic information from Metros Economic Value Atlas is included on an attached page. FHWA and ODOT may find this information helpful.General- Future environmental review and project documentation should reference the recently adopted 2018 RTP. The EAs references to the 2014 RTP are appropriate because that is what the NEPA analysis is based on.If you have any questions or would like to discuss any of these in more detail, please contact me at <a href="mailto:elissa.gertler@oregonmetro.gov">elissa.gertler@oregonmetro.gov</a>.Attachment: I-5 Rose Quarter Improvement Project EA Economic information from EVA:Metros Economic Value Atlas provides an indication of tract-level conditions when it comes to these economic values. An assessment is provided below regarding the primary census tract for the API (Lloyd District tract). This information may be helpful for the project and its environmental review.- Job Activity + Target Industries: Existing jobs in the census tract of the project area (18,600) are significantly higher than the average tract in the region (2,300). Area job growth over the last ten years (31%) is slightly lower than the average tract in the region (34%). The project area has a large number of goods-producing jobs (500) relative to the regional average (270) and there is a balance between both other tradable industry jobs (9,500) and local service/government jobs (8,600) with more than six times as many of these jobs than other areas of the region. The average size of business establishments (23 employees) is more than two times higher than other areas (10 employees). The project area also has high concentrations of jobs in three out of the six industries that Greater Portland Inc. targets for growth in the region. More than fifteen times as many clean tech jobs, four times as many software and media jobs, and two times as many athletic and outdoor industry jobs than the average tract. The area has few-to-none computer and electronics industry jobs and health science and technology jobs, but there are a fair number in metals and machinery (31 jobs) relative to the average (36 jobs).- Market Connectivity: Average travel times to exit and entry points of the highway system in the project area (40 minutes) are less than the average tract (47 minutes) and the areas access to PDX airport (18 minutes) is much better than most areas of the region (28 minutes). To the extent that the project increases commute-time speeds and reduces travel times on I-5 without inducing additional demand, the improved access to exit/entry points of the highway system and PDX could offer some minor benefit to market connectivity for goods and people for those areas of the region that rely on this stretch of highway as a pass through connection or local connection to outside clients and customers.- Labor Access: Workers with a BA make up a large share of area workforce (48%) relative to the average (37%), but the number of highly educated workers living in the immediate area (900) is less than the average (1,200) and there are almost half as many workers with some college and four times less entry-level workers than the average.- Job Access: There are almost two times as many jobs within a 30 minute commute (940,000) relative to the average tract (570,000 accessible jobs).- Economic Inclusivity: The I-5 Rose Quarter Improvements Project falls in a project area with a long history of economic injustice. The poverty level is 28%, more than double the 13% average. Area median income growth (11.6%) is slightly higher than the average tract (10.7%), but the gap between high and low-income earners (0.47 GINI coefficient) is also higher than the average tract (0.41 GINI coefficient).- Racial Diversity: The project area is slightly more diverse (17.4% that are people of color) than the average tract (13.6%), but the area is getting less diverse (2% decline in % people of color) relative to a slight increase (0.8% growth) in other areas of the region.- Developability: The existing base of industrial and commercial square footage in the census tract for the project</p> |                          |

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|   |                            |                | area (9,615 SF) is close to four times the average tract in the region (2421 SF). The Buildable Lands Inventory indicates that there are 28.5 acres of buildable industrial or commercial land. This is around 8 acres more than adjacent, centralized tracts despite being well below the average tract in the region (37 acres). Additionally, zoned unit capacity and market potential for housing (1,944 units) is more than double the average tract in the region (887 units). The same is true for existing density (FAR/acre).- Livability: It takes 32 minutes to get to major job concentrations and major employers of the region by transit vs. 54 minutes for the average tract. The area is already much more walkable than most tracts in the region and a smaller share of households have access to a vehicle than the average tract.- Market Activity: Area property values (\$5.4 million) and recent permit activity (923 housing units) are three times higher than the average tract (\$1.6 million, 327 permitted units).- Affordability: There are a larger number of total rental units in the tract of the project area (1,200 units) relative to the average tract (740 units), but the share of households that are rent-burdened (53.81%) is higher than the average tract in the region (46.6%). For the limited number of homeowners, fewer are cost-burdened (7.34%) relative to the average tract (16.8%).   |                          |
| 2019 0401<br>Elizabeth                  | Elizabeth                  |                | Climate change is important, why are we building more car infrastructure instead of rail or bike lanes? This will impact a middle school that is primarily low income families and minorities. I am requesting a full EIS, no build, and finding of significant impact.   |                          |
| 2019 0401<br>Elizabeth<br>Bendeich      | Elizabeth<br>Bendeich      |                | In this era of acknowledged dangerous climate change how can ODOT even think of freeway expansion. There is no evidence that widening freeways decreases congestion, but rather encourages more vehicles to be on the road. My major concern is with air quality, particularly near Harriet Tubman Middle School. This area already has the worst air quality in Portland. Widening the freeway will only make it worse.  |                          |
| 2019 0330<br>Elizabeth Grey             | Elizabeth Grey             |                | The Rose Quarter Expansion is a terrible idea. It wont solve congestion, but it will increase pollution in an area thats already suffering! Even if ODOT provided a full environmental impact statement, even if they shared full plans and data with the community, that \$500M would be better spent on projects that improve public health and dont ignore the realities of climate change.  |                          |
| 2019 0316<br>Elizabeth<br>Hardee        | Elizabeth<br>Hardee        | General Public | Hello, I am writing today as a citizen concerned about the proposed expansion of I5 in the Rose Quarter. There are many reasons I am opposed to this project:1. Climate change: Put simply, we've run out of time to make the rapid shift to a low-carbon economy in order to avoid catastrophic levels of climate disruption, therefore any project that perpetuates the status quo is irresponsible. The city of Portland's climate action plan contains goals for reducing vehicle miles traveled, expanding safe access to public transit, walking and biking, and shifting costs to reflect the true impact of gas-powered travel, all of which this project fails to adequately address. If we're serious about being a model sustainable city, we have to think differently about how we get around-expanding freeways isn't the way to go.2. Other types of pollution: I live on the east side and work downtown. Each day as I ride my bike in to work, I am worried about the vehicle pollution I'm riding through and how it may be impacting my health. And yet my worry probably pales in comparison to the parents of kids at Tubman school, or anyone suffering with athsma or other health problems. Expanding freeways expands their capacity for pollution, and increased pollution is dangerous for human health. Each day I take my breaks at Waterfront Park (itself a former thoroughfare for cars) and I wonder what it would be like to have a quiet green space on the other side of the river, instead of a noisy, smelly freeway that blocks our view of the mountain. 3. Cost: \$500 million dollars is a lot of money, and there are so many ways to spend it that don't prioritize cars over people. We could make Powell safer for pedestrians and cyclists, or create multimodal roadways to allow safer commutes using low-to-no-carbon transportation options, or even put the money toward making public transit free. We limit ourselves by thinking the future will look the same as the past. I hope that ODOT will fundamentally reconsider this project, and think creatively about the future of transportation in our state. Thank you, |                          |
| 2019 0331<br>Elizabeth Israel-<br>Davis | Elizabeth Israel-<br>Davis |                | Please do not waste all of this money to widen a stretch of I5. You can ask anyone who regularly carries a purse, and they will tell you that getting a bigger purse just leads to carrying around more stuff. Eventually that new, bigger purse is stuffed full and seems too small. Is the solution to get another, even bigger purse? Probably not.I would like to see our city disinvest from infrastructure that encourages private car travel. I will admit that most of my travel around the city is in my own private car with just me in it. This is because it's the most convenient and affordable mode of travel for me and it really shouldn't be.Please do not use all that money to support the environmentally damaging status quo. Please use it to fund fareless public transit, more public transit, and construction of bike infrastructure (such as protected lanes). I know it's not enough to achieve those goals, so please also tax me so that we can have all of the above.I used to be so proud to live in Portland because I truly believed we were leaders in sustainability, carbon emission reduction, public transit, and bike transit. We've been slipping for quite awhile now and this freeway project will be one more nail in the coffin of the Portland that could have been.   |                          |
| 2019 0401 Ellen<br>M Cusick             | Ellen M Cusick             |                | Many people have written you and said "NO" more eloquently than I can. I just want to say that the widening of I-5 at the Rose Quarter is a terrible idea and ask ODOT to consider spending this exorbitant amount of money on something more climate-crisis-oriented and kinder to the air around my office and my home. Please don't do this to my city.  |                          |
| 2019 0311 Ellen<br>Mendoza              | Ellen Mendoza              |                | Hey ODOT, Don't do this. It won't help, We have enough pollution. People have to get out of their cars. This will not help congestion. This will not help the neighborhood. Please don't do this.   |                          |

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| 2019 0327      | Ellen Mendoza      |  | When Joni sang they paved paradise and put up a parking lot, I didn't think we'd be singing that song nearly fifty years later, When they killed the freeway to Gresham in the eighties, I thought we would have learned that lesson for good,When New York City might finally start congestion pricing I wouldn't think Portland and ODOT would be going back to Flintstone ideas. I endure my share of traffic in a car, but I don't think the solution is more lanes of asphalt, or concrete.  |                          |
| 2019 0317      | Ellen Mickle       |  | As someone who uses the Flint Ave crossing daily on my bike commute to work, I oppose the Rose Quarter Freeway Expansion not only because it would impact the course of my route, but because it would worsen air quality. Air quality is already quite poor since we have no restrictions on old dirty diesel engines on or off-road (which hopefully is changing w/ HB2007) and our physical geography is doing us no favors in this regard. The fact that students from Harriet Tubman middle school would be advised not to go to recess should be a dealbreaker. I recall my mom, who grew up in LA in the 60s-70s, sharing how they often couldn't go out to recess due to smog. Do we really want to regress to that era? These students are 40% African American, so there's clearly a racial equity reason not to do this. Finally, we need to start figuring out how to drive less, not more, in the wake of the IPCC report last fall telling us we've got 11 years to limit fossil fuel use to keep climate change to moderate levels, and with the knowledge that transportation = 40% of our state's emissions. This is a serious issue which should compell ODOT to evaluate alternatives, some of which should be bold new ways of thinking, since we do not have the option of taking our old ways in to the future. Thank you for your time.  |                          |
| 2019 0401      | Ellie Harmon       |  | Hello, I am writing to urge you to reconsider the freeway expansion plans for I5 in the Rose Quarter. As you surely know from many historical case studies, freeway widening results not in congestion relief but, through induced demand, in greater congestion long term. More importantly, however, this freeay cuts through the core of our city, a location which should be activated with life and human activities but instead is cut apart and filled with traffic and pollution. It is exceptionally disingenuous that you used the CRC in your modelling and have not completed a full Environmental Imoact Statement. Both of these major issues must be corrected before any further work on this project.  |                          |
| 2019 0312      | Elliot Akwai-Scott | School Advisory Committee for the City of Portland | Mr. Windsheimer and Commissioner Eudaly, my name is Elliot Akwai-Scott. I'm the vice-chair for the School Advisory Committee for the City of Portland. Before I dig into why this project fails bicyclists, I have to say we shouldn't even be discussing a freeway expansion project in this neighborhood that doesn't include reparations and a continuous buildable freeway that's in accordance to the Albina Vision. Also the climate impact -- the climate technical assessment, the environmental impact assessment only forecasts a .2 percent decrease in emissions from the build versus the no-build. This is all just efficiency out of vehicle movements and it fails to account for any induced demands. All of these forecasts are built off of the estimates based on current daily traffic volumes, which will obviously increase and so that estimate is clearly flawed. So after reviewing the environmental assessment technical reports, the only responsible choice is the no-build alternative, contrary to what the executive summary may tell you, this project fails to deliver any meaningful improvements for bicyclists. This project area contains the most heavily used bicycle facilities in the city, and would essentially rebuild facilities on streets where they already exist. For five years of construction on this project, we would introduce massive delays and detours for the over 5,000 cyclists per day that use Vancouver and Williams in an area where connectivity is already extremely limited. Construction on I-5 ramps and I-84 in the Willamette River would also close these for an unknown duration. The only other place in the city you could have as much destruction on bicycle travel is if you plucked the Hawthorne Bridge out of the water for half a decade. Bicyclists and pedestrians will continue to experience all the hazards associated with the freeway interchange after the project is complete, including wide turning radiuses and level turn lanes, including prohibiting crossing limits and increased grades. The no-build alternative offers better conditions for cyclists at no cost, not half a billion dollars. |                          |
| 2019 0322      | Elliot Akwai-Scott | Portland Bicycle Advisory Committee                | As a citizen committee representing a broad spectrum of Portlanders advising the City on matters related to bicycling, the Portland Bicycle Advisory Committee (BAC) is writing to strongly recommend the No-Build Alternative for I-5 Rose Quarter Improvement Project. While the project in its current configuration should not be built, the Albina neighborhood is not without need. Albina Vision, a community-created and led plan to heal the neighborhood devastated by the construction of the I-5 freeway decades ago, should be the starting point for a new vision of a vibrant, prosperous neighborhood between the Willamette River and Lloyd District. Throughout the I-5 Rose Quarter project, obfuscation and delay in providing information for public review has hampered the ability of the community and stakeholders, including the BAC, to provide meaningful input. This includes key information not released at the beginning of the Environmental Assessment 45-day public comment period. Transportation modeling assumptions were not released until 20 days after the beginning of the comment period. Partial engineering drawings were released yesterday with only 10 days remaining in the comment period, while fully detailed drawings have still not been released as of the writing of this letter. The BAC joins the call for a full Environmental Impact Statement before the project proceeds any further. Based on the limited information provided, the BAC finds that the Build Alternative would fail to achieve the stated project goals and objectives, especially in critical areas related to bicycling, but also including the resulting conditions for walking and transit, local connectivity, safety, equity, and climate outcomes. This is in direct conflict with city and state planning goals. Throughout the I-5 Rose Quarter project area, the Build Alternative would mostly propose rebuilding bicycle facilities on the same streets that already have them, except in some places like the Flint Ave  |                          |

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|                |      |              | <p>overcrossing, currently used by 3,000 bicyclists per day, which would be permanently removed. During five years of construction, “multimodal conflicts could increase [and] bicycle detour options would be limited” for the 8,000+ people who currently bicycle through the project area every day, according to the Active Transportation Technical Report. We have serious concerns about whether it is possible to support existing bicycle travel patterns during construction, as Active Transportation Technical Report Section 6.2.1 identifies: “The CPC [Construction Phasing Concept] Plan does not address the following: ● Design details for temporary pedestrian/bicycle facilities (e.g., facility typologies, widths, and signage) ● Details for maintaining pedestrian and bicycle movement throughout the entirety of the Project’s construction timeline” For people walking and biking the city’s Waterfront loop, the Eastbank Esplanade would be closed for an unknown duration to complete work in the Willamette River supporting portions of the freeway that are designated for expansion as part of this project. Requiring bicyclists to leave existing paths or bike lanes to ride in mixed traffic detours during a five-year construction period would increase travel times and reduce safety. After five years of construction, the Build Alternative would not offer compelling or substantial improvements for bicycling. The predominant bicycle travel pattern through the project area is between downtown Portland and all of North and Northeast Portland north of I-84, via the Broadway and Steel Bridges. Under the Build Alternative, the majority of bicycle trips through the project area would experience increased delays due to signalization, reduced connectivity, longer travel distances, and steeper grades compared to existing routes under the No-Build Alternative. The removal of the Flint Ave crossing, which currently supports the lion’s share of westbound bicycle trips from Vancouver Ave and the Tillamook neighborhood greenway into downtown Portland, would have a negative impact on bicycle travel that cannot be replaced by any of the facilities proposed in the Build alternative. The Hancock/Dixon crossing proposed by the project would not include any separate bicycle facilities and would be constructed at a permanently inaccessible 10% grade. The Clackamas bicycle and pedestrian bridge proposed by the project does not support this travel pattern, and would not replace any of the decreased utility of existing bicycle facilities impacted in the project area. Many existing street design issues facing people bicycling and walking, such as exposure to double turn lanes and wide curb radii at freeway ramp intersections, would not be addressed in the Build Alternative. These proposed designs rate bicycle and pedestrian movements as a lower priority than vehicle movements, requiring two-stage crossings and increasing delay. Some facilities planned in the Build Alternative are touted as improvements over existing conditions, but build in problems that cannot be solved by any later design, such as the proposed two-way multi-use separated facility on the rebuilt Williams Ave crossing. Transitions back to one-way facilities on either side of the project area can only be achieved by additional signalization and accompanying increased delay. These design features do not belong on designated Major City Bikeways like Broadway/Weidler and Vancouver/Williams, which according to the Portland Transportation System Plan should be designed to “minimize delays by emphasizing the movement of bicycles.” The proposed bicycle facilities in the I-5 Rose Quarter project fail to provide meaningful safety improvements, improve travel times for bicyclists, or encourage the desired city-wide bicycle mode splits. To reach the city’s bicycle mode share goal of 25% adopted in the Transportation System Plan, permanent infrastructure at key regional transportation hubs like Albina must not only support existing bicycle travel patterns, but future growth. Directly in conflict with the City’s goals, the Build Alternative would reduce the existing capacity of the bicycle network in the project area and place a permanent cap on the capacity for bicycle travel between downtown and North and Northeast Portland via the Broadway and Steel Bridges. While the BAC is primarily responsible for advising the Portland Bureau of Transportation and Portland City Council on matters related to bicycling, transportation issues are multimodal, and transportation funding is finite. Walking, bicycling and transit all support each other as complementary modes that increase equity, livability, safety and efficiency. Transportation projects deserve funding based on cost effectiveness at achieving overarching transportation and land use planning goals, which increasingly focus on mitigating climate change. The BAC also supports the No-Build Alternative for these related reasons: ● Similar to outcomes for bicycling, bus travel times through the project area under the Build Alternative would increase for many routes according to the Transit Technical Report, decreasing the viability of transit in the project area. ● While funding for the I-5 Rose Quarter project was assigned by HB 2017, the project budget is unclear. There is no reference to the overall project budget in the 38-page Environmental Assessment Executive Summary. Any cost to Portland when the project cost exceeds this amount would reduce the City’s ability to build more impactful bicycling, walking and transit improvements. ● Technical Report sections 6.3.2.2, Reasonably Foreseeable Future Actions, a required portion of the alternatives analysis for the Build and No-Build Alternatives of the Environmental Assessment, do not include the implementation of value (congestion) pricing on the freeway system in the Portland area. A study of value pricing was included in the same bill, HB 2017, that funded this I-5 Rose Quarter project. Any analysis is incomplete without considering the effects of value pricing on the project area. ● Areas outside of streets on proposed freeways lids have been shown as green and landscaped public spaces, but lack accessibility. Portland Parks and Recreation has not been included as a project partner for programming and support of these areas after construction. The project has not demonstrated that the freeway lids will be designed to support the infrastructure necessary to meaningful public spaces in these areas, such as the depth of a growing medium necessary to support trees, or irrigation for landscaping. ● The Climate Change Technical Report, which appears to be a limited analysis on only freeway traffic rather than considering the outcomes for climate-friendly walking, bicycling and transit trips that cross it, and based on an unsupported assumption that 2045 traffic volumes will be the same as 2017, projects only a 0.2% reduction in carbon emissions over No Build. This is incompatible with the recent UN IPCC report that found carbon</p> |                          |

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|                           |                 |                | emissions must be reduced by 50 percent by 2030, and to zero by 2050. ● While the I-5 Rose Quarter project has been billed as a safety project, no fatal crashes have occurred in the project area since 2009. The victim of the fatal crash in 2009 was a pedestrian attempting to cross the freeway in an area where no crossings were available. According to PBOT data from 2010-2018, 133 people walking and bicycling have died on other Portland streets since then. As a regional multimodal hub, the transportation network in Albina is overdue for investment that reflects the city's and state's current transportation planning goals and priorities. This investment should prioritize equity, active transportation, transit, and safety. Instead, the I-5 Rose Quarter project is a freeway expansion, and a failed attempt to patch local connections, bicycling, walking and transit facilities back together afterward. For these reasons, we strongly endorse the No-Build alternative for I-5 Rose Quarter Improvement Project .  |                          |
| 2019 0314 Elly Blue       | Elly Blue       | General Public | I have been following the proposals for freeway expansion in the Rose Quarter with some concern, and am writing to you to urge you to pursue alternate investments. I am a retail business owner in the Eliot neighborhood with an on-site staff of 12, at least eight of whom at any given time commute daily by bicycle, transit, and walking across the area affected by the proposed I-5 expansion project. Of these, several also suffer from severe asthma. Part of our business is open to the public, and the majority of our customers arrive without cars. We all suffer the deleterious effects of proximity to I-5. The impact of the proposed Rose Quarter project, including both the construction and the existence of the finished project will result in decreased transportation options and an increase in traffic as well as air and noise pollution that is all already well above tolerable levels. It is clear from the lines of frustrated car commuters driving poorly near the on- and off-ramps for I-5 that something must change, and I agree that it must. As someone who has spent years writing about these issues, I understand all too well that this is an expensive solution that will provide some short-term jobs at the cost of the long term health and economy of this neighborhood and region. My 2012 book, Bikenomics, contains a chapter debunking the myth that we can build our way out of congestion, and several other chapters about the dismal health, labor, environmental, and safety impacts of massive road projects such as this one. As an Oregon taxpayer, I can only see this as a massive waste. Worse, it's a future liability when we cannot even afford to maintain the roads we have now, and when our air and water are already polluted beyond acceptable levels and our climate is at a tipping point. Please consider implementing congestion pricing instead, and investing the revenue in non-car transportation projects. These create more jobs per capita than road work and can provide affordable transportation options for all Oregonians. In past decades, this state has been a national and even global leader in making forward-thinking, sustainable choices. For our own future and that of younger generations, I hope that this shortsighted project can be put to rest and the research and preparation behind it used to make the case for a transportation system that is aligned with Oregon's environmental goals and legacy. |                          |
| 2019 0401 Emea Pumarega   | Emea Pumarega   |                | I'm a mom and a business owner, and I am strongly against the I-5 expansion as proposed by ODOT. The environmental assessment by ODOT is riddled with errors, inconsistencies, and falsehoods. That alone should be grounds to have this thrown out. But even if the assessment was true, Portland doesn't need another freeway. A freeway expansion goes against everything Portland should be standing up for -- the environment, multimodal living, and racial equity. Portland has a rich and proud history of killing freeways and has done just fine. Let's kill this freeway too and dream bigger, of a climate-just and progressive future.   |                          |
| 2019 0401 Emily Cain      | Emily Cain      |                | I am both a driver and a cyclist and I do not want a freeway expansion. We should be funding better public transit and bike infrastructure, and affordable housing so that people can afford to live near work/school. We should not be expanding a freeway that will pollute Harriet Tubman Elementary School and increase our carbon emissions.   |                          |
| 2019 0312 Emily Chenoweth | Emily Chenoweth | General Public | To Whom It May Concern: We live in an age of undeniable and potentially catastrophic climate change, and it is our duty to preserve the world (as best as we can) for our children. To consider a freeway expansion in a time like this goes beyond folly. It is a willful denial of both common sense and the science of climate change. Decongestion pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions. What is not at all proven is ODOT's assertions that this project would meet the same goals. ODOT won't release supporting data--perhaps because it isn't there. \$500 million could build sidewalks in East Portland, bus rapid transit lines across town, or go towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief. And let's not forget that the proposed freeway will go right through the backyard of a predominately African-American school--meaning this isn't just a matter of fossil fuel infrastructure; it's also a matter of social justice. Portland doesn't want a wider freeway. Don't let it happen.  |                          |
| 2019 0307 Emily Guise     | Emily Guise     |                | 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 very concerning.  |                          |
| 2019 0320 Emily Guise     | Emily Guise     |                | I do not support this project. If ODOT would really like to reduce congestion and improve safety, they could study an alternative of this project that includes congestion pricing. The Oregon Legislature has directed the agency to do so, and congestion pricing is a known traffic management tool used throughout the world that results in substantial reduction in vehicle volume. It's very likely that implementing congestion pricing would allow this project to meet it's   |                          |

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| 2019 0401 Emily Guise Ted Buehler Catie Gould   | Emily Guise, Ted Buehler, Catie Gould | Bike Loud PDX | <p>goal of more freely moving vehicles without widening the freeway.</p> <p>BikeLoudPDX, a Portland-based grassroots bicycle advocacy group, remains firmly opposed to building the I-5 Rose Quarter Freeway Expansion project after reviewing the Environmental Assessment and its appendices. There is simply no data provided in these documents showing that the freeway widening project will accomplish its goals of relieving congestion, improving safety, or reconnecting the lower Albina neighborhood. As advocates for making Portland a better place to ride a bike, this project is oppositional to our organization's mission. For the following reasons we request that the Oregon Department of Transportation (ODOT) move forward with pursuing an Environmental Impact Statement to better understand the significant impacts to the neighborhood, region and planet. We have specific concerns about the following: The need . The need for the project is poorly demonstrated, with misleading claims about its ability to provide congestion relief and safety improvement. Restorative justice . The project's efforts to connect the lower Albina neighborhood are not substantive, yet the harm that the project will cause is. Acknowledging past harm while proceeding with a project that will further divide and degrade the neighborhood is not restoring or repairing it in a meaningful way. Surface street improvements. Efforts to improve surface streets are flawed with a coarse methodology that fails to accurately assess existing conditions, and inadequately recognizes the parameters of excellent bikeway networks. The poor proposed infrastructure that is not a material improvement over existing conditions and represents a significant degradation of many existing routes. BikeLoud joins the numerous transportation advocacy groups in the city in opposing this project and demanding an Environmental Impact Statement. The I-5 Rose Quarter project will not deliver on the promises made. BikeLoudPDX joins other transportation advocacy groups, such as the City's Pedestrian Advisory Committee, Bicycle Advisory Committee, Oregon Walks, Community Cycling Center, the Portland Bus Lane Project, The Street Trust and No More Freeway Expansions in firmly stating that this project falls demonstrably short of providing meaningful improvements for people biking, walking, or taking transit through the neighborhood. The current proposal, especially for the active transportation surface facilities, is not worth investing \$500 million. BikeLoudPDX cannot support this project without ODOT first addressing the meaningful, significant negative impacts this freeway expansion will have by conducting a more rigorous Environmental Impact Statement that answers our concerns. Future study and proposals for this freeway expansion must significantly improve the proposed active transportation infrastructure plans, demonstrate a more rigorous active transportation design standards methodology, be able to show that delays during the estimated five year construction period not significantly impact active transportation and transit in the project area. NOTE: Attachment contains lengthy submittal with numerous comments. See attachment.</p>  |                          |
| 2019 0401 Emily Guise Ted Buehler Catie Gould 2 | Emily Guise, Ted Buehler, Catie Gould | Bike Loud PDX | <p>Thanks for coming out to our Die-In to call attention to Oregon roadway fatalities. We hope we influenced you at least a little bit to try to focus more on safety and less on speed and throughput. We are attaching our comments on the I-5 Rose Quarter EA. We are very concerned that the performance measures for bikeway system evaluation were not adequately established. Bikeways need to be wide, fast, straight, and easy to navigate. And as much as possible stay away from the termini of freeway ramps. While the EA discusses these needs, there is nothing in there that establishes a meaningful performance measure. As a result, the designs proposed are often inadequate for today's bicycle traffic, and will neither facilitate nor allow for the 200% increase in bicycle traffic sought by the City of Portland for the area. Please consider our comments, and send the requests for better bikeway performance measures down the line to your staff.</p> <p>BikeLoudPDX, a Portland-based grassroots bicycle advocacy group, remains firmly opposed to building the I-5 Rose Quarter Freeway Expansion project after reviewing the Environmental Assessment and its appendices. There is simply no data provided in these documents showing that the freeway widening project will accomplish its goals of relieving congestion, improving safety, or reconnecting the lower Albina neighborhood. As advocates for making Portland a better place to ride a bike, this project is oppositional to our organization's mission. For the following reasons we request that the Oregon Department of Transportation (ODOT) move forward with pursuing an Environmental Impact Statement to better understand the significant impacts to the neighborhood, region and planet. We have specific concerns about the following: The need . The need for the project is poorly demonstrated, with misleading claims about its ability to provide congestion relief and safety improvement. Restorative justice . The project's efforts to connect the lower Albina neighborhood are not substantive, yet the harm that the project will cause is. Acknowledging past harm while proceeding with a project that will further divide and degrade the neighborhood is not restoring or repairing it in a meaningful way. Surface street improvements. Efforts to improve surface streets are flawed with a coarse methodology that fails to accurately assess existing conditions, and inadequately recognizes the parameters of excellent bikeway networks. The poor proposed infrastructure that is not a material improvement over existing conditions and represents a significant degradation of many existing routes. BikeLoud joins the numerous transportation advocacy groups in the city in opposing this project and demanding an Environmental Impact Statement. The I-5 Rose Quarter project will not deliver on the promises made. BikeLoudPDX joins other transportation advocacy groups, such as the City's Pedestrian Advisory Committee, Bicycle Advisory Committee, Oregon Walks, Community Cycling Center, the Portland Bus Lane Project, The Street Trust and No More Freeway Expansions in firmly stating that this project falls demonstrably short of providing meaningful improvements for people biking, walking, or taking transit through the neighborhood. The current proposal, especially for the active transportation surface facilities, is not worth investing \$500 million. BikeLoudPDX cannot support this project without ODOT first addressing the meaningful, significant negative impacts this freeway expansion will have by</p> |                          |

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|                               |                     |                | conducting a more rigorous Environmental Impact Statement that answers our concerns. Future study and proposals for this freeway expansion must significantly improve the proposed active transportation infrastructure plans, demonstrate a more rigorous active transportation design standards methodology, be able to show that delays during the estimated five year construction period not significantly impact active transportation and transit in the project area.   |                          |
| 2019 0329 Emily Offerdahl     | Emily Offerdahl     |                | I used to be a daily trimet rider until we moved further into Northeast Portland. Buses going directly to downtown Portland dont service my neighborhood. I chose to start driving bc I wanted to spend more time at home with my daughter and less time on my commute. I use this corridor to get to work and I dont want it to expand. I want more transit routes for buses and expansion of the Max. My bus commute became longer and longer because more and more cars were on the road, not because there isnt enough space on the freeway. Please create incentives for public transportation and increase ridership, please do not enable people who drive cars to keep driving them. Create bus routes that are fast, accessible and become replacements for car travel within and around the Portland metro.   |                          |
| 2019 0310 Emily Platt         | Emily Platt         |                | I am adamantly opposed to the I-5 freeway expansion. The time of transportation infrastructure being only for the comfort and convenience of the automobile must come to an end. We are living through a climate crisis and we must do all that we can to reduce carbon emissions. 40% of carbon emissions come from the transportation sector, this number must be reduced, not increased. Everyone, including ODOT, knows that expanding freeways does nothing to decrease congestion. However, congestion pricing would reduce congestion and carbon emissions. I will close by stating that this project benefits wealthy commuters from Clark County (see Willamette Week of 03/06/19) and not the residents who have to live with the degradation of air quality and quality of life, including the students at Harriet Tubman Middle School. The 500 million would be better spent on supporting a world-class public transportation system.   |                          |
| 2019 0226 Emily Schield       | Emily Schield       |                | Please don't move forward with this. Harriet Tubman is our neighborhood school and I am already concerned that our children will suffer the environmental impacts of increased congestion. Add a toll to the freeway, increase bike access, expand transit - anything but this.   |                          |
| 2019 0329 Emily von W Gilbert | Emily von W Gilbert |                | Expanding the freeway is the LAST thing we should even be discussing and I'm very disappointed that leadership is taking so long to see the light on this. Induced demand will lead to more traffic, more congestion, more pollution. We need a significant shift away from our unsustainable level of reliance on SOVs and invest in clean public transit TODAY.   |                          |
| 2019 0302 Emily Wahl          | Emily Wahl          |                | I am writing to oppose the freeway expansion in the Rose Quarter of Portland. Climate change is the most dangerous threat that our world, our city, and our state is currently facing. I ask our Department of Transportation to help stop catastrophic climate change, as transportation emissions are one of its biggest causes. Instead of expanding freeways to allow more combustion engines on the road, please seek a carbon neutral or carbon reducing transportation solution. Implementing a decongestion charge on this section of freeway would effectively reduce congestion and the funds could be used to build more public transit options and biking and pedestrian infrastructure. Both the harm that the added carbon emissions would cause and the even more immediate danger of toxic air pollutants that will harm students at Harriet Tubman Middle School makes this freeway expansion extremely dangerous to our public health and safety, while doing nothing to solve the transportation problem, as your consultants have informed you. Please start implementing the necessary, effective and new solutions that we so desperately need. Thank you, Emily Wahl |                          |
| 2019 0223 Eric Boardman       | Eric Boardman       | General Public | I'm a N Portland resident and have a child attending Tubman Middle School next year. I'm strongly against any highway widening project, including the proposed I-5 RQ project. We all know that adding highway capacity does not reduce congestion in the long-term. If you want to spend money in the RQ area, spend it on bike, pedestrian and mass-transit infrastructure and allow for construction of high-density residential housing.  |                          |
| 2019 0329 Eric Casteleijn     | Eric Casteleijn     |                | Please do not expand the freeways going through Portland. Freeway expansion has never been shown to help with congestion in the US or elsewhere, and it will increase pollution in the city. Instead we should invest in green public transit and biking options to make them viable for commuting for everyone, regardless of income or disabilities. Portland is a progressive city in some ways, but we can still do much better. There are many cities around the world that we can learn from that have increased livability by limiting (or even eliminating) car access. While this is hard to do in sprawling metro areas, Portland is small enough that if we can improve if we invest wisely, rather than in near sighted ineffective measures.   |                          |
| 2019 0219 Eric Cross          | Eric Cross          |                | This is entirely the wrong way to go about solving the traffic problem. Freeways have been expanded upon and further expanded upon...but here we are. The solution is reducing the demand for the freeway!<br>Thank you for listening,  |                          |
| 2019 0314 Eric Dodson         | Eric Dodson         |                | Im opposed to this version of the freeway expansion because of the lack of transparent data and the disregard of actual community transit, such as biking routes. I want to see the focus on environmentally sound, evidence-based urban planning and transit principles.   |                          |
| 2019 0329 Erik                | Eric Furlong        | Foster-Powell  | This letter is a notification of the Foster-Powell Neighborhood Associations (FPNA) opposition to the I-5 Rose Quarter project. On 11 March 2019 the Foster-  |                          |

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| Furlong                  |                | Neighborhood Association | Powell Neighborhood Association held their monthly meeting and one of the agenda items was a presentation by Aaron Brown from the grassroots advocacy organization No More Freeways PDX. Following the presentation, the assembled members asked questions of Aaron, discussed the I-5 Rose Quarter project, deliberated, and then took a vote. The vote was whether to make a formal statement of opposition against the I-5 Rose Quarter project. The vote in opposition was unanimous with one caveat, which was that the FPNA would publicize a survey and ask neighbors to respond in either opposition or support of the project. The survey was available for 2 weeks and after completion this past Monday, the results were that more than 60% of the survey respondents did oppose the project, which was the agreed upon threshold for the publication of this letter. There are many reasons why this project should not move forward, but the key reasons that resonated with the assembled members of the FPNA were:— Due to the well-documented phenomenon of Induced Demand, the freeway expansion would not actually reduce congestion, which is the purported benefit.— Given our limited time to halt carbon emissions to avoid a climate catastrophe, we should not be building and expanding on carbon-based transportation systems. Forty percent of Oregon's carbon emissions come from transportation and it is the only sector of Oregon's economy where greenhouse gas emissions are increasing.— The \$500 million allocated for the freeway expansion could be better used to address other issues in our transportation system, specifically the money could go towards other key projects such as mass transit improvements and the jurisdictional transfer of SE Powell Blvd and SE 82nd Ave, which border Foster-Powell. These arterials, currently owned by ODOT, have significantly higher rates of traffic fatalities and serious collisions than the Rose Quarter Freeway. FPNA supports the city's Vision Zero initiatives and believe transportation funding should prioritize eliminating traffic violence from our streets. ODOT should undertake an Environmental Impact Study that more fully explores the alternatives to expanding this freeway, including how the implementation of congestion pricing would impact traffic patterns through this freeway. |                          |
| 2019 0402 Eric Gerhardt  | Eric Gerhardt  | General Public           | Folks, We do not need a wider I-5. You seriously propose to spend half a billion dollars to encourage more driving and more pollution? What year is it, anyway? Spending increasingly limited public funds to encourage driving, particularly at the expense of other priorities like public spaces and public transport, is exactly the opposite direction we need to be moving in. The Portland I love -- progressive, eco-friendly, trend-setting, quality-of-life-prioritizing Portland -- has lost its way. We used to set an example for other cities. We desperately need to find that forward-thinking mentality again. More cars and more driving is not forward thinking. Try again please.   |                          |
| 2019 0326 Eric Gold      | Eric Gold      |                          | I am writing as a resident of North Portland just a couple of blocks from I-5. The traffic on this freeway (much of it commuters from out of state) is already a threat to public health in the neighborhood. Oregon needs to invest in the solutions of the future, not colossal mistakes of the past such as freeways and private cars. If you widen the freeway, it won't help congestion. You'll just have a wider freeway that is also packed to capacity for many hours a day. Please do not expand I-5.  |                          |
| 2019 0329 Eric Grimm     | Eric Grimm     |                          | 500 million is a waste of money if you can get the same results by adding tolls. We need to reduce carbon emissions, tolls create the incentive for alternatives to automobiles. There by saving money and reducing emissions.  |                          |
| 2019 0312 Eric Kallio    | Eric Kallio    |                          | I feel strongly that this is a bad use of 500M dollars. We don't need to be investing in ways to put more cars on the road. All this project does is serve people who own cars by potentially increasing the flow of traffic and pollution. Let's spend this money on public transportation, bikes lanes, and serving the Portland population as a whole. I understand that cities are places meant to facilitate commerce, but let's invest in ways that make this great city better for the communal transportation resources all Portlanders share.  |                          |
| 2019 0401 Eric L Lindsey | Eric L Lindsay |                          | <p>I am writing to urge you to change course on the current proposed expansion of I-5 at the Rose Quarter (lower Albina). Specifically, I am calling on you to conduct a full Environmental Impact Statement, preferably by an outside organization that will have the trust of all interested parties to be an honest and forthright arbiter.</p> <p>I would write at length about the environmental, safety, and design concerns that I have, but others have addressed these with far greater acumen than I can muster. Suffice it to say: the idea that significantly increasing the size, capacity and speed of a freeway is going to improve the environment, improve safety and improve livability of the Rose Quarter is a ridiculous, farcical claim. This assertion is directly countered by both specific critiques of your proposed rebuild as well as the great body of research on urban freeway construction.</p> <p>I think, however, that the more troubling problem with this process to date is the way in which ODOT has conducted itself towards the public. There have been multiple instances (as documented by OPB, the Willamette Week, City Observatory, and citizen journalists) of ODOT obfuscating, stonewalling or what looks like simply lying to the public about the existence or producibility of documents that would allow others to independently vet the claims made by ODOT about the Rose Quarter freeway expansion. Generally speaking, I find government entities are made up of good-hearted folks honestly trying to do</p>   |                          |

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|                       |             |                | <p>their best under the constraints of law and policy. I give ODOT this same benefit of the doubt. While I still assume that most of the folks at ODOT are operating in good faith with respect to the proposed Rose Quarter Expansion, it can no longer be said that ODOT, as an organization, has credibility with respect to this project. I cannot speculate on the motives that led ODOT to so flagrantly violate the basic tenets of proactive transparency and fair-minded assessment, but I can offer one recommendation as to how this state of affairs might be remedied.</p> <p>ODOT, we need you. We need you to be our partner in creating the awesome Oregon of tomorrow. But partnership demands trust. Your task now is to regain our trust. Find an organization, outside of your four walls, whose credibility and expertise in the relevant areas is beyond reproach. Hire them to do a full Environmental Impact Statement that considers as many varied futures and options for the Rose Quarter as possible. Then, we can all work together to build a Rose Quarter (lower Albina) that we can all be proud of.</p>   |                          |
| 2019 0401 Eric Mandel | eric mandel | General Public | <p>The planning process and information provided in this EAS is insufficient. A full EIS should have been prepared, providing sufficient information for the public to comment on and for the officials to make educated decisions. The plan development and public involvement process dates to 2010. Too much time has passed and the initiative should have been restarted. A stated goal of the report was to: "Identify and address systemwide transportation impacts of proposed interchange improvements." It is unbelievable that the increased traffic flow / capacity that is forecasted to happen with the build scenario will not result in increased congestion at other notable points in the freeway system. Putting aside induced demand, the downstream congestion may negate the slim air quality benefits, and travel time savings identified in the report. Despite the department's responsibility of educating the public as to the key assumptions of the report, it was not made clear until well into the public comment period that the traffic assumptions included major traffic improvements proposed in the regional transportation plan. That is a major assumption was missing from the majority of the public comment time. While future transportation improvements (like tolling as a proven way to reduce congestion) should be taken into consideration as part of an environmental report, it should constitute a complimentary analysis. The critical analysis should be the project's effect on the system as it is built today. This report sets dangerous precedent. If the negative consequence of the government's action under evaluation can be mitigated or offset by a hypothetical future action in an area outside the scope of the EAS, then it paves the way for complete circumvention of project evaluations. All projects could be shown to have no detrimental impacts as the government could devise plans to solve the problems with another project sometime in the future. The government can segment their actions with each segment and its EAS relying on some "future" segment of the freeway to be improved. And if the Rose Quarter traffic is so dependent on the traffic flow and in North Portland and over the Vancouver bridge, then the entirety of the I-5 corridor should have been modeled and evaluated. The report is missing key figures as to the cost differential of capping the freeway, as proposed in the Albina Vision, in the build / no build scenarios. The proposal does not seem to resemble the vision as the caps supporting buildings are absent. It seems that a build scenario, with the width on travel lanes increased, would significantly increase the cost of building caps over the freeway to support buildings, as laid out in the Albina Vision. ODOT's presentations lead one to believe that it incorporates the Albina Vision. A quick check on the Albina Vision website shows that the process, in its current iteration, started in 2015. It seems like the "park" over the freeway that is supposed to incorporate the Albina Vision, is left over from the Rose Quarter planning process documented in the section of the report dating to 2012. ODOT is responsible to the public for using non-technical terms. ODOT has failed significantly on two terms central to the project. The first is "safety". From ODOT's presentations, an average citizen would think that people in the corridor suffer from injury, serious injury, or death at rates above average. It seems that this is technically not true. There are a lot of accidents but relatively little physical danger. It seems that ODOT is intentionally misleading the public by confusing the distinction of damage to cars and the safety of people. The presentation would also lead the average citizen to believe that the build scenario would reduce the number of injuries that do occur. It appears though that the majority of injuries would not be prevented as they were due to reckless driving or following too closely or inattention. These seem to be more behavioral problems of drivers that would not be fixed with the build scenario. The second term is "widening." The average person would call six lanes wider than four. Despite the build scenario adding two lanes to the existing four, ODOT maintains that they are not widening the freeway. Either ODOT is intentionally misleading the public, or they are relying on technical distinctions between the freeway and auxiliary lanes. The report and presentation should call the project a freeway widening project, and rely on the expertise of the professionals involved to understand the technical aspects of the difference between an auxiliary lane and a freeway lane. The report's findings on climate change are inadequate. "Climate Change Large reductions in greenhouse gas emissions are required to mitigate global climate change. . . .No additional mitigation is proposed" The government should not be able to neglect its responsibility in mitigating the impacts of its actions by relying on unproven and widespread implementation of mitigating factors. ODOT should provide a more robust analysis of the projects impact on Climate change. It a time when the public is so confused over alternative facts ODOT should have been more transparent. The public was left with opponents of the project providing alternative facts - that the corridor was relatively safe when compared to of segments of the highway, that the freeway would be wider than before, that it would not solve congestion in the freeway system as the slowdown would be displaced, that it does not incorporate the Albina Vision. ODOT was not transparent about these key issues,</p> |                          |

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|                           |                 |                | suppressing data assumptions and turning what should have been common words "simple" and "widening" into technical terms. I had wanted to contribute more but the ODOT web site is showing a 503 service unavailable error at the moment.  |                          |
| 2019 0329 Eric Grimm      | Eric Grimm      | General Public | 500 million is a waste of money if you can get the same results by adding tolls. We need to reduce carbon emissions, tolls create the incentive for alternatives to automobiles. There by saving money and reducing emissions.   |                          |
| 2019 0306 Eric Mittman    | Eric Mittman    |                | Expanding highway infrastructure is undesirable for these reasons: 1) it incentivizes unnecessary driving and increases demand for fossil fuels and magnifies our pollution problem. 2) it is expensive to maintain; this will lead to good money chasing after bad. As a taxpayer, I object do to the proposed expansion of our roadway infrastructure in the Portland metro.   |                          |
| 2019 0325 Eric Mullendore | Eric Mullendore |                | I strongly oppose the planned expansion/widening project on I-5 as it passes through the Lloyd District. I believe the many experts (including ODOTs own analysis) that this project will not substantially improve travel times or congestion through this section of freeway as it will encourage additional users to travel during peak periods. I also dont believe that the project is a good value for the city or state. The budgeted \$500M could be used for a number of more important projects including accessible curbs, earthquake proofing vital infrastructure, and bike/mass transit investments. This project does not support and actually works directly counter to the city or states environmental and equity goals. I urge ODOT to consider these objections along with the numerous other complaints Im sure have been submitted and cancel this wasteful and ill-conceived project. |                          |
| 2019 0327 Eric O'Grady    | Eric O'Grady    |                | I oppose the I5 Rose Quarter Freeway Expansion as it is a gross misallocation of funds that ultimately would not prove effective in solving the problem it aims to address. This investment would saddle our future with debt while not truly addressing the issue of congestion on the I5. Altnerative measures aimed at reducing usage of single occupancy vehicles would prove more effective at reducing traffic problems rather than incentivizing their use by being even more accommodating. For these reasons I firmly oppose the expansion of the I5 Rose Quarter Freeway.  |                          |
| 2019 0329 Eric Putnam     | Eric Putnam     |                | Please, please, please reconsider this asinine and gigantic step in the wrong direction! There's no question that this expansion will *increase* traffic in the area, reduce air quality, life quality, and set our city back in its mission to move forward to a greener future. Anyone who drives through this city already has to deal with horrible traffic and all this expansion will do is provide more of the thing that everyone already hates. And in my opinion, anything that encourages or enables the burning of fossil fuels in today's world is ridiculous and should be stopped immediately. This highway expansion has to be stopped now.  |                          |
| 2019 0219 Eric Squires    | Eric Squires    | General Public | Freeway congestion in Portland is painful. I am in support of expansions in the I-5 Rose Quarter area. The opposition is to be commended for their eloquent arguments. I have no transit access at home and an irregular schedule. Recreation often takes me to Mt. St. Helen's, and a sedan works for getting me and a well deserved cooler of food back and forth to the mountain, That can't happen via transit. As a real estate broker, I travel the entire tri-county area. This choke point needs work, and a sedan is my realistic answer to client expectations. Please expand capacity, or build the 605 Westside Bypass and I'll skip this mess entirely!   |                          |
| 2019 0327 Eric Squires    | Eric Squires    | General Public | I'm in general support of expanding the I-5 Freeway at the Rose Quarter, and the halo of projects shown in the online charette here: <a href="https://i5rosequarter.org">https://i5rosequarter.org</a><br>I offer a suggestion that the "Third Bridge Option" providing another crossing over the Columbia River is a way that congestion at the study are could be mitigated. But that, and a "Westside Bypass" are not political realities right now.<br>Thanks for your efforts in addressing this issue that is mired in conflict.   |                          |
| 2019 0401 Eric Van Dyke   | Eric Van Dyke   | General Public | I had hoped to read and consider ODOT's environment assessment on the proposed widening of Interstate I-5 through Portland's Rose Quarter. But under a short, 45-day review period, that's just not possible. So I'm left only with the understanding that this proposed project will leave Portland with more traffic and more pollution. So I'm asking ODOT to complete a full environmental impact statement.   |                          |
| 2019 0331 Eric Wheeler    | Eric Wheeler    | General Public | Research has shown that building more freeways/interchanges etc increases the capacity AND ultimately more congestion. A waste of money. Tolling is one answer. Our local and state government should make it increasingly inconvenient and expensive to drive. Otherwise the automobile lifestyle will be increasingly untenable.   |                          |
| 2019 0402 Eric Wilhelm    | Eric Wilhelm    |                | This project needs to go back to the drawing board, do a full EIS, and evaluate options which move more people than cars. Widening highways has never solved traffic congestion and this widening is not worthwhile. Instead of years of roadwork, we should put lane/ramp tolling and carpool incentives in place before planning to build anything at the I-5 Rose Quarter Interchange. Any seismic investment will be more economical by spanning less width, and a buildable cap could contribute valuable real estate for local commerce (aka auto trip reduction) and affordable housing. In widening the surface streets (for better clearing the offramps), the design brings many more cars onto these streets, making crossings more difficult for people walking or biking, and making  |                          |

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|                        |                 |               | <p>transit less convenient. The highway already adds a significant barrier to local trips and bike/walk connections but more, wider surface streets and transit delays represent a significant impact to local trips. The Flint St bridge as a bike route connection is not adequately replaced by anything proposed. Steeper grades for bike connections will lead to more car traffic as people find they can no longer easily make those short trips by bike. Instead of making room for more cars to be stuck in traffic, ODOT could use this money to save lives and reduce emissions on several highways in the Portland Metro area such as SW Barbur or SE 82nd by making these surface streets safe for people who are not in cars. This Environmental Assessment and public process was insufficient and we need to consider the opportunity cost of spending this money to increase rather than decrease CO2 emissions. We can't drive away from our climate action goals and expect our children to walk back. The impact of this project on the Eastbank Esplanade, riverbank, and Harriet Tubman School are particularly concerning. Construction impact, added noise, and emissions in these locations are inexcusable. Besides making surface transportation more hazardous, this widening would also make all of these outdoor spaces even less hospitable. We can't spend the 21st century in cars, so we need to design accordingly.</p>   |                          |
| 2019 0401 Erica Malmen | Erika E. Malmen | PacWestEnergy | <p>Perkins Coie LLP has been retained by PacWest Energy, LLC (PacWest) to provide initial comments on the environmental analysis prepared for the I-5 Rose Quarter Improvement Project. PacWest owns and operates a gas station and convenience store located at 15 NE Broadway Street, which is within the study area of the EA and will be directly impacted by the proposed "Build Alternative" identified in the EA. We appreciate this opportunity to provide comments on the Rose Quarter Improvement Project Environmental Assessment (EA). The EA, issued by the Oregon Department of Transportation (ODOT) and the U.S. Department of Transportation, is a dense document complete with technical data, definitive and assumed conclusions, dozens of supporting technical and reference documents, and a broad range of acknowledged impacts ranging from aquatic biology to environmental justice and socioeconomics. In the limited time provided to review this comprehensive document, PacWest has identified a number of concerns and potential significant short and long-term impacts that are included in this letter. However, additional time and information will be necessary to compile a more exhaustive list of concerns. A. Project impacts necessitate preparation of an Environmental Impact Statement. The National Environmental Policy Act (NEPA), requires agencies to ensure fully informed decision-making and provide for public participation in environmental analysis and decision-making. 40 C.F.R. § 1500.1(b)-(c). NEPA serves two principal purposes: (1) it ensures that the agency, in reaching its decision, will have available, and will carefully consider, detailed information concerning significant environmental impacts, and (2) it guarantees that the relevant information will be made available to the public so it may play a role in the decision-making process. This "hard look" at an action's impacts fosters both informed decision-making and informed public participation. Because the Project utilizes federal funding, it must follow the Federal Highway Administration's (FHWA) NEPA process, which includes application of the Council on Environmental Quality (CEQ) NEPA regulations. See 23 C.F.R. § 771.109; N. Idaho Cmty. Action Network v. U.S. Dep't of Transp., 545 F.3d 1147, 1153 (9th Cir. 2008). NEPA requires agencies to prepare an Environmental Impact Statement (EIS) for all "major federal actions significantly affecting the quality of the human environment." 42 U.S.C. § 4332(2)(C). "Environmental information [must be made] available to public officials and citizens before decisions are made and before actions are taken." 40 C.F.R. § 1500.1(b) (emphasis added). Among other things, an EIS must consider a reasonable range of alternative actions and assess site specific and cumulative impacts. &lt;&lt;Footnote 1&gt;&gt; 42 U.S.C. § 4332(2)(C)(iii); 40 C.F.R. §§ 1502.14, 1502.16, 1508.25. CEQ regulations list factors to consider when evaluating whether an EIS is required, which include: "[t]he degree to which the proposed action affects public health or safety"; "[u]nique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas"; "[t]he degree to which the effects on the quality of the human environment are likely to be highly controversial"; "[t]he degree to which the possible effects on the human environment are uncertain or involve unique or unknown risks"; "[t]he degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration"; "[w]hether the action is related to other actions with individually significant impacts"; and "[w]hether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment." 40 C.F.R. § 1508.27(b). The EA and Project Record disclose that the Project may have a significant impact on the environment, requiring the preparation of a full EIS. As currently laid out, the Project likely has serious environmental justice, water quality and noise impacts, as well as impacts on fish, California sea lions, and adjoining property and business owners. ODOT improperly downplayed and minimized these impacts in the EA. Previously, ODOT has indicated that its decision to conduct only an EA instead of the more rigorous EIS was because the negative Project effects could be mitigated. ODOT claims that an EIS is only necessary when negative impacts cannot be reduced or avoided. However, many Project impacts remain uncertain and insufficiently defined based on ODOT's inadequate EA and the effectiveness of proposed mitigation measures does not appear to be supported by any objective data, as described throughout this Comment Letter. Through an EIS, ODOT can better involve the public, develop a wider range of alternatives, better analyze the Project's impacts, and better avoid and mitigate for significant adverse impacts. B. Insufficient analysis of impacts to local businesses and property owners. The Build Alternative contemplates the need for certain right of ways (ROWs) which would have significant short-term and long-term impacts on local residents, businesses and property owners. The EA's analysis of these impacts is vague and legally inadequate. For example, it states that short-term impacts would include diversion of traffic and restricted access to local businesses." EA at 56. However,</p> |                          |

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|                |      |              | <p>there is no identification of the routes or local businesses that will be affected or the length of time of the impacts. In addition, there is no discussion in the EA about the costs to ODOT (ultimately the taxpayer) for condemnation of the ROWs. PacWest expects to be adequately and fairly compensated for the take of its property and the public should be given the opportunity to weigh the true costs of the Project. In addition, the potential economic and social costs of uncertainty about the future of this area to community residents, local business and property owners are not adequately addressed in the EA. As far as long-term impacts, the Project would “displace and relocate four commercial retail or service-related businesses, three landlord-only businesses, four outdoor advertising signs, and eight personal-only properties.” EA at 56-57. The exact businesses are not named, but the EA provides that “[b]usiness relocations based on the conceptual layout would include a day care center, gas station/convenience store, paint store, and a real estate/mortgage office.” EA at 57. Apparently, these impacts are not “significant” because the displaced “businesses are not ‘sole source’ type businesses or unique to the surrounding community” and ODOT would provide a relocation assistance program. Id. Identification of the affected businesses, and the specific impacts to those businesses and the surrounding community that rely on and work at those businesses is necessary to comply with NEPA. Further explanation and plans regarding relocation of the displaced businesses is also needed. The EA simply does not provide sufficient information and analysis of the Project ROW impacts for the public to be fully apprised of the impacts let alone submit meaningful comments. In addition to inadequacy under NEPA regulations, the EA fails to adequately describe the relocation impacts in accordance with FHWA guidance documents, including but not limited to section G4. of FHWA Technical Advisory T 6640.8A October 30, 1987 Guidance for Preparing and Processing Environmental and Section 4(f) Documents found at <a href="https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_preparing_env_documents.asp">https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_preparing_env_documents.asp</a> x#eadist last visited April 1, 2019. C. Insufficient analysis and explanation of Project impacts on congestion. Although the Project would result in “more volume through the area,” the EA claims that it would ultimately result in quicker travel times by 2045 in most cases. However, there is no analysis of the Project impacts on congestion and commute times prior to 2045. This is a significant gap that must be addressed prior to a final decision. Moreover, the EA lists seven intersections that will experience increased delays as a result of the Build Alternative due to increased traffic volumes. The EA does not explain what these delays would entail or the potential impacts of the delays on the affected community, including the impacts on businesses, like PacWest’s gas station and convenience store, their employees and their customers. Rather than analyze the impacts of these delays, the EA summarily states that the “intersections would continue to operate at acceptable levels of service.” EA at 20; see also EA at 74-75. The EA provides no data on which this conclusion is based. D. Insufficient analysis and mitigation of Project environmental justice impacts. As the EA recognizes the Project is likely to disproportionately affect Black and low income residents. See EA at 36-38. The EA explains that potential short-term Project impacts to these residents include: temporary exposure to noise, exhaust, and dust emissions from various types of construction equipment, including the release of hazardous materials from spills and leaks from construction equipment or exposure to existing contamination that was not previously exposed equipment or exposure to existing contamination that was previously not exposed; temporary disruptions in transit service, including changes to normal bus routes and schedules; temporary closures of key walking and biking routes; and potential short-term interruptions in utility service. EA at 38. The EA then summarily concludes that these “impacts to minority or low-income populations would be avoided or mitigated” by various mitigation measures like requiring contractors to follow ODOT standard construction specifications that limit vehicle idle times. EA at 39. However, the EA does not explain what data this conclusion is based on or why objective data cannot be provided to support this conclusion. Instead, the EA focuses on the potential long-term Project benefits like improved access to transit and improved safety for pedestrians, bicyclists and transit riders. EA at 39. However, the EA fails to recognize that these long-term benefits largely extend to all commuters, while the negative short-term impacts are born disproportionately by the surrounding minority or low-income populations. The EA also fails to analyze the businesses and personal property owners being forced to relocate in the context of the environmental justice analysis. There is no analysis of whether the affected businesses have minority or low-income employees or customers who will be impacted by the proposed business relocations. For example, PacWest’s gas station and convenience store is relied on by many in the local community for both convenient access to gas and everyday necessities. If people in the community are having to drive farther to get gas, this could have potential environmental and socioeconomic effects that should be considered. Presumably, the day care center that will also be affected is one that is relied upon by those in the community for accessible childcare. These potential impacts should be analyzed in the EA. The Eliot and Albina neighborhoods have suffered some of the most significant impacts from freeway and urban renewal projects in the past, from poor health outcomes from environmental hazards to gentrification and dislocation. City and state agencies are required to apply an equity lens to project planning. The historical legacy of damage to these communities demands that the Project receive a higher level of scrutiny to ensure the negative consequences of past projects are not repeated. Accordingly, the analysis in the EA as to short-term and long-term impacts and the proposed mitigation measures is legally insufficient. Given the short shrift assigned to environmental justice and potential discriminatory impacts on protected classes, the Project may be in violation of the Title VI of the Civil Rights Act of 1964 and related Supreme Court of the United States case law. See U.S. Federal Transit Administration, Title VI Requirements and Guidelines for Federal Transit Administration Recipients (U.S. Department of Transportation, 2012), available at <a href="https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf">https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf</a>. E. Insufficient analysis and explanation of Project socioeconomic</p> |                          |

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|                |      |              | <p>impacts. The EA provides vague and insufficient information regarding the Project's short-term and long-term socioeconomic impacts. The EA states that the Project's short-term impacts would include construction-related delays on I-5 and the local street network, detours and diversion of traffic, limitations on access, noise, and utility relocations" and that these impacts could "temporarily affect neighborhoods, businesses, schools, emergency responders, and utility and public service providers located or operating in the API." EA at 65. The EA similarly provides a cursory summary of long-term socioeconomic impacts. For example, in regard to the displacement of four businesses, the EA states that "the impact would be extremely small, affecting only 0.2 percent of the assessed value of the taxable commercial property within the API, and would not represent a substantial long-term change in overall property tax revenues" generated in the area. PacWest's gas station and convenience store and the employees who work there would presumably be affected both in the short-term and the long-term from the Project. However, PacWest is simply unable to determine the scope of such impacts from the current discussion in the EA. More information and analysis on these short-term and long-term socioeconomic impacts is needed to provide the public with an adequate opportunity to understand and comment on the Project's socioeconomic impacts. F. The EA does not analyze a reasonable range of alternatives. By only considering a Build and a No Build Alternative, ODOT has failed to consider a reasonable range of alternatives. Alternative courses of action were not adequately considered as required by 23 C.F.R. section 771.105(c) and CEQ NEPA regulations, specifically 40 C.F.R. 1502.14. The alternatives section is considered the heart of the document and there is only one alternative addressed. Relatedly, the EA failed to consider reasonable alternatives that are not within the jurisdiction of the lead agency, here ODOT. 40 C.F.R. section 1502.14(c). ODOT failed to consider additional alternatives that would mitigate impacts to the surrounding property owners such as PacWest and other area residents, particularly given the Project's environmental justice impacts. In Section 2.4 of the EA, several other action alternatives were considered but not analyzed. Notably, ODOT considered a TSM/TDM Operations Management alternative, which was described as building "on existing state, regional and local TSM/TDM strategies in the study area." EA 23. There is no explanation as to why this alternative was limited to only "building" on existing strategies or what those specific strategies were. Moreover, this alternative did not include any consideration of road pricing, which has been shown to have a demonstrable impact on peak congestion. However, the TSM/TDM strategy alternative was dismissed from detailed consideration without explanation in the EA and implementing a road pricing strategy was not even considered. Without considering these or similar alternatives, the EA fails to explore a reasonable range of alternatives for the Project. G. Need for analysis of visual quality impacts and explanation as to why impacts to other resources were not considered. The EA does not include any assessment of the Project's visual impacts. Visual impacts caused by a highway project are seen both by people traveling on the road and by neighbors adjacent to it. The public nature and visual importance of our highways necessitates that visual impacts—beneficial as well as adverse—be adequately assessed and considered when a highway project is developed. Moreover, community acceptance of a proposed transportation project is frequently influenced by the extent of its visual impacts. An EIS for the Project should assess the Project's visual impacts, determine the effectiveness of mitigation measures for such impacts, and incorporate any opportunities for enhancing the visual experience of both travelers and neighbors in the design of the Project. The EA also does not analyze or discuss the Project impacts on geology and soils, terrestrial biology, and wetlands. See EA at 25-26. The EA summarily states that these resources are either not present or the Project's potential effects would be so minor as to not warrant a full evaluation in the EA. However, the EA fails to even explain which resources were not present versus which resources would apparently only experience minor effects from the Project. More explanation as to why these resources were not analyzed is necessary. H. Insufficient analysis of hazardous materials impacts. The EA indicates that there is the potential for significant hazardous materials impacts during construction if hazardous soil is encountered. See EA at 41. As a means of mitigation, the EA proposes having Phase I Environmental Site Assessments performed and Phase II Environmental Site Assessments performed where the Phase I Assessments indicate contamination. EA at 42. However, these Assessments should be performed prior to Project approval so that the public has an opportunity to understand and comment regarding the serious environmental impacts that could occur if hazardous materials are found. I. Insufficient analysis of noise impacts and proposed mitigation measures. The EA indicates that there is the potential for significant noise impacts, particularly during construction. See EA at 52-54. Based on the monitoring of noise levels and their predicted future levels at multiple locations in the Project area, the EA concludes that any increases in noise levels will not be substantial. EA at 54. However, monitoring from the adjacent Harriet Tubman Middle School, which stands to experience some of the most direct noise impacts, does not appear to have been done. None of the locations where noise was monitored are as close the Project site as Tubman is, and the monitored sites appear to all be currently buffered from the Project site in various ways. Further explanation and analysis of the Project noise impacts and proposed mitigation is needed to provide the public with an adequate opportunity to understand and comment on the Project's impacts. J. Insufficient analysis of air quality impacts. The EA analyzes the amount of MSAT emissions in 2017 and in 2045 under both alternatives, concluding that the Project would result in equal or lower MSAT emissions from highway operations for the Build Alternative in 2045. Despite the predicted increase in the volume of traffic, the EA explains that the expected MSAT emissions for 2045 would result from decreases in congestion and increased traffic speed. EA at 27. However, there does not appear to have been any analysis regarding the likely MSAT emissions for the period prior to 2045. See EA at 26-27; 74-75. A full analysis and comparison of the MSAT emissions from the time of construction through 2045 is necessary, particularly given the Project's proximity to</p> |                          |

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|                |      |              | <p>the Harriet Tubman Middle School. It would not be acceptable, for example, for MSAT emissions to increase above the level estimated for the No Build Alternative for the area over next 20 years before ultimately leveling off in 2045. Additionally, further data and analysis is needed regarding the Project's short-term air quality impacts. Short-term Project impacts from construction include the release of small particulate emissions, increased exhaust from construction vehicles, and increases in emissions related to any construction delays. EA at 26-27. The EA summararily concludes that these short-term impacts can be mitigated by various mitigation measures. However, the EA does not explain what data this conclusion is based on or why objective data cannot be provided to support this conclusion. EA at 27-28.K. Insufficient cumulative impacts analysis. The cumulative impacts analysis in the EA is inadequate because it lacks quantitative data and specifics about impacts of other reasonably foreseeable future actions in the Project vicinity. The EA does not identify any specific reasonably foreseeable projects. Rather, the EA asserts that because the analysis of the Build and No Build Alternatives considers land use outcomes described in the Adopted Central City 2035 Plan, the City has already considered cumulative impacts and the EA apparently does not need to specifically address such impacts. Similarly, the EA claims that because the analysis of the Build Alternative was based on the Metro's regional travel demand model, which is built on population growth forecasts and the city's financially constrained project list, the analysis of the Build Alternative impacts on transportation also inherently incorporates an analysis of reasonably foreseeable future actions. EA at 84. This does not meet ODOT's obligations under NEPA to analyze the cumulative effects of reasonably foreseeable future actions. See 23 C.F.R. § 771.111 (Actions evaluated under both an EA and EIS must "[n]ot restrict consideration of alternatives for other reasonably foreseeable transportation improvements."). Nor does it give sufficient information for the public to understand the Project's cumulative impacts and provide meaningful comments. The EA also fails to properly assess past projects in the vicinity and the cumulative impacts of those projects. Notably, this section of I-5 has never had a full EIS conducted. Modern federal environmental review is a response to a past replete with projects that were not studied in advance and thereby caused substantial social, environmental, and even economic harms.L. Insufficient Endangered Species Act analysis. There has been no ESA section 7 consultation completed for the Build Alternative, even though listed species and their designated critical habitat are contained in the analysis area. The EA itself is internally inconsistent about effects. In one section, the EA implies work will not be conducted where there are listed species present, but further review of the EA indicates that dredging may occur in the Lower Willamette River in sediments considered to be contaminated where fish may be present. In addition, the Programmatic Agreement that should be found in Appendix C is not complete, or provided in draft form. Accordingly, there is insufficient information to evaluate potential effects and mitigation measures on listed species.M. Insufficient analysis under the Transportation Act. All federally funded highway projects must comply with not only federal environmental protection laws, such as NEPA, but also with historic preservation laws, Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. § 303(c) ("Section 4(f)"). Section 4(f) of the Transportation Act prohibits the FHWA from approving any project that requires the use of publicly owned parkland, recreation areas, or wildlife and waterfowl refuges of national, state, or local significance unless (1) there is no prudent and feasible alternative to using such land and (2) the project includes all possible planning to minimize harm to the parkland. 49 U.S.C. § 303(c). The EA analyzed four public parks under Section 4(f) and determined that the Project did not require the "use" of any of these parks within the meaning of Section 4(f). However, further analysis of the and information concerning the impacts to these parks and the related proposed mitigation measures is necessary to comply with Section 4(f). Moreover, the EA does not consider or address the NMFS-designated critical habitat in the context of Section 4(f). Accordingly, there is insufficient information to determine whether ODOT has complied with Section 4(f) of the Transportation Act. N. Closing Comments FHWA policy indicates that EAs are prepared in order to determine whether to prepare an EIS. See FHWA Technical Advisory T 6640.8A October 30, 1987 Guidance for Preparing and Processing Environmental and Section 4(f) Documents found at <a href="https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_preparing_env_documents.asp">https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_preparing_env_documents.asp</a> x#eadist last visited April 1, 2019 ("[t]he primary purpose of an EA is to help the FHWA and HA decide whether or not an EIS is needed."). Based on the potential impacts identified in the EA, an EIS is required and further analysis must be completed before any decisions or further commitment of resources are made. It is noteworthy that the Oregon Department of Environmental Quality did not participate in the preparation of the EA, and apparently neither did the Environmental Protection Agency (EPA). Given the potential environmental effects involved with this Project, the lack of participation of the agencies is cause for concern, and a gap in the analysis. Thank you for the opportunity to submit comments on the EA. We hope that you will consider and be responsive to our comments, and we look forward to continued dialogue as ODOT continues the planning process.&lt;&lt;FOOTNOTES&gt;&gt;1 EAs are required to contain these same elements. See, e.g., N. Idaho Cmty. Action Network v. U.S. Dep't of Transp., 545 F.3d 1147, 1153 (9th Cir. 2008) (NEPA's requirement that agencies "study, develop, and describe appropriate alternatives...applies whether an agency is preparing an [EIS] or an [EA]."); Klamath-Siskiyou Wildlands v. Bureau of Land Mgmt., 387 F.3d 989, 993, 996 (9th Cir. 2004) (holding that the conclusions in an EA must be supported by "some quantified or detailed information," and the underlying environmental data relied upon to support the expert conclusions must be made available to the public); Found. for North Am. Wild Sheep v. U.S. Dept. of Agr., 681 F.2d 1172, 1178 (9th Cir. 1982) (To be adequate, an EA, like an EIS, must analyze cumulative impacts and respond to public comments concerning the project); 40 C.F.R. 1508.9.</p> |                          |

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| 2019 0331 Erik Harper 2     | Erik Harper              |              | 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 ( <a href="https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/">https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/</a> ) 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.           |                          |
| 2019 0331 Erik Harper       | Erik Harper              |              | 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.   |                          |
| 2019 0307 Erica Morris      | Erica Morris             |              | 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 Eliot area in the last 3 years I stopped going to Hayden I started to shop at Target etc. Because traffic has been so horrible getting ther. If 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" environmental direction. Adding lanes is the wrong direction. 5. You must speak to the people from CA that think a 90 minute commute is legit. 6. The 'lids' 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?  |                          |
| 2019 0325 Erika Searle      | Erika Searle             |              | I oppose the rose quarter freeway expansion project! I moved to Portland because I shared its civic values of quality of life and sustainability. Thus, it deeply saddened me to learn that there are plans to widen a freeway right in the heart of the city. Building this would be shortsighted, counterproductive, and frankly, embarrassing for a state and region that have long been at the forefront of progressive transportation policy!  |                          |
| 2019 0327 Erin Eichenberger | Erin Eichenberger Newman |              | As a small business owner and concerned citizen in Portland, I am having a hard time imagining how the Department of Transportation is even beginning to consider a freeway expansion when there are *so* many other needs in our transportation system and climate change is a serious, urgent matter that demands our *immediate* attention. Construction is insanely expensive and that money could so easily be used for a project that works toward a higher quality of life for many instead of the death of our planet. This freeway project is moving us rapidly toward the death of humanity and the planet we live on. Please consider the impact of this project and the lives it will negatively effect. We are your community. We deserve better than this. Thank you for your attention and for choosing to use your powerful role within our political infrastructure to pursue integrity with all of Life.  |                          |
| 2019 0315 Erin Kress        | Erin Kress               |              | I live in North Portland, and I commute to NW Portland via bike everyday. I used to drive, but climate change has me too concerned to not try to do my part. Also I hated going to the gym, but that's beside the point! If climate change is real, and if freeway expansion projects do not decongest traffic, why are we expanding our freeways? Construction groups needs jobs, infrastructure needs to be updated, and pedestrians and children need to be safe. This can all be accomplished without pouring money into this sieve of a project. Let's spend \$500 million on improving our bus systems so people are motivated to use them (make them arrive on time!). Let's spend it on improving our Max offerings. Let's spend it on more efficient parking structure for those who do drive. Let's spend it on thinking outside the box, instead of looking backwards to a system that worked 50 years ago. Let's be the City that Works, again!   |                          |
| 2019 0326 Erin Lauer        | Erin Lauer               |              | As a North Portland resident, Architect, and Sustainability Consultant, I request that the freeway expansion project does not happen. Freeway expansion does not solve the problem, per ODOT employee's documentation. I also am an avid cyclist, cycling to and from downtown each day from University Park and sometimes from N Williams. This congestion will lead to increased temperatures in the urban core via the heat island effect and add to more smog and unclean air for those of us commuting by bicycle and walking, even to and from bus stops. I suggest an investment in safer bicycle and pedestrian pathways, green corridors for human parks and wildlife habitat, and bus-only lanes at least during peak transportation times. An investment can also be made to businesses that offer flexible hours or incentives for employees for not commuting during peak times. I am also deeply concerned for the students at Harriet Tubman Middle School and those at Legacy Emmanuel Hospital, where clean air is a key element of play and healing. Please take care of our state's citizens by improving health and longevity rather than expanding freeways to cause more health and environmental problems. |                          |
| 2019 0329 Erin Marshall     | Erin Marshall            |              | I have lived in Portland my entire life. And it seems to me that dear PDX is experiencing some difficult and awkward growing pains. It seems like it as been years since Portland had leaders with vision that spanned longer than their own terms of office. That is why I feel so sad to be writing about such a BAD proposal for our city...the Rose Quarter freeway expansion is an AWFUL idea. It doubles down on more congestion, more pollution, more noise, less community expansion, less livability and less hope for a vibrant, clean NE corridor. It seems to me that ODOT has an agenda that is not transparent and  |                          |

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|                          |                |                | <p>VERY EXPENSIVE . They way they seem to be pushing this project forward without sharing information about the environmental impact that a project of this magnitude is suspect and deeply troubling.I suspect that would NOT be happening if the neighborhood was filled with wealthy WHITE residents! I am disheartened by the undertones of corporate bullying and the shortcuts that are being taken... Smacks of the Columbia crossing debacle! Years of wrangling, tens of millions of taxpayer money thrown away and NOBODY ASKING WHAT THE RESIDENTS of the community wanted! Shame on ODOT and whoever the muckity mucks are that are running the process!</p>  |                          |
| 2019 0305 Erin Winn      | ERIN WINN      |                | <p>This freeway expansion plan is anti-environment and ignores the progress on the horizon with ride-sharing and automated cars that can reduce congestion. It is just one more construction project that is ignoring Oregonians values of environmentalism and social justice. The City of Portland needs to take a stand to preserve the roots and beauty of our city, rather than inviting more pollution and construction.</p>  |                          |
| 2019 0401 Erin Zimman    | Erin Zimman    |                | <p>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.</p>   |                          |
| 2019 0401 Erinne Goodell | Erinne Goodell | General Public | <p>I am writing to express that I do not approve of the project as is, and I request a full EIS on the project to be completed.As many groups have pointed out, projects that expand lane capacity do not successfully alleviate congestion, as more people will just feel entitled to drive, filling the meager addition of lanes. Paul Rippey has a lovely song that I'm sure you've heard that explains it simply. Not only that, but the data used to justify the project's benefits to traffic assumes there is a new I-5 bridge, which as we know, does not currently exist and it is uncertain when we will have a replacement. Speaking of bridges, as a bicyclist I disapprove of the fact that the Flint Street bridge will be removed. We need to do projects that ENCOURAGE bicycling, not make it less convenient.Portland and Oregon are concerned about climate change, but we are investing in projects that encourage driving and make congestion worse (see induced demand above). Not only that--one of the most egregious aspects of this project is that it will build freeway lanes (which at peak times will become like an idling parking lot) directly next to Harriet Tubman, in the historically black neighborhood that was already ripped apart by I-5 decades ago. This will affect the health of all the kids who attend this school, many of whom are kids of color and low income. Kids deserve a school play area with clean air, and I am not convinced that the project's mitigation efforts are sufficient. We need to be doing everything we can to support healthy schools where kids can play outside. The covered areas of the project leave A LOT to be desired. Without the ability to build on the caps, the areas will just attract garbage and campers (nothing against folks living unhoused--where else are they supposed to go?), just adding to ODOT's expanse of land that is not adequately maintained. This doesn't support the Albina Vision project--which again, I-5 is one of the original projects that ripped this historically black neighborhood apart. Instead of this mega-project that WILL NOT HAVE THE INTENDED EFFECT on decreasing traffic, we need to implement congestion pricing. While it has some regressive aspects for low income people, we MUST make changes that discourage driving, and make investments in a robust transit system that serves all people.The I-5 project section, while it has had many fender benders, has had no traffic fatalities in decades, while other areas of the city are far more dangerous. This \$500 million could go towards better projects, like projects that fix up local highways like 82nd and Powell so that they can be turned over to local control, and/or projects that make it safer to bike, walk, and more convenient to take transit. Thank you for taking my comments into consideration.</p> |                          |
| 2019 0401 Erwin Bergman  | Erwin Bergman  |                | <p>A major freeway expansion through a vulnerable neighborhood, including a school, is wrong.If a project has been identified as having significant impact of major concern to affected surrounding neighborhoods, the project as proposed would significantly reduce the quality of life.NEPA requires the preparation of an EIS, if EA cannot provide a finding of no significance (FONSI)!</p>   |                          |
| 2019 0325 Esme Miller    | Esme Miller    |                | <p>I am writing in strong opposition to your proposed I-5 Rose Quarter project. I am astonished to see a state agency continuing to pedal psuedoscientific claims that increasing capacity for long-distance auto commutes would somehow reduce carbon emissions. If the goal here were really to reduce congestion and emissions, while ensuring capacity for essential trips, then we would be looking at an environmental assessment that considered congestion pricing along with or in lieu of new infrastructure. We would also see ODOT coordinating with other agencies and the legislature to promote massive construction of close-in housing in Portland and other urban areas, to reduce the need for long-distance auto commutes.</p> <p>As someone who does a daily bike commute along the stretch of Barbur Blvd. that your agency fought so hard to keep in its current terrifying configuration, I can only shake my head at the claim that this freeway project will somehow improve safety. The deadliest roads in the city are 82nd, Powell, Barbur, etc. - your "orphaned highways." An agency that was interested in saving lives and preventing injury would be advocating for the legislature to fund jurisdictional transfer rather than freeway expansion.</p> <p>I have a 13 year old. She is going to be living through the climate crisis we are creating right now. A state agency with any sense of diligence or duty to future generations would be exploring and leading our transition to low- and no-carbon forms of urban mobility, not promoting high-speed auto travel and exurban growth. Someday, Oregon will have a state transportation agency that values safety over motor vehicle speed, that respects science, that looks at cities as something other than an obstacle to traverse as quickly as possible. May Governor Brown find he courage to appoint a new director who can bring</p>  |                          |

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|                                  |                     |                | about that change.   |                          |
| 2019 0326<br>Ethan<br>Hasenstein | Ethan<br>Hasenstein | General Public | Thank you for the opportunity to comment on the EA for the I-5 Rose Quarter Improvement Project. I submit these comments on my own behalf, and the views expressed are my own. I live in Corvallis. I am employed in the construction and construction materials industry. I frequently travel to, through, and from the Portland metro area for business, entertainment, and family reasons. While in Portland, I travel by personal automobile, mass transit, foot, rideshare services, and, occasionally, bicycle. I am a strong supporter of multimodal transportation strategies that reduce congestion, reduce carbon and storm water impacts, increase safety, and promote a livable community. I strongly support selection of the Build Alternative. Improvements in the Rose Quarter have long been the lynchpin in the success of any regional transportation project, particularly the long-deferred effort at replacement of the aging, functionally-obsolete Columbia River crossing bridges. The 2017 legislature made a firm commitment to addressing this critical bottleneck for regional travel and West Coast commerce when it passed HB 2017. My livelihood and that of so many across the Northwest, from Medford to Morrow, depend on access to regional and global markets and the safe and efficient movement of goods into, through, and out of Portland. Coupled with other highway improvements to I-205 and other regional arteries, as well as variable pricing and tolling strategies, I believe the Rose Quarter project is essential to modernizing our state and regional transportation system. Finally, Portland is a rapidly-growing hub that continues to drive an export-dependent state and regional economy. Continued prosperity and livability depend on infrastructure and a built environment that keep pace with this growth. Moreover, ODOT is not free to divert the funding authorized for this project and somehow repurpose it for pedestrian, bicycle, and transit projects. ODOT must live up to the commitment made by the Oregon legislature in HB 2017. In short, completing the build alternative is a keystone in a multimodal regional transportation plan that serves all of Oregon.   |                          |
| 2019 0312<br>Ethan Seltzer       | Ethan Seltzer       | General Public | I am writing to encourage you to move immediately from the EA to a full and formal EIS process to support the decision making associated with this project. The EA only considers the "No Build" alternative and the "Build" alternative that emerged from the 2011 alternatives process. All other alternatives were excluded from the EA analysis based solely on the conclusion that the work done in 2011 was sufficient. However, much has changed in the intervening 8 years since 2011. First, nothing done in 2011 considered limiting carbon emissions as a major City and State goal. Since 2011, both the City and State have adopted new carbon emissions goals and plans for limiting future emissions. In 2019, the Oregon Global Warming Commission reported to the legislature that transportation was likely the major reason why Oregon would be unlikely to meet its carbon emission reduction targets. Further, the EA found that there is essentially no difference in carbon emission reduction between the No Build and the Build alternatives, meaning that any carbon emissions reduction will occur because of improvements in vehicles and fuels, not the City and State investment in transportation infrastructure. Consequently, nothing that is being proposed, and none of the analysis of alternatives leading to or in the EA has actively sought a Build alternative specifically attuned to the stated carbon and climate goals of the City and the State. This is a major omission and speaks directly to the need for an EIS for this project able to incorporate alternatives designed to reduce, not accommodate, carbon emissions stemming from transportation. Second, none of the alternatives considered in 2011 or considered in the EA incorporate the now stated expectation of the State that Oregon will pursue congestion pricing, particularly on its highway system. Even as this EA proceeds, ODOT is in the midst of a very slow process for considering congestion pricing projects specifically on this stretch of highway. Given the expected and intended impact of congestion pricing on VMT in the project area, it is irresponsible for ODOT to proceed with this project absent a careful and thorough incorporation of congestion pricing in the alternatives to adding new capacity in the project area. Again, the lack of consideration of congestion pricing is another reason why the EA was the wrong choice, and an EIS is the only reasonable process for informing the decisions to be made. Third, since 2011 the Regional Transportation Plan has changed, most recently in 2018. The EA and the alternatives analysis conducted in 2011 upon which its based, has assumed that the projects in the RTP get built, including projects, like the Columbia River Crossing, that are no longer being actively pursued. The high degree of variability in the build-out of the RTP itself suggests that any alternatives analysis that takes the RTP project list as a given, a fixed variable, is by its very nature, both incomplete and incorrect. To simply proceed with a 2011 build alternative and to not incorporate new alternatives that don't depend on the full suite of RTP improvements, a far more likely outcome than the assumptions employed by the project to date, is both imprudent and, frankly, delusional. Once again, this calls out for an EIS, not an EA, to ensure that any decision associated with this project be made fully cognizant of the relevant and likely alternatives. For these reasons, for ANY of these reasons, the EA is fundamentally insufficient as a means for fully understanding the impacts of this project on the transportation system, the community, the City, and the State. Simply put, the EA is far too limited in its scope to serve as the decision tool envisioned both by NEPA and by relevant community, City, and State policies, goals, and aspirations. Only an EIS can consider the ways in which changes in our community and the world have made the 2011 consideration, and elimination, of alternatives inadequate. Only an EIS can adequately update earlier analysis in light of new information and updated goals and policy. Proceeding solely on the basis of an EA makes a mockery of the expectation that project impacts be carefully and fully considered before proceeding. It is essential for ODOT to proceed directly into an EIS process prior to concluding, based on incomplete, outdated, and willfully limited information that the project benefits outweigh its costs and impacts. Thank you for the opportunity to comment. Please contact me should you have further questions about what I've written. |                          |

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| 2019 0313<br>Ethan Wright             | Ethan Wright   |                | I am a 6 year resident of Portland and a small business owner. Portland is in a unique position to be a leader in stopping climate change and we tout ourselves as such internationally. Now is the moment to invest in infrastructure that *decreases* our carbon emissions, not *increases* them! We are on a collision course with climate chaos. If we do not take BOLD action to change the way we meet our basic needs, we are facing the end of human life on earth and we're already taking many other species out with us. What an exciting opportunity this could be to re-imagine our city as a public transportation paradise! Building and expanding freeways is the WRONG direction for Portland and for life on earth. Please kill this project and put our tax dollars toward transportation solutions that rely on human power, wind power, solar power and other creative solutions to the dire situation we are currently in. Thank you for your work in service of this city. May you consider the well being of our children's children and the thriving of all life when you make decisions on our behalf.   |                          |
| 2019 0330<br>NMF<br>Eugene<br>Fifield | Eugene Fifield |                | I have been following the arguments pointing out the flaw in the proposal to expand I5. I agree with all the points made by No More Freeways PDX. In particular projecting need based upon modeling of traffic flowing to/from a massive CRC that isn't probably ever to be built is a deception that is unfairly warping the need. We need to solve this short term with congestion pricing. Please study this as an alternative. Outside of all the arguments we really need to start considering modeling our transportation and goods distribution based on future technology; not on a model invented by Hitler for use in blitzkrieg. Freeways in America were driven by the need to move missiles around the US for defense. We just piggybacked on that idea and let it drive our urban growth AND decay. In the near future we will have perfected autonomous vehicles and modeling based on 60 year old solutions need to be scrapped. Car ownership will plummet, transit solutions will warp into summoning a ride, connecting to a higher speed fixed rail or higher speed Express bus. Capacity of existing roadways will increase as vehicle to vehicle communications reduce accidents and eliminate traffic snakes. Cars will not need 7 car lengths between each other, they will line up coupled electronically into long trains. Let us stop inviting more pollution into our schools and homes and accelerate our transition off of the old way of building our city into a modern people friendly environment. |                          |
| 2019 0319<br>Eugenia Tam              | Eugenia Tam    | General Public | Hi,As a resident of North Portland with a daily car commute that uses I-5, I am firmly OPPOSED to the highway expansion project. Residents in the North Portland neighborhoods are already concerned about the air quality, being as we are close to industrial zones, trains, and ships. There are families who have to move or take drastic measures to protect their children. Expanding the highway will only invite more vehicle usage and further degrade air quality. Congestion should be solved by other means, by improving alternative modes of transportation and by congestion pricing. Furthermore we are at a turning point in climate change action, with the state legislature on track to pass HB 2020, and strong national consensus that we need to take action (e.g. Green New Deal). In the face of that, this project is exactly the wrong thing to do, and is a negligent use of the public money. I hope you will change course and not invest a huge amount of resources in a project that is misguided and has strong opposition from the community. Thank you. -Eugenia Tam  |                          |
| 2019 0326<br>Eva<br>Frazier           | Eva Frazier    |                | Dear ODOT and associates--As a small business owner and car owner I know the value of moving people and commerce through cities. I am well aware of the slowing that occurs at the intersections of I-5 and I-84 in Portland. I've driven this road many times over. Because of the rush hour traffic that occurs, I make specific decisions to choose alternative means of transportation such as Trimet or bicycling. If there's one thing I'm aware of from this experience, it's that free flowing roads make people more willing to drive. Something we call induced demand. It happens with an open bar and it happens with wider freeways. With the many people that cannot and do not choose to use alternative means of transit, I strongly suggest that decongestion tolling and special lanes for HOV or commercial traffic could help move people and products through Portland more smoothly. If we continue to think that increasing road area is the answer to the future, then we are certainly not looking forward. An ideal future has fewer freeways, more Rapid Transit, fewer traffic deaths, more bicycle infrastructure and more humane speeds on our roads. An ideal future makes not driving a car the easiest way to get around. An ideal future has freeways that are made for through traffic and commerce. Please consider redirecting these funds to local projects that would save lives such as improving Powell, 82nd and Columbia Blvd.  |                          |
| 2019 0402<br>Evan<br>Carmi            | Evan Carmi     |                | Hello,<br><br>I oppose the I5 Rose Quarter Freeway Expansion. Research has shown this doesn't improve congestion. Rather, we should work towards improving sustainable and environmental transport options.<br><br>Sincerely,<br>Evan  |                          |
| 2019 0401<br>Evan<br>Heidtmann        | Evan Heidtmann | General Public | Hi there, I'm writing to express my disappointment with the i-5 widening project in the EA! Please use a full EIS to consider alternatives before moving forward with this ill-conceived plan. Evan Portland resident for 32 years   |                          |
| 2019 0312<br>Evan                     | Evan Landman   | General Public | This email serves as my submission for the I5 Rose Quarter Improvement Project Environmental Assessment public review and comment period. My   |                          |

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| Landman               |             |                | <p>comments are below: Im writing to share my opinion that ODOTs I5 Rose Quarter project is unneeded, poorly conceived, and actively hostile to the critical mobility and climate goals our city and state are pursuing. Freeway expansion projects in dense urban settings are no longer an appropriate type of project for agencies like ODOT to pursue, because every dollar that is spent here is a dollar that cannot be invested in ways that produce cleaner, safer and more equitable transportation outcomes. Various advocates and media outlets have done a better job than I possibly could of identifying the various technical shortcomings of the work supporting this project, from the inconsistency of planning maps and technical drawings in the EA to the lack of transparency around traffic modeling. As a transportation planner myself, it is pathetic to see a large agency attempt to justify a project of such consequence with such a lack of methodological rigor and transparency. ODOT is in a position to play a critical role in the future of transportation in this region. From the exciting potential of congestion pricing to actually manage demand on the regions freeways, to the outdated and dangerous urban state highways like US-26/Powell and OR213/82nd Ave, there is a lot ODOT could be doing to help the cities of this region produce the transportation network they need to shift travel away from private cars and onto transit, bikes, and walking, and to make improvements that would help address the serious mobility disparities faced by low-income people and people of color in this region. Unfortunately, your freeway widening project addresses none of those needs, and actively contributes to the worsening of these conditions. I see no compelling need for this project. I have heard no compelling rationale for why it should exist at all, when we have an unexplored capacity to manage demand on the highway network on the horizon thanks to value pricing. I see a long list of more important needs on ODOT facilities in this region. This project is a waste of \$500 million, and will go down in history as another of your agencies failures to do right by the people of this city and state. I strongly oppose this project. Thank you for the opportunity to share my thoughts on this important project. Evan Landman</p> |                          |
| 2019 0402 Evan Ramsey | Evan Ramsey | General Public | <p>As a Portland resident I am extremely opposed to new spending on freeway expansion. At this point in human history, any money not spend on more sustainable transportation is a negative. There are many other beneficial uses of these funds that would reduce traffic and emissions such as bike infrastructure or clean public transport. Please reconsider this project. Thank you.</p>  |                          |
| 2019 0401 Evan Reeves | Evan Reeves |                | <p>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!</p>                   |                          |
| 2019 0305 Evan Siroky | Evan Siroky |                | <p>NO. MORE. FREEWAY. EXPANSIONS. Please spend the money on something else significantly more beneficial like bicycling infrastructure, better transit, transportation demand management programs or building affordable housing next to job centers. And honestly, this freeway shouldn't even exist where it is in the first place. Freeways do not belong in the middle of city centers.</p>   |                          |
| 2019 0326 Evan Ward   | Evan Ward   | General Public | <p>I'm writing today to oppose the I5 Rose Quarter expansion project. From safety to congestion, the benefits are minimal, and from pollution to induced demand, the costs are substantial. ODOT is asking public to spend a huge amount of money without a huge benefit, when half that money could achieve larger benefits in multiple other locations. Urban freeways are fundamentally about moving people from the suburbs into the city and out again as quickly as possible, and as such shift costs to the people who live in the city. Living near Foster Road, I'm familiar with people who think this is a good thing: business owners who oppose the road diet currently in progress say that traffic will be delayed, but those affected by the delay don't live nearby, and those currently affected by the high traffic volume and pollution and safety risk do, and it sounds crazy to prioritize the convenience of people far away over the quality of life for residents. But this is exactly what ODOT is asking of Rose Quarter residents, especially Harriet Tubman Middle School students: bear the burden of increased pollution, noise, and traffic on arterial streets to save a minute or two for each person driving in from our out to Vancouver. There are circumstances in which it's appropriate to ask one group to sacrifice for another, but poor and minority middle school students shouldn't be sacrificing their</p>   |                          |

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|                              |                    |              | health.Last year I lived off MLK and Alberta, and several times I rode my bike down and across the Broadway Bridge for Thorns games, and I found the access and convenience to be great. This project would remove the Flint Street bridge, and replace it with one running the other direction with a very significant incline. I'm pretty fit, but we need to preserve the accessibility we have for everyone to bike around the area.All this is to say nothing of how congestion would only improve for a couple years if at all, or how there's no way to be confident traffic volumes overall will continue to grow, or how the collisions to be prevented are overwhelmingly minor ones. ODOT is asking for an extraordinary amount of money, and they haven't met even a routine level of scrutiny for this project. There are better ways to spend the money, but if we won't get the money if we don't do this specific project, then we'd still be better off without the associated construction inconvenience. Thank you,Evan Ward7601 SE Tolman StPortland OR 97206  |                          |
| 2019 0331 Evan Watson        | Evan Watson        |              | I am against freeway expansion in Portland because it's a step backwards on reducing our city's carbon emissions, will dis-proportionally benefit people of wealth, and will do little if anything to solve congestion. This last weekend my car broke down while my girlfriend and I were visiting some friends in Seattle for a couple days. I couldn't afford the bill, so I signed up for a credit card to cover it. We still had a great time, and were still able to get around the city by riding the bus, ride sharing, and walking. I'm probably going to sell the car because it will likely have more issues down the road. I want to live in a city where reliable transit can get me around and I never have to worry about another financially debilitating bill from an auto shop ever again.   |                          |
| 2019 0311 Evelyn Cole        | evelyn cole        |              | I am very against the Rose Quarter freeway expansion! Bigger freeways mean even more cars and trucks on it with their carbon dioxide fumes. Portland must work on reducing any fumes that add to Global Warming. It will take part of Tibman's yard as well, our children need a good school. And it will be VERY expensive, using funds that could help in so many better ways, such as housing, schools, etc.  |                          |
| 2019 0327 Evelyn Cole        | evelyn cole        |              | We don't need more freeways, we need better public transportation!   |                          |
| 2019 0331 Faith O'Malley     | Faith O'Malley     |              | Hello,I am writing today to submit a comment about the proposed I-5 Rose Quarter Improvement Project. While an initial reading of the proposal makes it sound like a good idea, it actually will not produce the intended results. The WSP study shows that widening the highway will not help reduce congestion in the long run. The fact that the stated goal of the expansion will not be obtained should be enough to stop a \$500 million project. Rather than investing in projects that won't work, the city would be better off investing in public transportation options, including more bus, MAX, or even subway routes. As a person who lives in the suburbs of Portland and who commutes by car to work to NW Portland every day, I would appreciate a faster public transport option that would feel like a real, viable alternative to driving to work every day.Another issue that I take with the proposal is that widening the highway will add to Portland's greenhouse emissions. We are at a critical point in our history and every decision we make should be based in climate science and this project is not. It will increase our carbon emissions, contributing to climate change, and disproportionately affect people of color and particularly students at Harriet Tubman Middle School. A study by Portland State University release last year has already advised students at the school to stay indoors due to high emissions from cars that are already taking I-5. As a community that claims to be focused on social justice, this would be another tragic instance of the government disregarding the health and wellbeing of people of color in this city for the "benefit" (although the WSP has already shown that the benefit will not be realized) of less congested roads for the privileged people like myself who have access to our own vehicles.Please, do not move forward with this costly, environmentally damaging project.Thank you for your time,Faith O'Malley |                          |
| 2019 0311 Faye Powell        | Faye Powell        |              | I strongly oppose expansion of this freeway at a time when every effort must be directed at reducing pollution and single driver transportation. No one believes it will reduce congestion. In fact, it will only increase it. And to impose greater hardship and health risks on school children in the process is unconscionable! Reject this bad idea, please.  |                          |
| 2019 0331 Florence Field     | Florence Field     |              | NO EXPANSION!! I vote, I'm paying attention, I am completely opposed to this expansion as a waste of tax dollars and effort of those doing the work. There are many other improvements our beautiful city can benefit from.  |                          |
| 2019 0311 Fran & Joe Mazzara | Fran & Joe Mazzara |              | The narrowing of I-5 at the Rose Quarter is an utter disaster and the engineers who designed it ought to be barred from road design forever. There is a free flowing freeway of 3-4 lanes in each direction and no matter the time or day, it becomes a traffic jam as cars are forced to merge into 2 lanes to get under the two overpasses. It doesn't take a genius to realize that this will automatically cause traffic to slow to a stop as cars and trucks merge. Add in the crossover in the south bound lanes for the I-84 exit and you have a double mess. As soon as the I-84 exit is reached and passed traffic takes off. DUH!?   |                          |
|                              |                    |              | Forget all the embellishments, footpaths, bike paths etc. Strip the plans down to the basics, widen the roadbed, eliminating the narrowing from 3-4 lanes down to 2 and see what it costs. Traffic at a standstill emits more greenhouse gasses than traffic flowing freely. The additional plans could be added later, stick to the problem.<br>OR, see if an upper/lower deck could solve the problem. Just get rid of the narrowing any way you can and watch a 100% improvement in traffic flow in Portland !  |                          |

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|                                   |                      |              | Fran & Joe Mazzara   |                          |
| 2019 0301<br>Francesca Anton      | Francesca Anton      |              | I understand the frustration you hear from people who drive the Rose Quarter section of I-5 who want it expanded---it can seem both scary and insane at times. However, as a long-time resident of Oregon I would like to place my encouragement to refrain from the proposed expansion. All the research tells us congestion is NOT relieved by expansion, and this area is already in a dense part of Portland, with more people who would be exposed to additional pollution, noise and stress living and working in this area every year. We must, MUST, stop the usual and historic approach and take the step to stop a response to added population that only has made life more miserable in the past. We must get through the uncomfortable and sometimes confusing time to re-think and re-design a world that gives up our old and increasingly hopeless ways that does not leave our children a viable future. As a devoted member of 350.org and Sierra Club, among others, let's hold on to our courage to change for the better. Please join us in refusing to bow to short-sighted pressures, and help us move forward always thinking of the health and well-being of those coming after us. Sincerely, Francesca Anton |                          |
| 2019 0328<br>Francisco Gadea      | Francisco Gadea      |              | I'm writing to express my opposition to this project. I'm concerned about the impact this expansion will have on the environment, on the quality of air and on increased traffic congestion. I feel this money should be spent on mass transit expansion like light rail or electric bus lines. I feel that ODOT should do a full environmental impact statement on this project. Thank you.   |                          |
| 2019 0304 Frank<br>Shen           | Frank Shen           |              | The City of Portland will be so much more pleasant if the middle I-5 section did not exist. Cities are for people who live there to enjoy, not for people who live outside to drive to or pass through. Tear down I-5!<br><br>Spend the money elsewhere.   |                          |
| 2019 0331 Fred<br>Estrada         | Fred Estrada         |              | To Whom It May Concern,Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces. I live near Legacy Emmanuel Hospital, and I already have to stay inside several days a year because of the poor air quality. Not only will the expansion make it worse, but cars slowing down during construction will also have an adverse effect on air quality. Has the hospital been taken into consideration in any environmental assesment?Fred Estrada,Portland, OR   |                          |
| 2019 0320 Fred<br>Nemo            | fred nemo            |              | ODOT lacks proper oversight. its engineers and administrators have conflicts of interest. what alternatives have been explored in any sort of serious way? why have incentives to large employers and school districts to stagger their hours of operation not been on the table? if HALF the cost of rebuilding I-5 was applied to such incentives, the savings would DWARF their projected (and probably exaggerated) estimate. and gridlock would disappear. not to mention the increased productivity from the increased leisure, reduced stress, and better sleep schedules.  |                          |
| 2019 0401 Freda<br>Kerman         | Freda Kerman         |              | I have been a taxpaying resident of Portland for nearly three decades. I vehemently oppose any freeway expansion.  |                          |
| 2019 0326<br>Gabriele Hayden      | Gabriele Hayden      |              | Hi, I live near the Rose Quarter, and I essentially can't drive through there at certain times of day because of the congestion, so I understand the reasons why this expansion is being proposed.But all the evidence suggests that this expansion would worsen air pollution in my neighborhood without actually lessening congestion. Why should my tax dollars go to making the problem worse instead of better? The freeway is already the very worst thing about my neighborhood. It blocks it from the rest of the city and is very unpleasant to walk over. If you want to spend a few hundred million capping the freeway, go for it. I strongly support the Albina Vision. We could put a toll on the freeway and put the money towards reparations. But don't, don't, don't force this through without a democratic process, while hiding your data and lying to all of us.   |                          |
| 2019 0328<br>Gabrielle<br>Burkard | Gabrielle<br>Burkard |              | Hello! I'd like to make a comment about the Rose Quarter Freeway Expansion. I am a young person who grew up in Portland. Right now I'm trying to figure out my future plans, but I'm being being hampered by depression about climate change. The future doesn't look great even if we manage to make use of these 11 years to change our relationship to fossil fuel consumption, so we have to do every little thing we can! Traffic congestion is a problem, but I agree with many Portlanders that investing in fossil fuel infrastructure like the expansion seems extremely unhelpful in the long term. I hope that ODOT will at least release a more comprehensive Environmental Impact statement, and well as publicize more of their analysis of the expansion's effect on traffic.   |                          |
| 2019 0301<br>Gabrielle Karras     | Gabrielle Karras     |              | In the age of climate change we should be reducing our reliance on cars (a fossil fuel machine) and putting our tax money into alternative transportation. As someone who has never owned a car and has relied on public transportation as well as biking and walking all my life - it is possible to live and work in a city without a car.   |                          |
| 2019 0326<br>Gabrielle Karras     | Gabrielle Karras     |              | I oppose the freeway expansion. We should be putting money into alternative transportation and leading the way to a carbon free future instead of funding projects that only put more carbon into the atmosphere. As we know adding more freeways does not reduce congestion. There are many studies that prove that point. *40% of Oregon's carbon emissions come from transportation. We need to encourage people to leave their cars at home. I don't want to live in a   |                          |

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|                                  |                     |              | city with poor air quality so some people can make tons of money off of a project that will help to doom our planet. Try harder ODOT.   |                          |
| 2019 0326<br>Gabrielle Roth      | Gabielle Roth       |              | I'm opposed to this freeway project. It will not help our current traffic situation, and will make air quality worse. We can't afford to keep acting like climate change isn't real - let's do something about it now.  |                          |
| 2019 0316 Gaby<br>Lasala         | Gaby Lasala         |              | My name is Gaby Lasala. I am employed in Vancouver, WA and I live in the SE quadrant of Portland, OR. I am writing to express my opposition to the freeway expansion project by ODOT. I drive the I-5 to get to work. I get on at Morrison Bridge/I-5 N on ramp. I am frequently going up and down this corridor. I'm not in favor in expansion because it will not solve the bottleneck or congestion. At best, it will add more space for more vehicles to cram on the expanded lane. This is not going to alleviate the problems we commuters face. I am all in favor of establishing tolling lanes and allowing users to pay for the use of toll lanes to get around the issue. But expanding will be a waste of public funding, endanger the surrounding neighborhoods health with more pollutants in the air, and continue to encourage Clark County to commute by single-user vehicles rather than via transit. I understand there are problems and I, personally, am very involved in the Vancouver, WA community and am aware of their concerns, however, their lack of interest in expanding transit options including their previous denial of expanding a Max line to Vancouver is ultimately a problem they must answer for themselves. When they are ready to expand train and rapid bus transit, I am sure PBOT and ODOT will welcome that with open arms. Until then, we cannot regress into the 1950s & 1960s model of interstate expansion. The future will judge us very starkly if this gets approved. Invest that money in providing the area with transit-friendly, scooter-friendly, & bike-friendly forms of transportation. Thank you.   |                          |
| 2019 0401 Gail T                 | Gail T.             |              | Please note the following concerns about the I5 Rose Quarter Project: Freeway Expansion (or auxiliary lanes) has not been shown to relieve traffic congestion<br>Environmental concerns (e.g. carbon and air pollutants) abound with the current plans and have not been sufficiently addressed<br>Lack of transparency in the proposed plans (e.g. lids)<br>At minimum, a full EIS report is warranted<br>Cost – this is a very expensive project with few to no outcomes involving relief of traffic congestion<br>Please consider: Returning to the drawing board to take into consideration education and children—specifically the students at Harriet Tubman Middle School, environmental impacts, and cost<br>Congestion pricing   |                          |
| 2019 0401 Gail<br>Ohara          | Gail Ohara          |              | As a citizen of Portland for the past decade, I would like to express my concern and argue that spending half a billion dollars on a freeway expansion is not something I want to see my tax dollars pay for. I already don't like that we have a highway running through the center of our city, close to schools, local communities and businesses. We should be spending money to help make sure everyone has a place to live and health care and basic needs, and thinking of new ways to transport Portlanders in and around the city. How about investing in MAX -- make it more secure so that single women don't feel unsure about riding it alone at night. Invest in more carriages, express trains so people can get to work in less time so they don't feel compelled to drive. Invest in electric buses or trams, ferries across the river, let's try to move traffic away from the center of town, not increase it. One of the reasons I moved here was because it was accessible and a leader among green cities. I don't see how this project will help our community prosper. Let's try to figure out how to bring more jobs to the East Side so fewer people have to commute. I'm concerned about the costs and the environmental impact of this project, and I would like to see it stopped. I also don't think we should be using tolls and congestion prices, which will mostly impact the poor. Yes, make incentives for people taking public transport but also invest in clean/green energy so we can have a sustainable future.  |                          |
| 2019 0311 Gar                    | Gar                 |              | This is no time to build more infrastructure to support fossil fuel consuming vehicles. The money, my money would be better invested in research, infrastructure for non-fossil fuel transportation and education. Consider the beneficiaries, future generations. It will be difficult but as they say, "When the going gets tough the tough get going. We people are tougher than this problem. The changes must be under taken.  |                          |
| 2019 0330<br>Garlynn<br>Woodsong | Garlynn<br>Woodsong |              | I'm writing to you because I'm terribly afraid that we're about to waste \$500 million doubling down on infrastructure that supports and encourages the use of the automobile, at exactly the time when we instead should be investing in building out our bicycle, pedestrian, and transit networks to help give people alternatives to having to produce greenhouse gases for every trip. I'm concerned that we only have a small amount of time to turn around our economy and make it carbon-neutral in order to avoid the worst impacts of global warming. I'm especially concerned that it appears that ODOT specifically avoided studying the impacts of congestion pricing on this project, but instead chose to assume that the dead 12-lane Columbia River Crossing project was built and funneling all that traffic at this interchange. This does not seem like ethical behavior by a public agency, and I question if it's even a legal assumption under federal environmental law. I'm also concerned that ODOT is violating the public trust doctrine, by continuing to double down on GHG-producing transportation infrastructure for cars in the face of all the evidence that we need to be doing exactly the opposite. I'm deeply worried that this extremely expensive project serves no purpose. It won't improve congestion, as if it initially facilitates smoother traffic flows, it will induce demand, and quickly back right up again once VMT rises to fill the available lanes. It won't reduce air pollution, as it may draw truck traffic over from the daily midday congestion on I-205 if it succeeds in temporarily easing a traffic bottleneck. It won't improve safety, as this interchange has already gone for years without a single fatal accident, something which cannot be said for other local facilities like the North Portland Highway (Hwy 30 bypass) that ODOT controls and has no plan no make safer. think we, as a city and a region, would be much better off by enacting congestion pricing, decommissioning the Marquam Bridge, removing the |                          |

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|                                    |                       |              | east bank freeway, shifting the I-5 designation to I-405, and thus only having I-84 run through the Rose Quarter. This would be a much more Portland thing to do, along the lines of removing Harbor Drive to create Waterfront Park; this time, however, we could create a whole new neighborhood, with new public plazas and riverfront access routes. I currently ride my bicycle across the Flint Avenue Bridge every morning on my commute to work, from N Vancouver Ave to the Broadway Bridge. I'm concerned that ODOT has not put bicycles front and center in this planning process, despite the City of Portland's goal of making 1 out of every 4 trips a trip by bicycle by 2035. I'm worried that my bicycle commute will be made less, rather than more, safe as a result of this project. In short, I'm not completely opposed to this project. I think it should be a Tier 3 project, scheduled for construct sometime between 2035 and 2075. First, however, we should implement congestion pricing, and build out our regional bicycle, pedestrian, and transit networks. Then, we can see how much traffic remains on the freeway system, and plan for how to deal with it. |                          |
| 2019 0327<br>Garrett Downen        | Garrett Downen        |              | As a driver, cyclist, pedestrain, and father, I oppose the Rose Quarter I-5 widening project. A freeway project of this scale is a bad investment at this time. Funds and energy should instead go toward efforts that are more certain to promote safety, improve air quality, and reduce emissions. In regards to the Rose Quarter, please implement congestion pricing instead.   |                          |
| 2019 0325<br>Gena Backenkov        | Gena Backenkov        |              | No Comment Included  |                          |
| 2019 0325<br>Geoffrey Womack       | Geoffrey Womack       |              | I am deeply troubled by ODOT's plan to expand I-5. Highway expansion has never alleviated congestion in the long term and claims that it will cut greenhouse emissions are, frankly, laughable (especially without a full environmental assessment). The science behind climate change is real and ODOT needs to be doing everything it can do to lead Oregon towards a carbon-negative future not pretending everything will be fine with another couple lanes of blacktop.   |                          |
| 2019 0312<br>Gary Granger          | Gary Granger          |              | I am writing to urge you to reconsider any expansion of the I-5 freeway through Portland and look for other ways to use the half billion dollars such a project will cost.<br>Expanding freeways does not reduce congestion in the long term, encourages personal vehicle use, increases emissions, and negatively impacts people and the natural environment. The money could better be spent addressing known safety issues with existing transportation infrastructure (i.e., pedestrian and bike safety initiatives), and encoring expansion of environmentally friendly transportation alternative.<br>I do not support a freeway expansion.  |                          |
| 2019 0331<br>George Ammerman       | George Ammerman       |              | 500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, and bicycle and pedestrian improvements across Portland. Let's support Vision Zero instead of adding more air pollution near Harriet Tubman Middle School, where air pollution is already a problem. Decongestion pricing should be tried before freeway expansion.  |                          |
| 2019 0303<br>George Walter Feldman | George Walter Feldman |              | Building more lanes or highways simply allows more vehicle travel, with all the attendant air pollution which we need urgently to avoid. The answer, in my opinion, is congestion pricing. We need less people driving vehicles if we want to have a chance to curb the pending disasters of climate change.   |                          |
| 2019 0326<br>George Walter Feldman | George Walter Feldman |              | Mere freeway expansion (or so-called improvements) will merely enhance more driving and all its attendant pollution. Obviously, this is a disaster for the planet in terms of climate, and a disaster for our micro-environment in terms of health effects. Please spend our money on mass transit or other improved transit options. Our goal needs to be less rather than more car and truck traffic.  |                          |
| 2019 0327<br>George Wier           | Georgia Wier          |              | I am opposed to the Rose Quarter Freeway Expansion project. This proposed \$500 million freeway expansion will cause more traffic congestion, more air pollution, and more carbon emissions. And it is right in the backyard of Harriet Tubman Middle School, a public school that already has air pollution so bad that PSU researchers recommend that the children not go outside for recess.<br>Freeway expansion has never solved traffic congestion, in any North American city.<br>Furthermore, building a costly freeway project now is a blatant denial of the threat posed by climate change. Surely Oregonians can do better than this.<br>Now is the time to spend money on public transportation and pedestrian friendly improvements, not a costly project that will add to our city's air pollution and carbon emissions.<br>Please carefully study alternatives (including decongestion pricing) to this expansion and issue a full Environmental Impact Statement.   |                          |
| 2019 0326<br>Gerald Lindsay        | Gerald A Lindsay      |              | Please reconsider your decision to invest such large sums in the I-5/Rose Quarter expansion/improvement. The world of transportation is quickly changing in Portland and there are likely much better infrastructure projects that could leverage this enormous sum of taxpayer money for much more valuable long  |                          |

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|                                  |                       |              | term public benefit. At very least, Please take the time to complete an Environmental Impact study to be really understand all the impacts both positive and negative this proposed will have both short term and long term and weigh that against other competing transportation/infrastructure needs.  |                          |
| 2019 0331<br>Gelenna Hayes       | Glenna Hayes          |              | I am opposed to the proposed Rose Quarter Freeway expansion.<br>ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. I want our City and State government to work smarter and think about our children, the future and climate change when addressing problems of transportation and pollution.<br>Air quality in inner NE Portland is a very personal concern for me as my grand daughter lives and plays in the impacted area.<br>Specifically, this project proposes to expand the freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue as 40% of Tubman's students are Black, and 73% are identified by PPS as vulnerable populations.<br>We can do better than this! Please reject the proposed Rose Quarter Freeway expansion.  |                          |
| 2019 0402<br>Gloria Taylor       | Gloria Taylor         |              | please have the foresight to protect our city. i am very concerned with infill and density. we have enough traffic now and we cannot value growth over quality of life-we know what our large cities have become.we have a rare chance to preserve and enhance our city-please and improve our quality of life.<br>more is not always better thank you   |                          |
| 2019 0330<br>Catherine<br>Murphy | Catherine<br>Murphy   |              | As a 26-year resident/homeowner and small business owner in the NE Eliot neighbor, I am STRONGLY OPPOSED to the freeway expansion/widening of I-5 through the Rose Quarter, including the reworking of streets that cross above I-5 in the area. My concerns are as follows:Environmental concerns: Carbon emissions in this area are already too high. Do not make the problem worse. Spend some of the proposed budget on legislating to eliminate the filthy diesel emissions that are currently unregulated. Along with that, let's propose to re-open the Port of Portland and re-establish a more comprehensive use of sea transport instead of trucks that pollute and congest our highways. Lack of transparency in process: More access to studies and other alternatives to congestion have to be made easily accessible. We in Eliot lived through the terribly opaque and rushed process of designing and constructing the Rose Quarter in the '90s. This did nothing to benefit our neighborhood, and, if fact, wa a wasted opportunity to do something really good for the city. Costs far outweigh the benefits. A \$500 million project should BENEFIT the general population, not just make it easier for people to continue driving more than they should. Public transportation and pedestrian options should be front and center. Our city need these things more than more freeway lanes.   |                          |
| 2019 0402<br>Gordon Hickey       | Gordon Hickey         |              | I am very much opposed to this project. It won't do much to relieve traffic congestion. The more lanes you build, the more traffic increases. There are better alternatives to this massive and costly project.  |                          |
| 2019 0226<br>Grace Mervin        | Grace Mervin          |              | Climate change is real, and it is happening to us whether we choose to recognize it or not. My hometown burned down in 2017 due to drought fueled wildfires that were a product of climate change. Investing in freeway expansions is encouraging an increase in carbon emissions which only makes this problem worse, not better. A project like this has an effect on generations. A more connected, efficient community is the legacy I would rather leave for the next generation, rather than perpetuating a system that is no longer working. Freeway expansions do not solve traffic congestion. The children of Harriet Tubman Middle School do not deserve to have increased exposure to harmful pollutants. The children of the people benefitting financially from this project most likely do not go to this middle school.There are other solutions that are more equitable for all members of our community, would increase accessibility and allow us to set a positive example for other communities wanting to proactively address sustainable adaptation in the age of climate change. Please consider investing the money for the proposed freeway expansion into projects better for air quality, carbon emissions, public health, and congestion relief - such as improving public transit and building walkable communities. This is an opportunity to be a leader at the forefront of public adaptation in the face of climate change. The systems we are operating within are going to be changing with the rapid onset of climate change, and the way we've done things in the past are not necessarily the way we should do things moving forward. Again - freeway expansion has never solved traffic congestion. Let's think bigger and more inclusively. There are more effective solutions and better ways to spend the proposed amount of money. |                          |
| 2019 0329<br>Grady Preston       | Grady Preston         |              | 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.  |                          |
| 2019 0328 Grant<br>MacGillivray  | Grant<br>MacGillivray |              | A freeway expansion is exactly the wrong move for Portland. Not only are freeway expansions historically known to destroy neighborhoods, they do not ease congestion, and to invest in fossil fuel infrastructure at this stage is such a phenomenally bad idea. Why not take that money that's been allocated for freeway expansion and use it for projects that would actually improve congestion and air quality and enhance Portland's livability, such as investing it in additional public transit? Constructing new max lines, busses, and biking and walking paths would be a much, much better use of the money. A freeway  |                          |

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|                              |                     |              | expansion would be an absolute catastrophe for the city.   |                          |
| 2019 0401 Grant Remensperger | Grant Remensperger  |              | I do not agree with your I5 Rose Quarter Impact Project. As a new father I do not want to see my sons life spent sitting in a car because there are no other options that are efficient. We should spend this money on more bike lanes so we don't die and better sidewalks so my son doesn't get concussions from the poor curb cuts while in the stroller.<br>Please go back to the drawing board and create something that my son and our state can be proud of. Spending almost a billion dollars on highways is so 1960.  |                          |
| 2019 0312 Grant Sawyer       | Grant Sawyer        |              | Hello, my name is Grant Sawyer and I live in the People's Republic of Southeast Portland. I urge you people on the council there to look at this crowd. Look at them and figure out how many of them were sitting in a similar room to this 50 years ago, maybe 45 years ago. I was here at that time. And if you drive down Powell Boulevard right now on the south side when you're going from 39th to 82nd, you'll see the remnants of the Mt. Hood freeway that this city was able to stop the construction of and get the federal government to give us those highway funds for something that made sense for the future, which was the first electrified MAX train line from downtown Portland to Gresham. That's what you need to spend this money for. You don't need to spend it to invest in a fossil fuel project. I don't know if you've noticed, but have you seen the icebergs? They're melting. They're melting quickly. We don't have time to screw around. We've got to get away from fossil fuels. To invest any money that enhances fossil fuel use is absolutely insane. Thank you very much. Excuse my anger, but I'm <<...>>.<<CLARIFICATION FROM MODERATOR>>That's what the feds told us in 1975. That we couldn't spend highway money on MAX. We did it. We've just got to do the same thing all over. |                          |
| 2019 0327 Grayson Loving     | Grayson Loving      |              | I would like to express my opposition to the I-5 expansion through the Rose Quarter area. Portland has set a precedent as a leader in environmental pioneering, and this was the primary thing that attracted me to moving my life here and putting my roots down. On a daily basis I mentally celebrate how many public (or shared) transport options that I have, and how I could easily live without a personal vehicle. I am a car owner, and I enjoy the luxury of this option, but I would gladly give up ownership of my vehicle if Portland had even better transport options.<br><br>I would like to see a substantial investment in more infrastructure for transport in the city, and for us to be leaders in the movement away from fossil fuels. I believe that this will set us up for success economically and on principal.<br><br>Thank you for hearing my feedback, and I hope to see this proposal reconsidered.  |                          |
| 2019 0320 Greg Flores        | Greg Flores         |              | ODOT, please use this money to make improvements across the city that serve our citizens and better reflect our values as a city. Expanding that section of freeway runs opposite of what we need for the future. A bigger freeway just means more pollution, more traffic, another insult and injury to out communities of color and disproportionate benefit to those already better off. Sidewalks, bikes, buses and rail bring more benefit to more people. Decongestion pricing is the only real solution.  |                          |
| 2019 0328 Greg Lunsford      | Greg Lunsford       |              | As you already know, widening freeways doesn't actually reduce traffic. This will simply allow more cars to be jammed into more space. It will not reduce travel times, but it will put more pollutants into the air and water, as well as the lungs of residents nearby. This money would be better spent on something that will truly reduce our collective carbon footprint or provide additional safety - maybe protected bike lanes on Beaverton Hillsdale Highway or seismic upgrades to one of the many bridges in the city. This project is not only a waste of taxpayer dollars, it actively hurts taxpayers. It should be shelved and the money used for a better purpose.   |                          |
| 2019 0326 Greg Stevens       | Greg Stevens        |              | I am very concerned about the freeway expansion project that is proposed. Spending \$500 million on something that has proven in other cases this only will increase congestion and eventually cause more pollution. As a bike rider I feel my options will decrease. Is this planned because of the Moda Center? Has an environmental impact assessment been done? Please please reconsider this. This is not Portland.   |                          |
| 2019 0313 Gregory Williams   | GREGORY A. WILLIAMS |              | I strongly support the proposed I-5 Rose Quarter Improvement Project. Critics say it will lead to increased traffic, and that may be true, but traffic is essential to enable the flow of people, goods and services, so in a way that's a good thing. Right now it is often choked to the point of strangulation. I do not foresee this as a total long term solution, of course, but we must continually improve our infrastructure to be as efficient as possible.  |                          |
| 2019 0401 Greg Bell          | Gregory Bell        |              | Portland has an opportunity to increase livability and minimize impact on the environment. Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces.  |                          |
| 2019 0401 Guthrie Straw      | Guthrie Straw       |              | Hi,<br><br>My name is Guthrie Straw, and I oppose the Rose Quarter freeway expansion. From an ecological, economical, and historical perspective, this project   |                          |

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|                             |                |              | <p>should never have been considered viable in the first place.</p> <p>Too long have we seen the effects of environmental degradation taking it's toll on our most vulnerable citizens, and if implemented, ODOT is going on the record as making a clear, intentional, and fully complicit effort to champion infrastructure that will directly result in the deaths of the very people it's job is to provide safe solutions for.</p> <p>Transportation use accounts for 40% of carbon emissions in the Oregon. Even with numbers that weren't hidden behind pages of bad-actor math, the addition of freeway lanes in the U.S. has never reduced demand. Not once. Propagating a project proposed to be more eco-friendly, reduce demand, and improve safety is not only reckless, it is a bald-faced lie. ODOT should be ashamed by the tactics put to use in order to sell a dead-on-paper project to the general public. We have 11 years to work together between local, state, regional, and national bodies to tackle the greatest challenge facing our generation in capping and then reducing carbon emissions. We are all in this together, will ODOT step up to the plate in an era lacking it's Tom McCall's, FDR's, and others to stand on the empathetic side of history? Will ODOT employees feel comfortable telling their children and grandchildren that they had a chance, but decided future generations should suffer the negative impacts of climate change instead? There is a choice, and it starts here, and now.</p> <p>We have smart, dedicated people from all aspects of life willing to work on this issue, but the Rose Quarter expansion project feels more like a hammer treating everything it sees as a nail. When will ODOT listen to some of our states most knowledgeable economic advisors that have shown for over two decades that while not a perfect utopia, decongestion pricing works on a level that is far more effective than the current paradigm. More concerningly, why is ODOT choosing to not do this before essentially rubber stamping a project built on the futures of our children, setting tax payers back 500 plus million, and contingent on a Columbia River Crossing that doesn't even exist? Taken at face value, it just doesn't make any sense. At best it's incompetent, at worst it's malicious.</p> <p>ODOT, listen to your friends, your community members, and your neighbors clamoring that this simply isn't "it". Implement a full Environmental Impact Statement, and seek to provide the people you serve the clarity they are entitled. The time for narrow-minded institutional thinking is over. The time for ODOT to wake up to the realities of the present is now. ODOT must act decisively in favor of helping our most vulnerable communities, pursuing proven carbon emission decrease strategies, and ultimately, deciding to fall within the favorable lens of history as we answer climate change and social justice not just for our present, but for those who will inherit our decisions and walk in our footsteps to come.</p> <p>Thank you.</p> |                          |
| 2019 0401<br>Gwen Cadogen   | Gwen Cadogan   |              | <p>Gentlefolk:I'm writing to respectfully request a full Environmental Impact Statement for this major and costly expansion of the Eastbank Freeway. I'm not some anti-freeway zealot, and in fact fully support improvements outside urban areas. I'm not some people-from-Washington hater; I've spent more of my life in the Evergreen State than here in Oregon. What's at issue is another expansion of freeway "capacity" that won't do anything concrete and is fated to be another attempt to build rather than remediate. It's also not all that difficult to avoid this choke point; I-205 should instead be modified to better carry through traffic and work on its choke points. I say this as an East Portland native; I know the traffic on 205 gets unpleasant, but it's not the end of the world and a high level bridge exists on 205. Congestion pricing might be an option which would incentivize going around not through and doing so at more reasonable hours. But as it stands, this is a case where air quality won't be improved, and in fact may well get worse. I'll spare you the catastrophic climate litany, but I will say this: ODOT generally does well by its constituents, and this mess is...not what I expect from ODOT. It's sort of like Randy Pape Beltline mess down in Eugene: a half-built solution that won't fix much. You still don't get on the Beltline to make the very trips the road was sold to us as being "necessary" for. I respectfully ask that ODOT come forth with a full EIS and strongly suggest using traffic management techniques (like congestion pricing) to reduce demand rather than building us farther into sprawl.</p>  |                          |
| 2019 0327<br>Gwendolyn King | Gwendolyn King |              | <p>I am appalled by ODOT's proposal to widen I-5. Freeway expansion has never solved traffic congestion. Adding new roadway capacity creates new demand, and there are numerous examples of widening projects actually making congestion worse like Los Angeles' freeway widening fail. Freeway expansion is climate denialism. Building more space for cars encourages more people to use them. Climate change is ending American lives right now, and many more lives around the world. 40 percent of Oregon's carbon emissions come from transportation, and we can't decarbonize Oregon's transportation sector without driving less. This money should be spent on improving and prioritizing public transportation and building walkable communities. This project, which encourages single occupancy vehicle commuting, comes at a price and it's far more than \$500,000,000. Climate denialism is costing us lives and destroying communities, and I stand with the students of Harriet Tubman Middle School, a historically Black school with a 40 percent African America population,</p>   |                          |

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|                |                      |              | where the air pollution is so bad PSU researchers recommended students avoid outdoor recess. ODOT's proposal to widen the freeway into Harriet Tubman Middle School's backyard will worsen the already-dangerous air quality by bringing the traffic even closer to the school. We have an obligation to protect vulnerable populations, including 73 percent of Harriet Tubman Middle School students. This is an environmental justice issue. Freeway expansion is toxic and prone to failure. A better solution is to implement decongestion pricing because road pricing is proven to reduce to reduce traffic congestion, improve air quality, and reduce carbon emissions. A capacity expansion like what ODOT is proposing has predictable results on air quality and traffic congestion, and does nothing to reduce single occupancy car trips. Because when you provide more of something, like highway, people are more likely to use it. |                          |
| 2019 0402      | Haley Fisher         |              | To whom it may concern, Please do not widen i-5 in Portland. Please do not spend \$500 million on roads that will significantly degrade public transit and public spaces, especially affecting those in historically oppressed and marginalized communities. Other cities have done the same in hopes that it will curb the effects of climate change, but we see time and time again that it does nothing. Please do not make the same mistake.  |                          |
| 2019 0327      | Lauren Hall-Behrens  |              | I am a resident of the Boise neighborhood and have been for the last 18 years. At first, I believed that the improved bicycle and pedestrian throughways would be good for our neighborhood but, it seems, cars have taken priority in the I-5 expansion plan. I am deeply concerned about the air quality impacts of this project to our neighborhood. I ask that you please pause, and complete a FULL Environmental Impact Statement to fully inform the public of this project's impact. The shorter Environmental Assessment does not provide a full picture of how our neighborhood will be impacted.   |                          |
| 2019 0402      | Hannah Anderson-Dana |              | I oppose the I-5 freeway expansion and ask you to direct those funds to more progressive, equitable causes, like improved public transportation. Working for a bicycle advocacy organization means that every day, I am thinking about sustainability, equity, and access to public services. Investing longterm in car commuters not only undermines a commitment to equity and accessibility, but demonstrates that multimodal forms of transportation and those who can afford it are not included in this bigger picture. I understand a decision in favor of the freeway will not erase Portland's many different commitments accessibility but it will undermine it and step the region in an unsustainable and inequitable direction. Please oppose the expansion.   |                          |
| 2019 0331      | Hannah Penfield      | NMF          | As a car-owning resident of downtown Portland, I am vehemently opposed to the freeway expansion. It will not improve congestion. It will worsen climate change. I have seen this city change in my 27 years of life here. The climate is different. The roads are too crowded. The transit system is taxed. Do not expand the freeway. Expand the transit system, like in Seattle. They have had great success with more buses and trains. Please do not sentence Portland to its next 27 years of overcrowded roads, unhappy commuters, and more extreme weather.  |                          |
| 2019 0327      | Harriet              | NMF          | I am against expanding the freeway.   |                          |
| 2019 0226      | Harriet Stosur       | NMF          | Please no!!! This is a band aid solution to a massive problem, and only creates an opportunity to pretend like we don't need to direct ALL our energy to INNOVATIVE, non fossil fuel based solutions. GET CREATIVE! People use public transit more when they hate congestion-- don't fix the congestion-- make people to make different choices! Citizens concerns about climate change are not getting any support from the Federal government. I expect my state of OREGON to do better than what the masses do.....  |                          |
| 2019 0401      | Hatham Al-Shabibi    | NMF          | No comment included   |                          |
| 2019 0331      | Hau Hagedorn         |              | 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.  |                          |
| 2019 0401      | Haverty Brown        | NMF          | Please do not expand the freeway system in Portland, and instead invest in other modes of transportation with will fuel our future with vitality, rather than unhealthy and unsustainable ways of travel. Let's work to improve the health of this neighborhood rather than further the injustices towards North Portland residents who have been the victims of public policy decisions in the past.   |                          |
| 2019 0311      | Hayley Darby         | NMF          | I do not support freeway expansion. We have a very short window to reduce carbon emissions to a level where we avoiding the most catastrophic models of climate change. There should be minimal public money directed towards personal vehicle transportation improvement. We need to encourage carbon-minimal forms of transportation by increasing light rail access, improving bus, walking and biking routes and discourage personal vehicle use with congestion pricing. Carbon emissions aside, air pollution has been on the increase in Portland. Expanding the freeway will only exacerbate the smog problem and will have direct public health consequences, especially for the vulnerable elementary students at Harriet Tubman. It would be an absolute shame for this freeway expansion to come to pass. Oregon can do better than this for its residents.   |                          |

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| 2019 0302<br>Heather Buletti       | Heather Buletti     |              | <p>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.</p> <p>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.</p> <p>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.</p> |                          |
| 2019 0327<br>Heather Cook          | Heather Cook        |              | <p>This is not going to get us passed the congestion...this pressure cooker needs more places to release, not more pressure going into a narrow bridge..... the toll aspect is despicable, since it was already built using tax payer money,....we need a freeway to move traffic around Portland not through the middle of it. More smog, more noise, continued pressure and stress. By the time you're done building we'll have equal amount of congestion</p>   |                          |
| 2019 0331<br>Heather Ikeler        | Heather Ikeler      | NMF          | <p>I am concerned that the proposed Rose Quarter Freeway Expansion Project will cost \$500,000,000 while not making a significant impact on congestion. This project will only lead to more people taking cars on the freeway rather than using other more sustainable options like public transit, bikes, carpooling and trip consolidation. The RQFEP is a non solution to a pressing problem that ODOT should be giving more long term and creative thought to solve.</p>   |                          |
| 2019 0331<br>Heather Ikeler 2      | Heather Ikeler      | NMF          | <p>In light of the huge scale of the Rose Quarter Freeway Expansion Project it is imperative that ODOT provide a full Environmental Impact Statement so that the public can adequately asses the impacts on health and public safety before moving forward.</p>  |                          |
| 2019 0331<br>Heather Ikeler 3      | Heather Ikeler      | NMF          | <p>With 11 years to address the most catastrophic outcomes of global climate change an expansion of infrastructure that produces huge amounts of carbon emissions is the exact opposite of what we need to be doing right now. Those tax dollars should be spent on building solutions to our transportation needs that drastically reduce or eliminate carbon output.</p>   |                          |
| 2019 0331<br>Heather Ikeler 3      | Heather Ikeler      | NMF          | <p>As someone who has had asthma since childhood I am concerned about the impact the proposed Rose Quarter Freeway Expansion Project will have on air quality in Portland and particularly the effect this poor air quality will have on the students at Harriet Tubman Middle School. This is an environmental justice issue, 40% of the students at Tubman are African American and 73% are identified by PPS as vulnerable.</p>   |                          |
| 2019 0301<br>Heather Mathewson     | Heather Mathewson   |              | <p>To Whom It May Concern, Please do not widen I-5 in Portland. The \$500M on roads could be used in much better places to do a lot more good than a widening highway, that studies show will do nothing to decrease congestion. Increasing sidewalks, bike lines, and bus lanes is only one way that money could be used to actually help improve transit in Portland. Please put the money to better use. Thank you for your consideration. Heather Mathewson Portland, OR</p>   |                          |
| 2019 0302<br>Heather McCoy         | Heather McCoy       | NMF          | <p>I moved to Portland to get away from the 10 lane freeway nightmares of my hometown in Orange County California. Portland is noted for its excellent public transportation. I know as a Californian and a planning student at Cal Poly San Luis Obispo that freeway widening projects never solve traffic issues. In project alternatives you need to pencil in a new bridge to Washington which wouldn't be a draw bridge and includes light rail capability to Vancouver because that's where the origin of a lot of the Rose Quarter's traffic issues come from. Give Vancouver an option to ride the max into Portland or they need to pay a congestion price to cross the bridge during peak times. There is more I would like to add but I do not have time.</p>   |                          |
| 2019 0225<br>Heather Walker-Dale 2 | Heather Walker-Dale |              | <p>I cannot believe a 21st century America city, especially one as *seemingly* progressive as Portland, would think that expanding a freeway will reduce greenhouse gas emissions...For a cost of half a billion dollars we could start making the necessary developments on greener light rail and carbonless public transit options. I live in Wilsonville and would like the kind of regular, circular transit options so common in European cities that bring people in and out of the city at a frequency that makes public transport the best option always. As more residential buildings are built downtown without any parking, and as the city tries to move away from being car-centric, it is a painful irony that it is also seeking to swell the freeway. NO expansion project has EVER reduced congestion! PSU, all other states, and anyone with experience will tell you that, if anything, initially freeing up lanes just makes more people drive by 'induced demand'. This is a catastrophic step backward in efforts to limit climate change, a huge waste of taxpayer money, and a source of great disgust for me. I'd like to think you've come across all the following already--but then that would mean you're in denial about it. Still, it is an issue of pollution,</p>   |                          |

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|                           |                 |              | social justice, climate denial, unrealistic goals, and costs. Increase in air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue - 40% of Tubman's students are Black. Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. Not a single urban freeway expansion in North America has ever solved the problem of congestion, due to a concept that urban planners call "induced demand." Why are city leaders willing to spend \$450 million betting that somehow, the Rose Quarter Freeway Expansion will be any different? Opportunity Costs: Even *if* ODOT can manage to keep this project under \$500,000,000 (pretty unlikely, given the agency's track record), it's an enormously expensive undertaking whereas the revenues could be spent on a litany of other projects and needs across the region. \$500 million could build bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief. Community Opposition: Despite ODOT's claims that this project "reconnects the community" there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed "lids" over the freeway won't be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations (we wrote a letter to Portland City Hall last year articulating the ways the surface-level street changes are not an improvement to the community I urge you in the strongest terms possible to end this project and explore other public transport infrastructure that has long been needed and that is a far more sustainable use of funds for our goals. |                          |
| 2019 0331 Heidi Perry     | Heidi Perry     | NMF          | Widening highways does not ease congestion. More lanes lead to more people driving on more trips, which in the end creates the same congestion, but with more pollution - air, noise, and climate. We need more, better, faster transit. Not more highway lanes.   |                          |
| 2019 0328 Heidi Snellman  | Heidi Snellman  | NMF          | I am vehemently opposed to the freeway expansion in my neighborhood. We need to look at all ways of reducing traffic on the I5 corridor, and not adding additional lanes that will increase traffic and make really bad air quality much worse. I read that our lack of sales tax drives a lot of Washingtonians to cross the river, so that maybe something to consider. The fact that Tubman was a horrible place to begin with, doesn't mean anything goes with our middle schoolers. OBIT needs to go back to the drawing board. Other countries figure out how to build tunnels, and how to cap freeways, build bike roads that are innovative, why should we have such a problem with it.  |                          |
| 2019 0327 Helen McConnell | Helen McConnell |              | I am a native of Portland and am wanting to submit my comments about the I-5 Rose Quarter project. As a lay person, the proposal is a nightmare to understand. Thank goodness for others who have the time to translate. I recently read the CityObservatory.org's detailed critique of ODOT's plans. ODOT is hiding their plans within these plans. ODOT is comparing apples to oranges in their summary of volume data. I don't profess to understand much of what's being discussed, but I do know that ODOT isn't telling us the truth. In fact, they are lying! And that bothers me. If I submitted a plan to upgrade my property with an ADU, but actually built a large condo project, the appropriate bureau would be all over me. But it seems that the big dogs aren't held accountable for such things. As a resident of NE Portland, this project concerns me personally. As a resident of Portland and of Oregon, ODOT's integrity concerns us! Do it right or don't do it!   |                          |
| 2019 0301 Helen Ost       | HELEN OST       | NMF          | What Portland needs is better air quality, less carbon emissions, better public health and easier freeway commuting. Instead, the Rose Quarter Freeway Expansion would worsen all of these. Public Health worsened. The project proposes to expand the freeway affecting the Harriet Tubman Middle School. This would increase the pollution in a school where PSU's researchers already recommend that students forgo outdoor recess because of pollution. All of these students, teachers, and other school personal health would worsen, especially any of those with asthmatic or any other breathing conditions. Environmental Justice Issue: The fact that 40% of Tubman's students are Black is an environmental justice issue. Increasing the pollution in the area disproportionately affects Black students. Congestion worsened. Freeway expansion has never solved traffic congestion, anywhere. Recurring traffic congestion is not addressed, even according to the ODOT's consultants. Climate affects increased. This project allows and encourages more driving, and 40% of Oregon's carbon emissions come from transportation. Money can be better spent decreasing carbon use by prioritizing public transportation. Bicycle transportation adversely affected. The Flint Avenue crossing (one of the city's most popular bike commuting routes) would be removed. All major bike/ped groups and local organizations object to the project. Money better spent elsewhere. \$500,000 could be better spent to build more sidewalks, improve and increase bus lines, and improve bicycle safety to encourage safe bicycle transportation. Implementation of decongestion Pricing should be first. Other means of reducing congestion should be tried first using methods of fair pricing. Not easy, but reducing driving in the congested areas should be more effective in reducing carbon and pollution.  |                          |
| 2019 0312                 | Helena Bales    |              | 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   |                          |

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| Helena Bales                |                |              | 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.  |                          |
| 2019 0301<br>Hellene Gronda | Hellene Gronda |              | Please, it is 2019. We know that freeway expansion does not work to reduce congestion. We know it will lead to increased transport emissions at this very moment when we must do everything to change our carbon pollution trajectory. Climate change threatens the fundamentals of human society. And add in the embedded carbon and water cost of road infrastructure - this project is verging on suicidal. Please ODOT, help us lead the way to a liveable future. Every action we take now matters. Please. For our children. Do not commit us to a carbon regressive project. There are other ways to improve transport and connectivity.   |                          |
| 2019 0330<br>Nathan Vaughan | Nathan Vaughan |              | I have about zero faith this will comment will matter. I am 100% opposed to the Rose Quarter project.   |                          |
| 2019 0327<br>Henry M        | Henry M        | NMF          | Please don't do this! I've lived in Portland for 12 years now, but I grew up in Boston, which is the country's most famous case of massive freeway projects NOT solving congestion. The Big Dig cost \$22 billion and did not solve traffic. If it can't be done for \$22 billion, it isn't happening for half a billion. Most Bostonians wish that money had been used for other purposes. The amount of light rail that could be added, for fares subsidized, or riderships increased, for that amount of money could have significant effect on Oregon's contribution to climate change, 40% of which comes from transport. In the end, it is this simple: Please don't spend half a billion of taxpayer money on a thing that will not work.  |                          |
| 2019 0401 Herb<br>Fyfield   | Herb Fyfield   | NMF          | I write to join Portland METRO, Albina Vision Trust, Portland Public Schools, members of the Harriet Tubman PTSA, The Street Trust, Oregon Walks, Portland Bus Lane Project, the Pacific Northwest Chapter of Safe Routes to School, the City's Pedestrian and Bicycle Advisory Committees, AORTA, Oregon Environmental Council, Oregon League of Conservation Voters, Center for Sustainable Economy, Portland Audubon Society, 350 PDX, Sierra Club's Oregon Chapter, OPAL - Environmental Justice Oregon, Neighbors for Clean Air the Eliot Neighborhood Association, and Irvington Community Association (among others) to explicitly ask ODOT to scrap their incomplete Environmental Assessment and conduct a more thorough Environmental Impact Statement that adequately addresses the public health, air pollution, transportation needs, traffic safety, and carbon emission concerns.  |                          |
| 2019 0401<br>Carolyn Hogg   | Carolyn Hogg   |              | 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.   |                          |
| 2019 0330 Jim<br>Hoff       | Jim Hoff       |              | 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.   |                          |
| 2019 0311 Holly<br>Balcom   | Holly Balcom   | NMF          | Hello! live and work in inner NE Portland. My kids attend school there, and will be attending Harriet Tubman Middle School in a few years. I oppose the I5 Freeway widening project in the Rose Quarter for the following reasons1) EquityMaking it easier for out-of-state commuters to bring their pollution to my kid's school at no charge to the commuters is not equitable. Economist Joe Cortright's analysis showed that the commuters are much higher income than the families of the children attending the schools. Their pollution is preventing kids at the school from playing outside for long, as well as burdening the school system with an expensive HVAC bill to clean the freeway-polluted air inside the building. These children are already at a disadvantage due to lower socioeconomic status. Air pollution adds to their burden, as it is associated with lower test scores and higher behavioral issues. The people doing the drive commute should be paying for the pollution, via decongestion charges that are used to mitigate the impact of their driving in the area near the freeway. <a href="http://cityobservatory.org/why-do-poor-school-kids-have-to-clean-up-rich-commuters-pollution/">http://cityobservatory.org/why-do-poor-school-kids-have-to-clean-up-rich-commuters-pollution/</a> 2) Climate ChangeWe will never hit our greenhouse gas emissions if we spend money on more car infrastructure. We've been doing that for decades, and it's not working.3) IneffectivenessThe studies released by ODOT show that this will not speed traffic or relieve congestion for more than a few years. Then what... we widen again? 4) Wrong prioritiesThe deaths in Portland do not happen on the freeway. Instead they are happening on the surface ODOT highways, where auto traffic mixes with pedestrians and bicyclists. Any available money should be spent on making people who live in Oregon safe to move around in their own neighborhoods first, and moving them efficiently around their cities. This means much slower road speeds, dedicated bus lanes, fully protected bike lanes, and cordon charges for single occupancy vehicles.For a Portland resident, most of our safety, transportation, and health problems come from too many single |                          |

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|                                |                      |                      | occupancy vehicles. We should not spend even one more dollar building infrastructure that will attract more of them.   |                          |
| 2019 0304 Holly Hein           | Holly Hein           |                      | I oppose the Rose Quarter Freeway Expansion and believe its funding would be far better spent on rapid and frequent transit infrastructure. I'm especially disappointed that the proposed freeway lids are inadequate to provide real relief from the noise and pollution of the freeway-- either as park space or developed real estate. Please cancel this project and devote resources to thoughtful tolling, active transportation, and mass transit.  |                          |
| 2019 0401 Holly Kvalheim       | Holly Kvalheim       |                      | I believe we need an environmental impact statement.   |                          |
| 2019 0205 Pat Frobes           | Pat Frobes           | Portland Parks Board | <p>The Portland Parks Board has been following the I-5 Rose Quarter Improvement Project and would like to take this opportunity to provide some initial feedback and recommendations to the project team.</p> <p>The Parks Board Land Use and Infrastructure Committee has reviewed the documents provided. Our Subcommittee focused on the 'community space' shown on illustrations of ODOT's I-5 scheme for widening the freeway and rationalizing surface streets above. The illustrations were published prior to the environmental assessment which is due to be completed soon. Attention was drawn to extensions of some of the surface street connections above the freeway since they were colored green and looked like possible public park spaces. These raised several concerns, including: The fragmentation of the 'greenspaces,' with the larger pieces isolated by vehicular traffic, and thus of limited utility; Distance from established neighborhoods in the vicinity and lack of clarity about who the greenspaces are designed to serve.</p> <p>Possible expectations that Portland Parks &amp; Recreation (PP&amp;R) would be maintaining the spaces, which primarily appear to be remnant pieces difficult to successfully program and operate.</p> <p>§ How this large investment in public open space over the Freeway might detract from other nearby opportunities such as the proposed Albina waterfront open space development (as part of the Albina Vision).</p> <p>§ How the proposed Clackamas overcrossing would provide good connectivity to the waterfront.</p> <p>§ Why the proposed improvements are oriented to the freeway and not to the City grid. Whether the proposed Freeway caps provide enough community benefit to justify their expense.</p> <p>Our Subcommittee has observed that the paramount urban function for the streets above the freeway is to connect neighborhoods to the waterfront with active sidewalks and street frontages.</p> <p>In light of these observations and concerns, on January 3, 2019 the Portland Parks Board adopted the following recommendations, and directed that these be provided to PBOT, ODOT and the project team:</p> <p>§ Support project funding of a review by an urban design team of alternative capping scenarios. This would allow opportunity to rethink how to make this project more beneficial to the community.</p> <p>§ Extend the proposed 30-day public comment period for the project's environmental assessment, which is being prepared by ODOT. Longer comment periods are typical for any project with heightened community interest. Ideally, the comment period should be extended to 90 days.</p> <p>§ Decline any requests for PP&amp;R to manage or maintain the Freeway caps as currently designed and configured. The Board is happy to answer any questions or clarifications that you may have. Thank you for the opportunity to comment at this time.</p> |                          |
| 2019 0402 Horney               | Horney               | NMF                  | you do a good job. I want to promote my website, this is a bicycle buying guide blog, there is no extra noise which can quickly help anyone who wants to start cycling to make a choice. If you can add a link to somewhere I'm very grateful. thanks so much.   |                          |
| 2019 0324 Houston Noble        | Houston Noble        |                      | If busses were free, I would barely ever drive in Portland. If we had more dedicated pedestrian and bike paths, I would absolutely bike more. Instead, this proposal intends to expand our freeway, encouraging more CO2 release, without solving or even mitigating the problem of congestion. But I know from history and experience that public comments are ways for municipal orgs to pretend like they really care about public comment, then ram through whatever they wanted to originally do anyway. So, that was my comment for what it's worth. If history has taught me anything, it's that this will be a long fight.   |                          |
| 2019 0327 Howard M. Lewis Ship | Howard M. Lewis Ship | NMF                  | <p>I'm very interested in making Portland more livable, including improvements to air quality. Time has shown that increasing the size of roads just increases the number of vehicles on those roads; traffic does not improve, but pollution increases. Improvements to public transit, including more routes and more frequent service, are steps in the right direction.</p> <p>The only way to decrease traffic is to make alternative to individuals driving their cars less attractive vs. other options. Focus on those other options.</p> <p>I went through all this in Boston before moving to Portland in 2005. We need to invest in improving existing infrastructure, including seismic refits or replacements.</p> <p>And I'm proud to commute, every day, by foot and MAX. I want that to be a better option for more Oregonians.</p>  |                          |

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| 2019 0304<br>Howard Shapiro   | Howard Shapiro   | NMF                       | History proves that freeway expansion rarely sustainably improves traffic flows and definitely doesn't improve air quality. The more traffic lanes that are provided, the more traffic will magically fill them. Supply and demand principle in action!   |                          |
| 2019 0322<br>Howard Shapiro   | Howard Shapiro   |                           | My name is Howard Shapiro. I live in Portland. I want to comment on the rose quarter expansion and say that I am against the expansion except for the creation of a truck lane. I have been in traffic and seen these trucks sitting idle and polluting the air and holding cars up. If we had that, we wouldn't need an expansion .I'm from California and I know that every time you expand, two days later its packed again. It doesn't work. California is going to mass electric transportation and we should do the same. Trucks are the problem in that area.  |                          |
| 2019 0219<br>Howard Shapiro   | Howard Shapiro   | NMF                       | Having grown up in Southern California I have seen many freeways constructed and expanded. Invariably they become clogged with bumper to bumper traffic within 3 days of the ribbon cutting. Portland is at the population expansion stage that L. A. was in the 70s and will predictably suffer the same result. The money would be better spent by investing in improved rapid mass transit options.<br><br>Freeways have never improved air quality. They create more pollution. Air quality improvement by limiting the use of carbon based fuels, getting rid of internal combustion and Diesel engines and curtailing industrial polluters.   |                          |
| 2019 0226<br>Howard Shapiro   | Howard Shapiro   | NMF                       | California has attempted to alleviate their traffic problem by creating a web of freeways and continually widening them and it doesn't work. I'm a California transplant and had lived there since the construction of the 405, 91, 101, 111, 605 etc. freeways. My experience as a commuter has been that two days after they are opened they are bumper to bumper with single occupant cars. Our money would be better spent on rewarding carpooling and mass rapid transport. You are not going to change or beat history!   |                          |
| 2019 0325<br>Howard Silverman | Howard Silverman | NMF                       | Amidst a climate changing world, we must think differently about transit/mobility. The goal must be to significantly reduce private vehicle use. On I-5, start with congestion pricing.   |                          |
| 2019 0312 Huck Bales          | Huck Bales       | concerned citizens united | 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.   |                          |
| 2019 0329<br>Hunter Tillery   | Hunter Tillery   |                           | Please do a full environmental impact study   |                          |
| 2019 0215 Iain MacKenzie      | Iain Mackenzie   |                           | Can you please forward or publish the full and current engineering drawings for the I5 Rose Quarter Project? The diagrams included in the Environmental Assessment are not sufficient to make it clear to the public what is being proposed, and therefore provide informed comments. As an example, the aerial perspective on the first page of the report is inconsistent with the technical drawings shown in Appendix C of the Section 106 report.  |                          |
| 2019 0219 Iain MacKenzie      | Iain Mackenzie   |                           | Thank you for your reply, however preliminary civil engineering drawings clearly do exist, given that they're used as the base layer for the property acquisition drawings in the Section 106 report. I understand that these are only at a concept level, and that the project will undergo further design development, but it would be helpful to the public to understand that what has been done to date. This project is a major reconfiguration of the street network in a critical part of Portland's Central City. As an example, which streets will have sidewalks on both sides and which will have sidewalks on only side? Which streets will have bike lanes on them? How much room is being allocated for the bicycle facilities (however they are ultimately designed)? It is not possible to discern answers to these questions for the information that has been published to date, but it will be very hard to change later in the process, during design development, given that these all affect the amount of right-of-way required. Given these concerns, it seems appropriate to publish the drawings that have already been done. I would prefer not to have to go through the freedom of information process, but am willing to do so if necessary. |                          |
| 2019 0312 Iain MacKenzie      | Iain Mackenzie   |                           | I have not yet received a reply to this email, dated February 19th. At the presentation to the Portland Design Commission on March 7th it was mentioned that the project is currently at 5% design, which contradicts the earlier statement that no drawings exist. Can you please publish the 5% design drawings so that the public has a better understanding of what is being proposed as part of this project?  |                          |
| 2019 0331 Iain                | Iain Mackenzie   |                           | Please find attached comments on the Environmental Assessment for the I5 Rose Quarter Project, concerning a lack of transparency in the public comment  | 2019 0331 Iain           |

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| MacKenzie      |      |              | <p>process and the difficulty in obtaining drawings. I believe that the public comment process for the 15 Rose Quarter Project has been inadequate. On the first day of the public comment period I requested that the engineering drawings for the project be provided. I was informed that they "do not yet exist", a statement that was not true. It took over a month to obtain drawings that could have easily been published when they were first requested. The timeline of my efforts to obtain drawings of the project is as follows:</p> <ul style="list-style-type: none"> <li>• On February 12th, the first day of the public comment period, I sent an email to info@15Rosequarter.org to request the current engineering drawings for project. Project manager Megan Channell was copied in to this email.</li> <li>• On February 19th Douglas Siu of ODOT replied to the above email, stating that the "design phase of this project has not started and as such, engineering drawings do not yet exist" (emphasis mine).</li> <li>• I replied on the same day, stating my belief that preliminary civil engineering drawings must exist and that while "I understand that these are only at a concept level, and that the project will undergo further design development ... it would be helpful to the public to understand that what has been done to date." I never received a reply to this email.</li> <li>• Having not received any reply, I work with Attorney Alan Kessler to file a series of public records requests. These were submitted to ODOT on February 25th.</li> <li>• On March 1st, 2019 Megan Channell of ODOT gave a briefing to the Portland Design Commission. In response to a question about how far the project is in the design process, she stated that the project is at 5% design.</li> <li>• On March 12th, 2019 I emailed Douglas Siu and Megan Channell, asking for the 5% design drawings. I never received a reply to this email.</li> <li>• On March 12th, 2019 I submitted a public records request to the City of Portland, asking for copies of the drawings that have been submitted to the City of Portland by ODOT.</li> <li>• On March 13th, 2019, Laura Rojas of ODOT emailed Alan Kessler, stating that she was still working on the estimates for the public records requests.</li> <li>• At 12:55 PM on March 20th, 2019, Alan Kessler filed petitions to the Oregon Department of Justice, given that ODOT had not met its statutory deadlines under Oregon law for responding to the public records requests.</li> <li>• At 2:10 on March 20th, 2019 Laura Rojas of ODOT responded with estimates for the public records request. These estimates acknowledged that ODOT was the custodian of at least of some of the requested information. This demonstrated that the statement of February 19th was not true. Estimates for the time it would take to provide the information ranged from 4 to 25 business days, and at a cost of between \$600 and \$6,000.</li> <li>• On March 22nd, 2019 Chair of the Portland Bicycle Advisory Committee Rithy Khut emailed Portland Commissioner Chloe Eudaly and ODOT Region 1 Manager Rian Windsheimer, asking for drawings to be provided, and for the public comment window to be extended to allow for the review of these documents.</li> <li>• On March 26th, Alan Kessler was able to meet in person with ODOT project engineer Mark Johnson, following conversations with Laura Rojas about how it would be possible to obtain the records at a lower price. Later that day, drawings in native format were uploaded to ODOT's ftp server, fulfilling the request submitted on February 25th.</li> <li>• On March 27th, 2019 the City of Portland responded to my public records request, and released the drawings that were in their possession.</li> <li>• On March 27th, 2019 Megan Channell of ODOT replied to the Rithy Khut's email, stating that that "the preliminary engineering drawing for the Project is [now] available on the project website". Copies of the correspondence described above is appended to this letter. In summary, it required a significant amount of effort to obtain basic information about the project. The initial request for drawings was made on the first day of the public period. Drawings were not obtained until day 39 of a 45 comment period. Obtaining these drawings required numerous emails; the filing of multiple public records requests; and petitions to the Oregon Department of Justice. The drawings published by ODOT on March 27th (figure 1) were difficult to read, and at a noticeably lower resolution than those obtained from the City of Portland through the public records process (figure 2):</li> </ul> <p>&lt;&lt;Figure 1 and 2 contained in letter attachment&gt;&gt; In her March 27th email Ms Channell states that "the 45-day public comment period for the Environmental Assessment (ending on April 1, 2019 at 5pm) will not be extended, as the information in the posted drawings is described and illustrated in the Environmental Assessment" (emphasis mine). This is not the case. The Environmental Assessment as published does not include project drawings overlaid on the existing aerials, as the engineering drawings do. This makes it extremely difficult for the public to make a before and after comparison. The March 27th email states that additional time for public comment is not necessary, as a project map has been made available: "A project map illustrating the project features and their locations also has been on the project website for the duration of the environmental study process, beginning in Fall 2017. This map is available at the same website noted above, under 'Project Information/ Project Area Map.' " This map may have been provided, however it was lacking in crucial information. As an example, there is no indicative lane striping provided on the Project Area Map. Areas in light blue are keyed as "Local Street Modifications" and areas in yellow are keyed as "Bicycle and Pedestrian Facilities" (fig 3). From the project it is not possible to determine that a) the number of vehicular lanes is being increased from 3 to 4 on N Weidler, (figure 4) or b) that as a consequence the existing sidewalks on both sides of the street will be narrowed from approximately 12' to 8', and with a reduction to the amount of public space in front of the Madrona Studios building (figure 4).</p> <p>&lt;&lt;Figure 3, 4 and 5 contained in letter attachment&gt;&gt; This just one street segment, however the impacts could there be significant. As noted in the Environmental Justice Technical Report, "occupants of at least 146 units [at the Madrona Studios] are low-income" and "more than half of the residents are racial minorities". The report states that "private motor vehicle and loading access to the facilities at Madrona Studios would be maintained" but does not consider the impact of widening the street in front of the building. The widening of the street will reduce the amount of plaza space in front of the building. This space is currently well used by the building's residents, as captured in Google Streetview (figure 6). The narrower 8' wide sidewalks would also lack sufficient room to plant street trees to replace the trees that would be cut down (figure 7), creating less of a buffer between the</p> | MacKenzie ATT            |

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|                            |                |              | <p>four lane street and the plaza at the Madrona Studios. These are not problems that can be solved with design; providing wider sidewalks would require further reductions in the amount of plaza space in front of the Madrona Studios. The impact to the low income residents of this building has not been discussed as part of the Environmental Justice Report.&lt;&lt;Figure 6 and 7 contained in letter attachment&gt;&gt;The impacts described to the Madrona Studios are not intended be exhaustive; they are an illustration of the impacts that were not apparent until the drawings were released on day 39 day of a 45 day public comment period. With more time to review the drawings the public would have had a chance to discover whether there were any other similar impacts that have also not been described in the analysis. Given the lack of information provided to the public, and the fact that when information was provided it was late in the process and under duress, I would recommend that the project proceed to an Environmental Impact Statement. Where the project creates adverse impacts the public should have an opportunity to understand what they are, and weigh in on potential mitigation strategies.&lt;&lt;Copies of Correspondence contained in letter attachment&gt;&gt;</p>  |                                |
| 2019 0331 Iain MacKenzie 2 | Iain Mackenzie |              | <p>Please find attached comments on the Environmental Assessment for the 15 Rose Quarter Project, relating to the impacts to the Vera Katz Eastbank Esplanade. I am concerned about the impacts to the Eastbank Esplanade from 15 Rose Quarter Project. In particular, I am worried that widening the freeway adjacent to the Willamette River and the Vera Katz Eastbank Esplanade will create an adverse impact to a Section 4(f) resource, that cannot be mitigated to a less than significant level. I also believe that these impacts are not sufficiently described in the Section 4(f) Technical Report. The Vera Katz Eastbank Esplanade is described as follow in the technical report: "The Vera Katz Eastbank Esplanade is a 1.5-mile-long publicly owned park that extends north from the Hawthorne Bridge, past the Morrison and Burnside Bridges, to the Steel Bridge, with connections to eastside neighborhoods as well as across the river to Governor Tom McCall Waterfront Park. The Esplanade is also a part of the Willamette River Greenway Trail, which connects the Esplanade to a broader trail network that includes the Springwater Corridor Trail and crosses the Willamette River along the side of the Steel Bridge (Figure 12; City of Portland 2018). The City of Portland developed the Esplanade after its completion of the Eastbank Riverfront Park Master Plan in 1994 (City of Portland 1994). Construction of the Esplanade began in October 1998, after the city acquired the park, and was completed in May 2001. PPR used federal funds for transportation enhancements from the Intermodal Surface Transportation Efficiency Act of 1991, overseen by the FHWA, for discrete sections of the Vera Katz Eastbank Esplanade Project, which included the segment from the Burnside Bridge to the Steel Bridge (which is within the API) (City of Portland 1995). These various improved segments of the Vera Katz Eastbank Esplanade have now become interconnected with and form a part of the larger Willamette River Greenway Trail (City of Portland 2014). "As part of the project the viaduct structure south of NE Lloyd Blvd will be widened, in order to provide an additional lane and wider shoulders (figure 1). At this location the freeway is already located extremely close to the Vera Katz Eastbank Esplanade. This is not adequately illustrated by figures 12 and 13 in the Section 4(f) Technical Report, but is clear from the Google Streetview images of the path (figure 2).&lt;&lt;Figure 1 and 2 contained in letter attachment&gt;&gt;The Environmental Assessment does not contain any representative images of what the impact of widening the viaduct will be, however an attempt at this has been made by Cupola Media (figure 3). Note that this image does not include any support structures, which may need to be placed on the west side of the multiuse path.&lt;&lt;Figure 3 contained in letter attachment&gt;&gt;The impacts of the widened viaduct will be significant. At the east side of the path in particular there will be less light and rain reaching the ground, compromising the ability of any vegetation to grow. People walking, rolling and biking on the path will be very aware that they are passing underneath a freeway structure. Surprisingly, this is described a de minimis impact in the Section 4(f) Technical Report: "The Build Alternative requires the acquisition of a permanent surface easement across a segment of the Vera Katz Eastbank Esplanade (Figure 19). Periodic closures may be required during facility operation, but they are expected to be short in duration. This would constitute a Section 4(f) use of the property as it would be permanently incorporated into the transportation facility. Measures to minimize impacts include the preparation of an intergovernmental agreement between ODOT and the City of Portland (the Official with Jurisdiction) that limits the duration of closures and creates a temporary detour for users that would allow for the continued use of the trail during closure periods associated with construction and operation. The implementation of the agreement would reduce impacts such that the features, attributes, and activities that qualify the property for protection under Section (4) would not be adversely affected consistent with 23 CFR 774.17 and thus support a de minimis impact determination by the FHWA." It is difficult to see how widening a freeway viaduct directly adjacent to a park facility, or perhaps even over it, cannot be an adverse affect. It is also hard to understand how this can be mitigated to a less than significant level. For this reason, I believe it is appropriate for the project to proceed to an Environmental Impact Statement, where these adverse impacts can be further studied.</p> | 2019 0331 Iain MacKenzie 2 ATT |
| 2019 0314 Ian Burt         | Ian Burt       |              | <p>My name is Ian and I've lived in the Portland area my whole life. I just wanted to say that I support the ODOT plan to expand lanes on major freeways around the city. I think it would go a long way in reducing air pollution if we weren't all sitting in these horrible traffic jams for so long everyday. Please don't listen to the No More Freeways group. We need these lane expansions. Also, I think that the congestion pricing freeway tolls are just flat wrong unless the money will go to adding more lanes and maybe another interstate bridge. To charge a toll like that for the sole purpose of trying to price people off the roads that we have already paid for with our tax dollars just seems wrong. The only people who will possibly be priced off the roads are the poorest among us who can least afford yet another government fee!</p>  |                                |

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| 2019 0311 Ian Connelly | Ian Connelly |              | <p>An expansion to the freeway is only going to temporarily solve an issue of congestion. In terms of traffic, there will for a few years likely be a reduction due to an increased freeway size. However, with the rate of Portland's expansion this will only last for a short amount of time before congestion is an issue again.</p> <p>In terms of air quality, freeway construction is going to increase the amount of pollution (especially PM) until the project is completed. Once it is completed, the increased amount of cars will give off an increased amount of pollution overall. While this may dissipate within the first few years due to less congestion, this issue will eventually be proliferated into a worse issue when congestion becomes an issue again with a higher volume of cars. This will create more air pollution and we will again be faced with the issue of how to solve this issue.</p> <p>Overall, I believe that expanding the freeway is a lazy temporary fix to a larger issue that needs to be addressed right now and not be addressed in the future when the traffic builds up once again. What we need is an overall reduction of cars on the road, not a larger incentive to drive due to less traffic temporarily on a highway.</p>  |                          |
| 2019 0402 Ian Curtis   | Ian Curtis   |              | <p>My name is Ian Curtis and I am a student at South Eugene High School. I would like to voice my opinion in opposition to the \$500 million dollar Interstate-5 expansion being proposed in Northeast Portland. We must invest more efficient modes of transportation in our effort to stop climate change, and this project is exactly the opposite of what we need.</p>  |                          |
| 2019 0401 Ian Fisher   | Ian fisher   |              | <p>As a longtime resident of Portland, I take pride in our city's ability to thoughtfully tackle challenges with care for the environment. I'm proud of Biketown, of our light rail system, and of our heavily used bus network. This is a place that reflects the core values I have with respect to responsible transportation and that purports to protect our more vulnerable citizens (walkers and bikers, for example).</p> <p>The I5 widening project in the Rose Quarter is counter to these ideals and flies in the face of current science on climate change and current research on traffic flow and congestion. There's no good reason for us to widen a freeway without first attempting to limit traffic with congestion pricing, and the kind of induced demand for use of I5 that would be created by this expansion is a threat to our ideals as a city that cares about progressive values in a sustainable world.</p> <p>One of the things I'm least proud of about Portland is its lack of diversity and the way that it pushes marginalized groups more deeply into the margins. Tubman Middle School is an example of a school that has successfully supported underrepresented students for a very long time, and it's being forced to directly confront the increased toxins and pollution that would come from this construction project and from increased use of the I5 corridor in close proximity to their campus. Oregon has a chance to show that it cares about all of its citizens by abandoning these plans, and I think that it ought to consider whether it has historically supported black/Latinx groups and how it might improve its support for those groups going forward.</p> <p>We have an opportunity to put our money where our values are here, and I can think of countless opportunities for Portland to improve our roadways and make the city safer for pedestrians and bikers. We need to start to make choices to embrace the future rather than relegating ourselves to the decisions of the past. Be a model for the world rather than an also-ran that follows the unsuccessful solutions of other cities.</p> |                          |
| 2019 0331 Ian Krogh    | Ian Krogh    |              | <p>I oppose the ODOT plan to expand I-5 in Portland. This plan is wastefully subsidizing the most polluting, most destructive, most expensive mode of transportation we have, to the detriment of all other modes. The modifications to Weidler between Vancouver and Williams are particularly egregious and seem utterly divorced from modern best practices. I've seen enough of ODOT's embarrassingly bad, pedestrian-hating designs on SE 82nd, with crossing signals that skip cycles and favor blinky yellow turn-lane lights instead of allowing pedestrians to cross with traffic, and those shiny new ADA settlement ramps with "CROSSWALK CLOSED" bars across them. We don't need that kind of design here. We don't need any more of ODOT's expensive, destructive meddling in Portland. We don't need the presence of an agency that doesn't even understand the proven concept of induced demand. We don't need more freeway lanes. We don't need more car lanes on streets. We need fewer freeways, less automobile use, and less interference from out-of-touch state bureaucrats in Salem. End this project, and give the money back. Or use it to do something useful, like decommissioning I-5 and returning this wretched, noisy, toxic abomination to the city, where we might actually do something useful with it. It'd be nice to have our riverfront back.</p>   |                          |
| 2019 0328 Ian Lindsay  | Ian Lindsay  |              | <p>I own a home in the Eliot neighborhood, and I grew up in the Overlook neighborhood. My young children may someday attend Harriet Tubman Middle School. I am writing to express my great discomfort with the proposed Rose Quarter I-5 expansion plan. My request is that the plan be stopped. Please consider the many other ways the considerable resources could be spent improving how people move around and through our city. The location of the Rose Quarter is particularly central to the city of Portland. So many parts of our city come together just there. It is the nexus of the Eliot Neighborhood, Overlook</p>   |                          |

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|                          |                |              | <p>Neighborhood, Irvington Neighborhood, Convention Center, Broadway Bridge, Amtrak Station, Lloyd District, Pearl District, Chinese Garden District, and Steel Bridge. One would struggle to find another spot that is so geographically significant in our region, especially if one also includes I-5 and I-84. A strong case can be made that this is one of the "hearts" of the city of Portland. This is a place where many come together, move from one part of the city to another, live, work, and recreate. In such a place, I hope for infrastructure that fosters the movement of people in sustainable, livable, and future oriented modes. Increasing freeway capacity seems diametrically opposed to those goals. While it is true that freeways connect distant areas, they also greatly divide neighborhoods and the people who live nearby those freeways. Those rushing by may get to their destinations faster, but those living nearby deal with a monolith of concrete and unbroken traffic that changes how people move about their neighborhood and their city in subtle and not so subtle ways. Once built, freeways tend to stay in place for a very long time and become defining geographic features of a city. Creating a long term bull-work of more concrete directly in the heart of a city just does not seem like a future oriented plan. Most agree that property near the water is the most desirable. Along the Willamette River we have valuable homes and businesses, and a park and walkway for everyone to enjoy. I ask you to consider the Alaskan Way Viaduct in Seattle. Another freeway that was situated in prime real estate territory near the water. Consider the time and expense recently spent to remove all of that concrete that was blocking access in a central part of our neighbor city to the north. The proposed addition to I-5 seems antithetical to fostering the movement of people right in the heart of our city; right where it matters most. I wonder how soon we might be spending considerable time and expense to reduce/remove or mitigate a larger I-5. In just the past 5 years transportation has been radically changed by the advent of ride sharing. Cities around the world have struggled to adjust to this new reality. I assume that more changes are coming. I do not know exactly what they will be, but I assume they will come more quickly than most imagine. Spending hundreds of millions of dollars on a short stretch of freeway seems unwise when the future of transportation is so uncertain. What if we spend all that money, disrupting the heart of our city in the process, and then it is not really needed? Thank you for your time and attention to my concerns. Please know that I value the many experts at ODOT who have spent considerable time and energy preparing this plan. However, I ask those same experts to listen with open minds and to truly consider what underlying assumptions may have been made in proposing to widen I-5. I hope for the future that people all over Portland, all over Oregon, and beyond, find ways to spend less time in cars, and more time doing those things they love.</p> |                          |
| 2019 0402 Ian Lomax      | IAN LOMAX      |              | <p>I strongly oppose expanding the I-5 freeway near Harriet Tubman middle school for many reasons. The primary reason is that it will increase air pollution for the students that have to spend their days right next to the freeway. Nobody should have to work or study that close to a freeway, let alone kids who need to run around to burn off energy. It's bad enough that the I-5 took a slice out of the school ground already, if you take much more the school will literally be sitting above the freeway. These are my neighbors kids. Smart kids with ambitions. They deserve better. Second ODOT should consider and test congestion pricing before any further freeway expansions. Portland will never be able to expand freeways enough to keep up with the current metro area growth rates, so it's time to do the right thing, the hard thing, the brave thing and start encouraging people to use alternative forms of transportation. Third, there is no mention of induced demand. In every case of freeway expansion demand has increased to quickly make traffic just as bad if not worse than before. There are many more reasons why this project should be scrapped, but these alone should be enough to look for better ways to spend a half a billion dollars.</p>   |                          |
| 2019 0401 Ian Torkelson  | Ian Torkelson  |              | <p>Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces. Expanding a freeway in 2019 is climate denialism.</p>  |                          |
| 2019 0331 Ilan Gerould   | Ilan Gerould   |              | <p>My name is Ilan G. I'm a resident of the Boise-Elliot neighborhood, a student/community member/activist who regularly travels through the Rose Quarter region for work and school. I travel through here by bicycle and bus primarily, and occasionally by car. I know how challenging it is to get through this area by -all- modes, because of the high level of private auto congestion, but this project isn't the way to address any of it. Selling this project with inflated numbers from a cancelled bridge project is pretty low. There is very little support within the community this affects the most. I find it disgusting that I've heard from ODOT about what was once a thriving community of black Portlanders, this project will help bring it back together. ODOT played a major part in decimating the neighborhood in the original construction of the freeway, and will further do so now. You continue to degrade the lives of the people in the neighborhood by funneling more auto traffic through the area while neglecting YOUR streets like Lombart, 82nd, and Powell Blvd which regularly see serious injuries and deaths because of outdated car-centric designs. Fix those if you genuinely care about the safety of Oregonians.</p>  |                          |
| 2019 0327 Ineke Deruyter | Ineke Deruyter |              | <p>We don't need more air pollution. More freeways would increase this already serious Public Health issue here in Portland. Instead spend the money on a widely improved public transportation system which should run on clean energy. Use incentives for people who use it, and keep it affordable! Thanks!</p>   |                          |
| 2019 0330 Ineke Deruyter | Ineke Deruyter |              | <p>If even ODOT's own consultants admit that this project will not solve traffic congestion I say stop and check out other options, such as Decongestion Pricing which is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. !! Freeway expansion has never solved traffic congestion, in any North American city, ever. Please put this expansion on hold and study alternatives (including decongestion pricing!) to this expansion, and release a full environmental impact study. Thank you</p>  |                          |

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| 2019 0401<br>Ingrid Nysten | Ingrid Nysten |              | <p>I would like to express my opposition to the I-5 Rose Quarter project. With reduction of congestion as a stated goal of the project, studies at-large and experience in the Seattle area have shown that congestion pricing could provide a greater reduction in traffic congestion in the I-5 Rose Quarter area at significantly lower cost than the proposed project. As a result, the expense of the I-5 Rose Quarter project would be a waste of resources at a time when those transportation dollars could be used for other projects. Environmental benefits touted in the ODOT planning documents are disputed and are not supported by the rigorous analysis of a complete Environmental Impact Statement. In the absence of a complete Environmental Impact Statement (which should be done!) the supposed environmental benefits touted in the ODOT planning documents are conjectural at best and, at worst, amount to a “greenwashing” of the project that purposely overstates the environmental benefits of the project to tamp down opposition to it. The original construction of I-5 caused severe damage to several neighborhoods in Northeast and North Portland. Although the I-5 Rose Quarter project as proposed includes features to address existing neighborhood transportation issues, the Pedestrian Advisory Committee and the Bicycle Advisory Committee in Portland have concluded that the proposed features do not significantly improve existing neighborhood transportation issues, and in fact will make it worse for the duration of the construction period, and recommend that the project not be built. The project is not justified even on the face of ODOT planning documents. Justifications for the project, built into ODOT planning documents, are based upon southbound I-5 traffic volumes that presume the Columbia River Crossing bridge project had been built. It was not. There are no existing plans to build that project. The existing and foreseeable southbound I-5 traffic volumes do not justify the I-5 Rose Quarter project. In sum, freeway expansion will never solve the traffic congestion issues in Portland, we simply can't build our way out of congestion and maintain the livability of our city. Therefore, I oppose the I-5 Rose Quarter project in its entirety.</p>   |                          |
| 2019 0326 Inna Levin       | Inna Levin    | Oregon Walks | <p>Oregon Walks has been fighting to improve conditions for pedestrians in our state for over two decades; we've learned to play the long game and the value of looking at a situation through a multitude of lenses. Our lives, like our roads, are intersectional, and we believe in surfacing multiple perspectives when addressing the question of how we invest public funds for public good. In drafting our statement in opposition of ODOT's proposed expansion to I-5 in Portland through the Rose Quarter, we have listened to and learned from many: the dedicated members on the Oregon Walks Plans and Projects committee who have been tracking this project since day one, the volunteers of the City of Portland's Pedestrian Advisory Committee who give their time and expertise to ensure safe pedestrian conditions in all city projects, the team at No More Freeways galvanizing active transportation activists organizing a passionate resistance to I-5 freeway expansion, and the leaders of Albina Vision Trust who are offering a beautiful vision and process for what could be done to rebuild what was once a thriving neighborhood and the heart of the black community in Portland. In its current form, we oppose ODOT's proposed expansion to I-5 in Portland through the Rose Quarter. Instead, we encourage ODOT to slow down the process to ensure that any I-5 plan and changes in the Rose Quarter: Center the vision and voices of current and past residents and honor the history of the community that was forced out. As an organization, we are learning to center racial equity in our policies and practices. We hold the belief that any discussion of urban design in this neighborhood should center the perspectives of communities most impacted by forced displacement -- removal -- from the predominantly black neighborhood of Albina. We believe ODOT has the opportunity to recognize the full adverse and disproportionate impact the building of I-5 has had on this community - and generally, highway projects have historically had on communities of color - by working with the Albina Vision Trust to create a cohesive, connected neighborhood over I-5. Any I-5 investment must answer Albina Vision's call for truly buildable space above the freeway, connect 94 acres in inner NE Portland and be used to provide ample mixed income housing, public parks and gathering areas and safe and attractive conditions for walking, rolling and other multimodal options. Addresses the dire realities of climate change and the dangers of carbon emissions and what that means for our children - now and in the future. Given that we know transportation emissions account for 40% of our total carbon emissions, a fact outlined in the City of Portland's Climate Action Plan, we cannot support any plan that proposes to add to those staggering numbers. Widening highways is an outdated idea, one that we now know doesn't result in vehicle traffic congestion relief. In fact, in a phenomenon known as induced demand, the opposite occurs: wider roads mean more space for more single-occupancy vehicles and drivers of those vehicles are more than happy to take up that space, creating more traffic, and more carbon emissions. Doing anything that will degrade our planet for future generations is simply irresponsible. Furthermore, children are already suffering the negative impacts of our freeway dependency; Harriet Tubman Middle School, where 68% are students of color, sits directly adjacent to the stretch of I-5 in question. There is concern that the air quality is causing kids to get sick. A PSU study found that the carbon emission levels are so dangerous that students shouldn't be allowed to play outside. The current plans for the I-5 expansion call for an additional lane which would bring traffic just yards away from the school, ensuring that outdoor recess will never be something the students of Harriet Tubman Middle School can enjoy. Prioritizes truly improving safety on our roads - and supporting Vision Zero goals - as the leading rationale for this project. As proponents of creating communities where folks can get to and from where they need to go by walking or rolling, we are deeply committed to a world where the single occupancy vehicle is not the primary mode of transportation and therefore, is not the primary recipient of our scarce transportation dollars. This has been touted as a transportation safety project, but it does nothing to address the major source of Portland's epidemic of traffic violence - our "High Crash Corridors," where 51% of Portland's traffic deaths and serious injuries occur. We cannot in good conscience justify spending this kind of money on "easing congestion", if there were even any guarantee that it would-</p> |                          |

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|                               |                     |              | <p>when it could instead be used to literally save pedestrian lives on roads like SE 82nd Avenue, SE Powell Boulevard, NE Lombard Street, and the other high crash corridors that ODOT operates within Portland. In contrast, this stretch of I-5 that ODOT is proposing to widen hasn't had a single vehicle-to-vehicle fatality in the past decade. We cannot support a design for surface streets through the Rose Quarter that accommodates large vehicles at the expense of pedestrian safety. For example, the current preliminary design shows many intersections with large corner radii with excessively wide pedestrian crossings, higher potential turning speeds and less space for queuing pedestrians. These new design elements conspire to create a space unsafe and unwelcoming to pedestrians. We urge ODOT to include the Pedestrian Advisory Committee's recommendations, such as better mitigation measures for the steep grade of the Hancock/Dixon connection, phasing at signalized crossings to separate pedestrian crossing phases at proposed ramp locations, and retain the heavily-used Flint bridge. We encourage ODOT to present a design that is in line with current urban street design best practices and ensures safe and accessible multimodal mobility. Lastly, Oregon Walks supports the Pedestrian Advisory Committee's, No More Freeways and Portland Public School's demand for a full Environmental Impact Statement (EIS). Rather than spend millions on a project that is detrimental to our pedestrian safety, climate justice, and community building goals, we look forward to collaborating on a future Rose Quarter project that creates an equitable and sustainable Oregon for generations to come.</p>   |                          |
| 2019 0401 Inna Levin          | Inna Levin          |              | <p>How can we justify spending this much money on a project that is completely out of line with all the major jurisdictional plans outlining the values of our region? This project is counter to the City of Portland's Vision Zero Strategy and City of Portland and Multnomah County's Climate Action Plan; Metro's Climate Smart Strategy, RTO Strategy, and Strategic Plan to Advance Racial Equity, Diversity, &amp; Inclusion - just to name a few. How can we justify spending public dollars on a project that completely ignores the negative impact on CHILDREN at an adjacent school or the needs and history of the community of color that this highway tears through? How can we justify spending this much money when the little data we DO have proves that this project won't even solve the one problem it's claiming to: congestion - meanwhile, there is much more data that we DON'T have - ODOT hasn't made public the data that proves assertions that this project would lower carbon emissions or improve air quality - which are ridiculous statements to make given that this project would lead to increased traffic and it really doesn't take a scientist to understand that more traffic = MORE carbon emissions and WORSE air quality. All this is to say, that I am completely against this project and demand a full Environmental Impact Statement. Thank you.</p>  |                          |
| 2019 0312 Io Dennerlien       | Io Dennerlien       |              | <p>My name is Io. I'm a student at Harriet Tubman Middle School. I am testifying tonight on behalf of Harriet Tubman Middle School and the health and safety of the students, teachers, and staff. The definition of environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to development implementation and enforcement of environmental laws, regulations and policies. The definition of social justice is the concept of fair and just relations between individual and society. This is measured by explicit and tacit terms for the distribution of wealth, opportunities for personal activity, and social privileges. The way the highways and roads are built in the communities rarely reflect either of these values and definitions. The history of I-5 in the Albina community is a large example of that. Harriet Tubman sat empty or underused for most of the decade. And then after long meetings and tests, it was finally reopened. But soon after we reopened, we got news that ODOT was trying to expand the freeway. When I sit in my classrooms and look out the window, I see freeway right outside my building and not just a freeway, but you can also see the thick gray exhaust. That's scary to think that every day my fellow students and I are out there in that air, not just standing, but running, and that air is not good when you're outside running at recess. There is dust on the floors from the air, and if you look close, you can see it drifting down. If ODOT were to expand that would be much worse. Students, teachers, and parents already had concerns and still do about the health of the students and the inhabitants of the building because of the current freeway being so close to the school grounds. If dilution is the solution to pollution, expansion is a recipe for disaster. If ODOT were to expand the freeway, it could only make existing air quality worse. Not only that, but this expansion will only help dilute traffic for a decade before it needs more work. So it's not going to only harm our communities, but it's also not going to benefit drivers and ODOT's hope for long.</p> |                          |
| 2019 0401 Irakli Gozalishvili | Irakli Gozalishvili |              | <p>Hi, My name is Irakli Gozalishvili and I live with my wife and two toddlers on NE 7th Ave in Portland, I would like our voices and concerns regarding I-5 expansion be heard and considered. We admire the intent to solve the congestion, however there is no real evidence to support the hypothesis that I-5 expansion will do it, on the contrary there is plenty of evidence that it would not - instead it would add more cars polluting our environment and making our planet survival even less likely - without actually solving congestion problem, unless that is solving by making our planet uninhabitable. There is also plenty of evidence from Europe suggesting that congestion could be addressed by making car transportation impractical in comparison to other alternatives. Not only we have reasons to believe that expansion would not solve problem it would be at the expense of air pollution and at the expense of the health of our community members and again reducing our chances to address existential threat of the planet posed by climate change, we should be actively thinking how to reduce number of cars and decarbonize ones that can't be removed from road instead of spending money on making it more convenient to contribute to the crisis. ODOT is hiding the data and demanding blind trust in their assertions of the project impact, however again evidence supports the contrary. If there is a data that supports made claims they should be happy to provide as an evidence, fact that they do make it inaccessible only suggests</p>   |                          |

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|                |                     |              | that their claims are dubious.500 million could be used to improve transportation in Portland and tackle existential threat, it can be used to make our city more liveable instead of making it faster to escape. There is widespread community opposition debunking "reconnects the community" claim made by ODOT, myself and my family also oppose as it does not improve our neighborhoods, quite the contrary.Road pricing is the only policy actually proven to reduce traffic congestion, that also happens to be a lot cheaper project to try in attempt to address the congestion. Not only that would have chance to address congestion but also make progress towards decarbonization. It would be absolutely ridiculous to not try this option before considering an expansion. ODOT's truncated Environmental Assessment document simply isn't focused enough on the significant impacts to health and public safety this project represents. ODOT should for the very least fully study alternatives (including decongestion pricing) to this expansion with a full Environmental Impact Statement.Regards--Irakli GozalishviliWeb: <a href="https://gozala.io/">https://gozala.io/</a>  |                          |
| 2019 0401      | Irene T             |              | As a parent, a taxpayer, a filmmaker, and an environmentalist, I am wholeheartedly opposed to the proposed freeway expansion in Portland, Oregon. ODOT has failed to make a decent case for why this project should move forward. As research and statistics show, expanding freeways is not an effective strategy for reducing congestion.ODOT needs to research and consider proven strategies - such as congestion pricing and investment in public transportation before spending a half billion dollars to expand a short stretch of highway. We don't have this kind of money to spend on "maybes", pollution, and congestion.As you know, our city has a Climate Agenda, and the proposed freeway is completely at odds with it. 40% of Oregon's emissions are from the transportation sector. We need to focus on strategies that reduce dependency on cars, not perpetuate 1950s style highway projects. Sadly, while all this talk is going on about spending billions on poorly researched projects, ODOT and our city government continues to neglect serious road safety problems in East Portland. Lastly, and equally important - the project will increase air pollution in the backyard of Harriet Tubman Middle School, which already has some of the worse air quality in the state.Enough with the decadence, and pandering to big money interests, let's start taking care of our community, air quality, and alternatives to more and more dystopian highways.Thanks,   |                          |
| 2019 0326      | Iris Williamson     |              | So, I live in the NE, off Williams, and commute down to my small business in the Pearl either by bus or by foot. It resonated with me when reports came out last year about current air quality Harriet Tubman Middle School, that was upsetting as I walk by the school regularly. Also, because so many black families in my neighborhood being displaced in decades past (and continually) due to the highway initially being built, Legacy Hospital, the Rose Center, etc., it's especially upsetting to see a school that serves the black community being inundated by poor-quality air. For this to be even worse with this expansion seems like a very short-sited bandaid that foregoes the well-being of those who need it most. Weren't we all just outraged about these types of problems, even last year? Not only the air quality at Tubman, but water quality at other Public Schools, and chemicals in the soil (i.e. Bluesky Glass)? Isn't this a super important topic to our community? I just know that Portland aims to be (or "brands" itself to be?) progressive in a world that isn't. I wish it would be brave. Let's continue to stand with our values.   |                          |
| 2019 0329      | Isobel Veen         |              | I am opposed to the Rose Quarter freeway expansion because of its proximity to Tubman School (increasing already poor air quality for those in the building) and because expanding this area to reduce congestion is such a short-term approach. Has a tunnel been considered?<br>Thanks for the opportunity to be heard.   |                          |
| 2019 0401      | Italia V. Pacentine |              | I am a denizen of the Portland Metro area and recently learned of the proposal to expand the I-5 freeway through the rose quarter. As a scientist, I am not convinced that there is enough data to support the notion that this expansion would be of long-term benefit to the city. This lack of confidence in outcomes, paired with the cost of the endeavor, leads me to conclude that the I-5 should not be expanded. Before a serious consideration of this expansion, I would like to see other cheaper options explored and trialed, such as implementing Road Pricing or bolstering public transport. From what I have researched, Road Pricing has been an effective way to reduce carbon emissions and congestion by forcing people to find alternative means of transport, such as carpooling or public transport.Another concern I have about the proposal is the lack of data available to the public. The people who will actually be impacted by this change still do not have a full Environmental Impact Statement, or a comparison of the effects of Road Pricing vs Freeway Expansion on congestion and carbon emissions. I really cannot support making such a huge and costly change without more data to show that it will be effective in improving city life.There is also the large concern of the expansion encroaching on Harriet Tubman Middle School. The children there already suffer from severe air pollution, enough that researchers at PSU have recommended they do not go outside for recess. Expanding the freeway will ultimately lead to more cars passing through the corridor, and a corresponding increase in harmful emissions that will be breathed in by school children.I hope you will consider the feelings and wishes of the people who will be most impacted by this change, and add my name to the list of those citizens opposed to the project. |                          |
| 2019 0219      | Cedric Cicognani    |              | I just wanted to express my full support for this project, especially with regards to moving the I-5 southbound ramp from Wheeler to Weidler Street. I use this ramp everyday around 5 PMand it is an absolute nightmare trying to merge onto I-5 while traffic from I-5 is trying to merge onto the I-84 ramp. Not only does this create incredible congestion, but it is also very unsafe - you have traffic moving at highway speeds on the far left lane of I-5 while the right   |                          |

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|                |                  |                  | lane is at a standstill since people are trying to merge on I-84. You end up having to force your way into traffic and having to speed up immediately so that cars don't crash into you. I honestly fear for my life every time I use this ramp and I can't believe it is 2019 and this issue still hasn't been addressed. All of the other improvements as part of this project are great, but I think that this particular issue should be a priority. Thank you.   |                          |
| 2019 0331      | Ivy Buddenhagen  |                  | 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.  |                          |
| 2019 0222      | J Chris Anderson | No More Freeways | It makes no sense to spend money on freeways right now. There are people dying on ODOT roads all over the state. Spend the money on pedestrian safety and urban mobility.<br><br>Implement congestion pricing and freight / transit priority first. The last thing we need is more room for commuters to idle during peak hours.  |                          |
| 2019 0305      | J Kuuper         | No More Freeways | Please o please add freeway lanes in the Rose Quarter and elsewhere it is dearly needed.  |                          |
| 2019 0329      | J.Laster         |                  | You know, the fact that you've been less than honest with your plans and with your research says all anyone needs to know about you. It's sad. It's telling. It's infuriating. You have been coming at this from every angle imaginable - except without honor - I find it difficult to see what your true aims are with this project. Do you just need something for your office to do? Or your employees? Because there are so, so many projects that you can -need- to turn your direction toward and accomplish, and focusing all this money on a project that is definitely not future-centered, is such a waste. Beyond wasteful. Fix the train infrastructure and increase the routes - that's something I would love to see bought into the present and used a great deal more. This deception bullshit is old hat and we're not going to stand for it ... nor sit on it, anymore. Oh, hey, you're gonna need some money to fix some things once that earthquake hits. Shouldn't you maybe ensure that all the infrastructure across Oregon can handle a bit of a quake before you throw money at making Washington residents happier driving alllllllll the way home? Pish. "You're gonna regret it." - Addy Langdon, American Horror Story  |                          |
| 2019 0401      | Jack DePue       | No More Freeways | In October, 2018 scientists told us we had 10 to 12 years to reduce greenhouse gases, etc., enough to keep from having the most disastrous effects of climate change. This project looks like it will last about that long and will bring more, not less, pollution to Portland. No US city has been able to expand it's freeways and reduce congestion for any meaningful amount of time and this plan will bring the worst of that to our schools, neighborhoods and businesses.Gov. Kate Brown has called for an Oregon-specific green new deal and has banned coastal fracking. ODOT needs to follow that lead and reduce the amount of petro-vehicles, not increase it.The estimated cost from ODOT is suspect because they have consistently been unable to finish projects within budget. It also appears there are hidden costs and unnecessary extras.\$500,000,000 would be better spent on more and better mass transportation, especially electric and sustainability-fueled vehicles.When I was a young bankster right out of Lewis and Clark College there used to be specific non-daylight hours for semis on interstates within more densely populated areas. Surely we can come up with an interconnected set of ways to deal with climate change that will benefit Portland and Oregon and the planet better than this monstrous and ultimately dangerous proposal.Remember, we have only a decade to keep from the worst parts of an already horrific situation. |                          |
| 2019 0226      | Jackie Turner    | No More Freeways | To whom it may concern:I am strongly against Rose Quarter Freeway Expansion. We have limited years in which to take substantive action against climate change. These funds need to be used to build infrastructure to combat climate change and reduce emissions - the last thing we need are more freeways. Especially freeways that won't even improve congestion, that will contribute to air pollution (disproportionately impacting marginalized communities), and that will make it more difficult for cyclists and pedestrians to get around.That ODOT is considering a freeway expansion while we're staring down climate change is deeply concerning to me. The community has come out strongly against this and I'd like to add my voice. We owe it to each other and our planet to do the difficult work of reducing emissions, and we must not push on with projects like this that are selling out our and our childrens' futures in the name of profit in the present.  |                          |
| 2019 0330      | Joackie Yerby    | No More Freeways | Dear Ms. Channel and Ms. Cline,I am writing to express my opposition to the Rose Quarter Freeway Expansion project. I share concerns raised by the Albina Vision Trust. I also want to express my dismay that ODOT does not seem sufficiently concerned about climate change. Transportation represents 40% of carbon emissions. The UN has told us that we have 11 years to address climate change before it becomes irreversible and catastrophic. And yet, ODOT wants to widen freeways that will likely result in more traffic not less. More carbon emissions not less. I have been stuck in traffic at the Rose Quarter and know that's a problem that continues all the way into Vancouver. If we're trying to address moving more people through why isn't transit part of this discussion? I'm tired of hearing that we can only use these funds to build highways. That's only digger a deeper hole for congestion and climate change. At a minimum, ODOT should be required to submit an Environmental Impact Statement (EIS) for this project. I would prefer that in addition to an EIS, ODOT take a systems approach to the transportation network. What are you doing to address high crash corridors where people have been killed? What kinds of   |                          |

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|   |                             |                     | meaningful investments will ODOT make for transit, biking, and walking? I am eager to see ODOT move beyond a narrow focus on highways to all the ways that people and freight move. I am also eager to see ODOT meaningful factor climate change into how it operates and in all of its projects.  |  |
| 2019 0323<br>Jackson B<br>Horton          | Jackson B<br>Horton         | No More<br>Freeways | Making freeways wider has never solved congestion issues. Everyone knows this. Spend the money on the community instead. I dont support this and is one more reason I am adding to my list of reasons to move.   |  |
| 2019 0314<br>Jackson Hurst                | Jackson Hurst               |                     | I like how the project is going to help the underprivalged community by reconting the historic african american neighborhood to the other side of I-5.   |  |
| 2019 0307<br>Jacob<br>Hoffman-<br>Andrews | Jacob Hoffman-<br>Andrews   |                     | The most critical criterion for any new transportation project must be whether it does the most possible to reduce CO2 emission and stave off the devastation of climate change. Any project that increases CO2 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.  | I5RQ Open House<br>Completed<br>Comments_03072019_Fi<br>le 4 |
| 2019 0312<br>Jacob<br>Hoffman-<br>Andrews | Jacob Hoffman-<br>Andrews   |                     | I'm Jacob Hoffman-Andrews. I live in Portland in the project area. But I grew up in Boston, a city that is famous for the Big Dig, the most over-budgeted and over-scheduled project in the history -- transportation project in the history of the world. It is famous for not only being more expensive than expected, there is no part of my childhood that was not marked by the Big Dig. I was an adult by the time it was finished and it was started when I was a child. And today if you go to Boston and you drive, traffic is every ounce as bad as it was at the beginning of the Big Dig, even worse.<br>This project ignores the long history of freeway expansion projects that always result in traffic much worse or equally bad as it was in the beginning, and all these increased vehicle miles traveled. It's simple logic. If you make driving smoother, faster, easier, people will make more trips. They will live farther away from their job.<br>If we build this project, we will increase vehicle miles traveled. ODOT is hoping that someone else will solve the problem of pollution. That someone will build the electric cars we need. That someone will build the solar we need to power those cars, and that someone will figure out the distribution network to power it all. Climate change is not someone else's problem. It's our problem. It's ODOT's problem. And there will come a day when we are called on to account for the contributions you have made towards global warming that will be ravaging our world in just 11 short years. We need to do everything we can on all fronts, and I encourage you and every ODOT employee to act on your moral initiative, lay down your tools and refuse to work on this project.<br>Thank you. |  |
| 2019 0327<br>Jacqueline Abel              | Jacqueline Abel             |                     | I am writing to register my opposition to the ODOT Rose Quarter Freeway expansion project. I live about 2 miles from the Rose Quarter and will be personally impacted by this ill advised attempt to improve traffic by making more lanes - although research shows that more lanes result in more cars and congestion. We can no longer ignore the impact of climate change here in Oregon, or anywhere on this finite planet. Since 40% of our emissions are from fossil fuel burning transportation, please try other methods to reduce congestion such as congestion pricing and improving, not undercutting, public transportation. It will only increase the air pollution in NE Portland, which already has a public school, Harriet Tubman, that was warned to not let students exercise outdoors because of risk from pollution. My husband suffers from asthma and most stay inside on some days when pollution is high. In addition to these reasons, surely there are many better uses of the public money that would be necessary to fund this useless project.   |  |
| 2019 0226<br>Jacqueline<br>Danos          | Jacqueline<br>Danos         | No More<br>Freeways | As a recent transplant from Southern California I have first hand experience in what freeway expansions do and don't do. They do increase traffic congestion rather than help it. They do increase GHG emissions which we are trying to lower. They do increase healthcare costs associated with pollution. They do not make for positive change.<br><br>Research has shown that limiting the ability to drive while at the same time offering alternatives works best. Rather than enlarging the 5 freeway, two lanes should be removed and train service should be added. The costs and the service could be shared by both California and Washington if we could get it together and work together on solving our transit and GHG emission issues.<br><br>I left California because of the poor planning and ever increasing car-centric lifestyle. Please don't turn Oregon into California.   |  |
| 2019 0317<br>Jacqueline<br>Danos Purcell  | Jacqueline<br>Danos Purcell |                     | I submitted a letter voicing my belief that expanding freeways is not the right direction to go in considering global climate change. I would like to add the attached recent article that explains very well the dangers of following in the footsteps of California when it comes to freeways. We here along the coast have a current housing shortage but if we solve the housing element while ignoring the transportation element we will have solved nothing and only made things worse. They go together. We need more public transportation rather than larger freeways.<br><a href="https://www.independent.com/news/2019/feb/28/inextricable-priorities/Thank you, Jacqueline Danos Purcell 760-861-8508 (cell)">https://www.independent.com/news/2019/feb/28/inextricable-priorities/Thank you, Jacqueline Danos Purcell 760-861-8508 (cell)</a>  | 2019 0317 Jacqueline<br>Danos Purcell ATT<br>(hyperlinked)   |

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| 2019 0401 Jade Beth      | Jade Bath       | No More Freeways | <p>As a native Portlander, I strongly oppose the I5 freeway expansion. Portland should be a leader in building sustainable transit as we face the realities of climate change and address the need to move away from low occupancy vehicles. We need to make it easier for Oregonians to get around using alternative modes of transit. Research and projects in other cities such as the Big Dig in Boston and the I405 expansion in Los Angeles has shown that freeway widening does not decrease traffic. How can we improve transit that will continue to serve Portland 50 years from now?</p> <p>In addition, the expansion project will impact the Harriet Tubman Middle School. This school serves primarily low income families and minorities. ODOT has acknowledged its history of destroying hundreds of black families' homes to build I5. Again, ODOT is hurting black bodies again and outreach isn't remediation.</p> <p>I request a full environmental impact statement, a finding of significant impact, and to halt the project until we can find a proposal that looks towards the future with regards to climate change, and does not harm our community.</p>   |                          |
| 2019 0330 Jake Davis     | Jake Davis      | No More Freeways | <p>Oregon has a history of planning excellence. When we passed Senate Bill 100 in 1973, we understood the role planning would play in shaping safe, sustainable, people-first cities and regions. When Portland declined freeway money in the 1980s to build the first MAX, it was in recognition of a changing dynamic of how people move. Investments in the 1990s towards an emerging bicycle network placed Portland at the forefront of cycling in the United States. These efforts and others have not been perfect, but have solidified Oregon's role as the trailblazer of good planning. Yet in 2019, ODOT is looking to undo this legacy. In 2019, instead of acknowledging the role driving plays in worsening emissions and traffic violence, ODOT seeks to double down by expanding I-5 through the Rose Quarter, despite concurrent efforts to address traffic such as congestion pricing, and despite decades of research which shows freeway expansion does not solve congestion, but makes it worse. In 2019, ODOT is ignoring the rights of students, many of whom are students of color, to go to school without breathing in exhaust fumes, an insult in the face of historic racial injustice in this state. Worse yet, ODOT insists this project will "repair the neighborhood", despite local neighborhoods and institutions objecting to its very premise, and despite concerted efforts by ODOT to downplay the impacts and oversell the benefits. In 2019, instead of improving bicycling and walking, ODOT throws those modes to the side so cars can drive faster on our surface streets, with wider turning radii and an emphasis on improving vehicular level of service instead of moving people. ODOT of course does this while claiming safety will improve, despite all evidence to the contrary. In 2019, transit is seemingly not a solution to moving more people, but an afterthought, and a mode which ODOT seeks to worsen all in the name of "improving auto capacity", a dubious outcome at best. And in 2019, ODOT seeks to advance these narratives and more through deceit and a minimal and perhaps even negligent public engagement process where not until later have we learned that the impacts of the project will be larger than imagined, that ODOT has hidden valuable information about traffic conditions, projects upon which this one depends, effects on the Eastbank Esplanade, one of the treasures of the Portland area, and other impacts. ODOT has continually labeled viable alternatives as "out of scope" to jam through this expensive boondoggle, which robs this state of over half a billion dollars that could be better spent in hundreds of different ways. This project is the abdication of responsibility. It is an insult to our history and the role that planning plays in our communities. It is a project with seemingly no benefits and significant negative impacts. ODOT must recognize this and make amends for an opaque, deceitful, and hostile process that has for the time being damaged its reputation irreparably. Cancel this project immediately and let Portland decide its own destiny for this corridor.</p> |                          |
| 2019 0326 Jake Weil      | Jake Weil       | No More Freeways | <p>The IPCC report commissioned by the United Nations states very clear that if as a planet we don't halve emissions 50% by 2030 and rapidly decrease to 0 after that life on earth is in peril. The freeway expansion as is the proposed Jordan Cove refinery and pipeline are a step towards ensuring an unlivable planet for future generations. I've got an 8 year old son whose future I'm very concerned about. I find the fact that the Oregon legislature continues to support infrastructure that flies against the advice of science unconscionable.</p>   |                          |
| 2019 0311 James A Whipps | James A. Whipps |                  | <p>Dear Officials, Simply, the future of our world is heading away from fossil fuels. Let's spend the money on projects that will increase the chances of a healthy future. Thank you, James A. Whipps 9038 N Fortune Ave Portland OR 97203</p>  |                          |
| 2019 0329 James Berry    | James Berry     | No More Freeways | <p>As a community resident living only a few miles from the proposed I-5 expansion, I strongly oppose this project. My wife and I believe that climate change is the central issue of our time. We are taking concrete steps to shrink our impact on the planet, including biking and walking whenever possible, limiting our home temperature to 60 degrees in the winter, cutting down on consumption of red meat, and limiting air travel. As an attorney, I am well aware of the harm that cars and trucks so often cause to members of our community. As a physician, my wife also sees the negative impacts of cars and trucks, including respiratory problems and injuries due to accidents. We are also concerned with the recent revelation that the expanded freeway will overhang the Vera Katz Esplanade and require periodic closure of the esplanade as the interstate is maintained. The esplanade is part of our biking and running route, and we cross the point the interstate would overhang about 5 times per week. Bringing this busy overstate directly over the heads of the thousands of runners, walkers, and bikers who use the esplanade each day is certain to lead to respiratory ailments for those who pass beneath the interstate. Fortunately, there is a better way forward. We would like to see our elected officials realize that sacrifices in auto travel time may be required to achieve our climate goals as a</p>  |                          |

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|                             |                |                  | city and to create a safer environment. Instead of devoting a princely sum to expanding interstate capacity, lets invest in bike, pedestrian, and transit infrastructure. We would also gladly pay a toll to travel on I-5, and this would likely decrease auto demand. We can make strides to combat climate change, but we need the help of our elected officials and policy makers. Thank you so much for taking the time to read my comments, and I will look forward to ODOTs future proposals to promote more sustainable forms of transportation.  |                          |
| 2019 0331<br>James Cavin    | James Cavin    |                  | I would like to voice my strong opposition to this project. Though I use this twice weekly while traveling to work, the cost, associated pollution, negligible effect on commute speeds, and counterproductive investment in automotive transportation makes this project a move in the absolute wrong direction.   |                          |
| 2019 0401<br>James Cooke    | James Cooke    | No More Freeways | Please don't ruin our city! We don't need more highways and it hurts the environment.   |                          |
| 2019 0325<br>James Couch    | James Couch    | No More Freeways | ODOT's Rose Quarter freeway expansion is a terrible idea. In a time where our opportunity to address climate change is rapidly closing, any project that increases driving should be stopped. Furthermore in a time of increasing income disparity this is a project that benefits a small minority of the well off. This benefit comes at the expense of those less fortunate. It is time that ODOT addresses current issues and stops wasting money that could be put to far better use solving critical problems. It is time for ODOT to move into the present and stop using old ideas that have Bern proven to not work. No on the Rose Quarter expansion. No on more freeways. The time for real Change is NOW!   |                          |
| 2019 0329<br>James Falconi  | James Falconi  | No More Freeways | The proposed freeway expansion will only make Oregon's situation worse in terms of congestion and air quality and we can do better than to move forward carelessly with a rushed and expensive project. Highway expansion has been proven to be ineffective. A child could propose "more roads" when congestion slows the flow of traffic. But the problem is more complex than simply Look at China. How many times have they expanded their highways only to continue producing more major traffic jams, like their famous 12-day, 74 mile traffic jam in August 2010. While this isn't China, we are facing similar issues. Induced demand is a real phenomenon! It's been proven that significant highway expansion does not solve the problem. What we need to do is approach the problem from different angles that emphasize alternatives to highway traffic and the frequency of highway travel. Such solutions require more time to implement, but in the long run will pay off. In the meantime, we are seeing the effect of "dissuaded demand" in place whereby congestion causes people and businesses to alter their plans in order to avoid the traffic jams. Expansion might be part of a more comprehensive plan, but it can not be the majority of the solution. If we have too much expansion too quickly there is an indication that it will overwhelm the region in negative ways. Furthermore, we deserve a full environmental impact statement as just one part of the data all Oregonians need to inform themselves on the consequences of any proposed solution. I'd like to add my voice to those asking for more consideration, more studies, and alternative solutions as part of a comprehensive and considered plan to tackle this issue.  |                          |
| 2019 0327<br>James Harrison | James Harrison | No More Freeways | Dear ODOT, Yes, I agree that I5 Southbound at the Rose Quarter exit is a mess. While it is indeed a mess for car traffic below, I judge that it is even more of a mess above, for surface cars, bikes, pedestrians, and other modes of transportation (scooters etc). Spending money to fix below will just move the bottleneck to the next intersection, as it is 2019 and we know how Induced Demand and corollary effects work, from having seen every city in America try to build their way out of congestion. What I am asking you to do is to fix the above. Please put our tax dollars into making it easier for pedestrians and bikes to get into downtown from the Broadway corridor. Please put our limited resources into reconnecting the Rose Quarter with downtown. For the record, I do personally think that ODOT is a disaster of an agency, stuck in the past, and I'd invite you to learn from your little sister PBOT. Or, we'll take your agency away from you and assign it to someone who can play nice. While I'm being cheeky and passive aggressive (for which I apologize) there is an underlying truth. We can't continue to build freeways the way we have in the past. That's a tremendous amount of land that has been banked for the car. I'm a driver, I drive every day. The innovations that are coming are worth pursuing, not as parsley on the side of the plate but as the main dish. We really ought to be innovating, like we already have in the past, remember? This current plan is a start but the emphasis is not the right balance. Please look at the latest greatest things happening in the world right now (we know your engineers are up on this stuff) - and compile it all into a big presentation. Then present all of that to us, the public, and we'll take a look and decide what makes sense to pursue. That way you have lots of collaborative help, and we're all shouldering the decision. |                          |
| 2019 0330<br>James Juntunen | James Juntunen |                  | As a resident of the Eliot neighborhood, I do not support the proposed freeway expansion for the following reasons: 1. It will induce demand, and in a short amount of time after completion, traffic will be just as bad or worse. 2. The lack of transparency with the EIS. 3. Negative impact for bicycle and public transportation users especially during the several years of construction. James Juntunen 116 NE Morris St. Portland, OR 97212   |                          |
| 2019 0401<br>James Maertín  | James Maertín  |                  | I am opposed to the Rose Quarter I-5 expansion project for a myriad of reasons. The gist of it though is that it is a colossal waste of money shoring up a transportation system which has been a total disaster. But here's a thought I haven't seen at all among the other comments in opposition – this will largely benefit Washington commuters! Why should Oregon spend a half billion dollars because Vancouver and Washington State support unmitigated sprawl and continually vote down bringing MAX across the  |                          |

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|                              |                 |                  | bridge?!!<br>Sincerely,<br><br>James Maertin  |   |
| 2019 0401<br>James Ofsink    | James Ofsink    | No More Freeways | I am deeply concerned about human caused climate change and this project moves us in exactly the wrong direction. At a time when we need to be investing limited public resources in climate solutions, this project spends hundreds of millions of dollars increasing emphasis and reliance on fossil fuels. It also unnecessarily worsens surrounding air quality, encroaches on our bike and pedestrian path, and likely will not even solve the problem it purports to address. We need to stop living as though climate change is a far off problem and that we can continue business as usual without considering downstream effects. Business as usual is suicide. We should wait to see how decongestion pricing effects this area of the freeway BEFORE pursuing this costly and likely ineffective project. |   |
| 2019 0226<br>James Rankin    | James Rankin    | No More Freeways | Efforts to ease traffic congestion should, rather than expanding roads & freeways, focus on expanding & facilitating alternative types of transportation, such as expanding paths for bikes & other non-motorized vehicles & keeping them separate from motor traffic, & expanding mass transit & developing a rapid transit system throughout the Willamette Valley (& eventually much further) that would include major cities such as Portland, Salem, Corvallis & Eugene, which would not only greatly reduce motor traffic & thus pollution & greenhouse gas emissions, but also serve the needs of young people, university students, low to middle income residents & others that want to minimize their carbon footprint & not to have to rely on cars to get around.   |   |
| 2019 0311<br>James Rankin    | James Rankin    | No More Freeways | We need to ease crowding on freeways by developing & expanding rapid transit. It is our only conscientious choice.<br><br>Currently it takes at least 6 hours to go from Corvallis to get to certain important landmark sites in Portland using public transportation, be it train, Greyhound bus, or the HUT shuttle, because of so many various connections needed as well walking time between bus stops, compared to less than 2 hours by car. This makes it extremely inconvenient & burdensome for someone to take public transportation.<br><br>Rapid transit is crucial to reducing pollution & greenhouse gas emissions, serving the public, & improving inter-city commerce in the Willamette Valley, while expanding the freeway will only exacerbate these inequities & dangers.                          |   |
| 2019 0321<br>James Wilkinson | James wilkinson | No More Freeways | No one is asking to expand the freeways. One bottle neck needs to be fixed. The rose quarter freeway project is being attacked by misinformation.   |   |
| 2019 0327<br>Jamey Billig    | jamey billig    | No More Freeways | Waste of money, environmentally suicide.<br>More freeway is truly stupid.   |   |
| 2019 0311 Jan<br>Wulling     | Jan Wulling     | No More Freeways | YOUTHTEACHERS PARENTS LUNGS HOPE TRUSTPRICELESS People over uncreative , short term transport option Thank you  |   |
| 2019 0327 Jan<br>Wulling     | Jan Wulling     | No More Freeways | The more I think about what a poor decision this would be if I managed my household, to spend rare money on making conditions worse for people!!!<br>NO freeway widening.<br>Let's get fewer cars<br>Thank you  |   |
| 2019 0401 Jan<br>Wulling     | Jan Wulling     |                  | I really, really think this expansion is an impractical and ineffective idea, and thus it would be immense discouragement to my vigor and enthusiasm for living in Portland,.<br>I want to trust decision makers to think long long term<br><br>Thanks for all your life force/care that you give this subject!   |   |
| 2019 0329 Jan<br>Wulling     | Jan Wulling     | No More Freeways | No expansion! Don't waste my money!!!   |   |
| 2019 0307 Jan<br>Zuckerman   | Jan Zuckerman   |                  | 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 and actual fix of congestions—prefer to be spent on reducing traffic, not inducing it.  | I5RQ Open House Completed<br>Comments_03072019_File 1 |
| 2019 0315 Jana               | Jana Jarvis     | Oregon           | The Oregon Trucking Associations is a statewide trade association representing Oregon's trucking industry. Currently, the Oregon Trucking Associations has  | 2019 0315 Jana Jarvis                                 |

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| Jarvis                   |                | Trucking Associations | <p>approximately 600 members comprised of trucking companies and suppliers to the industry. The members of the Oregon Trucking Associations would like to provide the following comments on the Environmental Assessment for the 1-5 Rose Quarter Improvement Project. One of the stated goals of the Environmental Assessment is to "improve freight reliability." Yet, the Environmental Assessment falls short on details regarding how this might be accomplished. This section of 1-5 is the gateway to the state's largest industrial areas including Swan Island, Rivergate and the Port of Portland. If this economic engine is to be maintained, much less expanded, reliable efficient truck freight service is essential. Today, the Junction of 1-5 and 1-84, which is included in the 1-5 Rose Quarter Improvement Project, has been designated by the American Trucking Research Institute, as the 28th worst freight bottleneck in the country. For a state with a relatively modest population, to have one of the worst bottlenecks in the nation is an embarrassment. To propose a project that does very little to address this situation is unconscionable. So, what's the problem here? The project as currently designed does not include any additional through travel lanes. Today, the segment of 1-5 between the Marquam and Freemont bridges is limited to two through travel lanes. This project is in the middle of this two lane section. If Oregon desires to have its major industrial areas prosper and eliminate the embarrassment of having one of the worst freight bottlenecks in the county, then the 1-5 Rose Quarter Improvement Project should be redesigned to include an additional through travel lane in each direction. This is not an outrageous request. A number of years ago when Oregon and Washington were working on a project to replace the 1-5 bridges over the Columbia River, critics of that project noted that if the bridges were expanded to three travel lanes in each direction, the problem of congestion would simply move south to the Rose Quarter. Washington legislators have recently initiated new discussions to resurrect the Columbia River bridge project. Failure to add a third through lane to the Rose Quarter project could further jeopardize the Columbia River bridge project as a major argument against it would remain unaddressed. The only remedy is to add a third travel lane in each direction as part of the I-5 Rose quarter project. The Oregon Trucking Associations supported HB 2017 enacted during the 2017 session of the Oregon Legislature. This bill was the largest and most comprehensive transportation package ever passed by the Oregon Legislature. The centerpiece of this bill is three projects designed to address congestion on Portland area freeways. The three named projects are the Rose Quarter, I-205 and Highway 217. The most important to the trucking industry was and continues to be the Rose Quarter project because of its proximity to the state's major industrial areas. The Legislature concurred and provided funding for the Rose Quarter project but not the other two. At that time, we believed that the Rose Quarter project would include an additional through lane in each direction. If we had known that no additional through capacity was going to be provided, we would not have supported the legislation. This project is that important to Oregon's trucking industry and we believe, the state's economy. There is the following statement in the Environmental Assessment regarding the project's impact on air quality, "Air quality in the Project Area is expected to improve over the next 25 years as a result of tighter emissions standards and regional efforts to control emissions. Air quality would be slightly improved under the Build Alternative due to higher speeds, less stop-and-go traffic, and less idling on/-5." We suspect that an additional through lane would reduce emissions more than slightly as it would have an even larger impact on vehicle speed and idling. However, the option of adding a third through lane in each direction was not an alternative that was considered as part of the Environmental Assessment. The lack of participation in the Environmental Assessment is startling. All participants were government entities of one sort or another. A number of entities declined to participate at all. These included the Oregon Department of Environmental Quality, Multnomah County and the US Fish and Wildlife Service. No private sector entities were included. Certainly, the Oregon Trucking Associations was not included nor were any representatives of the businesses we serve including those that ship through the Port of Portland and customers located on Swan Island and in the Rivergate Industrial Area. This approach may meet the specific requirements for an environmental assessment established by the Federal Highway Administration but it certainly does not comport with common practice in the State of Oregon. It also makes no sense that the constituencies that our highway system is designed to serve were totally excluded from this process. For the reasons enumerated above, the members of the Oregon Trucking Associations respectfully request that the Oregon Department of Transportation reopen the Environmental Assessment for the I-5 Rose Quarter Improvement Project, expand participation to those that will be served by the project and consider adding an additional through travel lane in each direction. Thank you for the opportunity to comment on this extremely important project. It is essential that we get this one right, as it will set the stage for future prosperity in the Portland region.</p> | ATT                      |
| 2019 0401 Jane Civiletti | Jane Civiletti | No More Freeways      | I absolutely disagree that widening the freeway near the Rose Quarter will solve anything. I just drove to Portland from Everett, Wa yesterday, and can see that 5 lanes in each direction don't help anything in Everett, Seattle, or Tacoma. The increased number of cars trying to pass the point will only increase air pollution. Better mass transit is the only way to get us out of this transportation fiasco.  |                          |
| 2019 0226 Jane Smiley    | Jane Smiley    | No More Freeways      | The quality of air continues to be eroded in the Portland Metro Area. This infrastructure expansion would further erode it. It will not solve the congestion issue but add to it. Increase access by rapid transit or use bus enhanced services. Wake Up!! The future must depend less on cars. You are looking backward. So thoroughly disappointed in Portland's sense of vision over the past decade. It used to be a model green city. Now it is no longer.  |                          |
| 2019 0326 Jane Sparks    | Jane Sparks    | No More Freeways      | <p>ODOT:<br/>I ask that you please stop your plan for I-5 freeway expansion through the Rose Quarter and the following removal of the Flint Ave crossing. Go back to the</p>   |                          |

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|                           |                 |                  | <p>drawing board to come up with a proposal that addresses other traffic improvements such as public transport or real improvements for bikes and pedestrians.</p> <p>The carbon emissions in OR are currently at 40% from transportation and expanding Urban freeways has been shown to increase the number of cars which will increase climate change.</p> <p>ODOT claims safety is a major reason for this project but according to ODOT own data Powell, 82nd and Columbia Blvd are much more dangerous.</p> <p>Please put the almost \$500 billion earmarked for this project and use it to make other areas more safe and new transit lines and Safe Routes to School.</p> <p>Thank you for your consideration.</p>   |                          |
| 2019 0228 Janet Roxburgh  | Janet Roxburgh  | No More Freeways | <p>This proposed freeway widening project would expand the I-5 freeway into the backyard of Harriet Tubman Middle School. I was shocked to learn that this is an area where air pollution is already so bad that PSU's researchers recommended that school students forgo outdoor recess! There is already a serious health risk and freeway expansion would bring this risk even closer. This is also an environmental justice issue as 40% of Tubman's students are Black. I am very concerned about any increase in air pollution and I don't believe that this proposed freeway expansion will solve the problem of traffic congestion on this corridor. Please think of these kids. Thank you.</p>   |                          |
| 2019 0325 Janet Talbott   | Janet Talbott   | No More Freeways | <p>I am seriously concerned about the pollution that will be added to the area around a Harriet Tubman school, Those children already have to deal with elevated diesel pollution, Many times at unsafe levels, Where is the concern for their safety ?</p>   |                          |
| 2019 0330 Janice Shea     | Janice Shea     | No More Freeways | <p>We don't need more freeway lanes; WE NEED ALTERNATIVE TRANSPORTATION that saves our environment and actually gets us on the right track for living within the parameters for sustainability. Encouraging more traffic is ridiculously retro.</p>   |                          |
| 2019 0331 Jaron Heard     | Jaron Heard     | No More Freeways | <p>Hi there,</p> <p>I believe in a future where we spend \$500 million dollars on moving towards being the equitable, sustainable city that we have in our hearts.</p> <p>I am deeply opposed to the proposed Rose Quarter Freeway Expansion project that has a high likelihood not to achieve its goals of reducing congestion.</p> <p>As a former actuarial analyst, I worked with projections for 7 years, and I believe strongly in checking statistical models with common sense. ODOT's projections are based on flawed methodology and assumptions.</p> <ol style="list-style-type: none"> <li>1. It's not going to fix congestion. Induced demand! I hope you know about this by now, but if not, please look it up. Look at every other freeway expansion in North America. This doesn't work!</li> <li>2. It's not going to save lives. The "safety improvements" that ODOT is saying are a reason for the project is pretty bogus. Past traffic deaths in the redesigned corridor area were from pedestrians in the freeway, not car collisions. There are so many areas in Portland where there are fatal crashes could be prevented by investment in infrastructure. This is not one of them!</li> </ol> <p>This is not a good project. Please figure out how to redirect these funds to something more useful. THERE ARE SO MANY MORE USEFUL THINGS!</p> <p>I appreciate your time. Thank you for your service.</p> |                          |
| 2019 0325 Jarrett Civelli | Jarrett Civelli | No More Freeways | <p>I've honestly been pretty conflicted about this project, but after reading a lot and doing a lot of thinking I've come to the conclusion that this is not the path that we should go down. There are so many other ways we could spend that money that would help the city in the area grow a lot more than this costly expansion. I understand how frustrated people are with this Corridor of highway, and I am too. However, this is not the solution. Reinstate faceless square. Increase bus frequency. Do something like that. This is a waste.</p>  |                          |
| 2019 0402 Jaslyn Cincotta | Jaslyn Cincotta |                  | <p>Please do not expand I5. Enlarging the interstate will only generate more traffic and negatively impact the community. Development needs to be thoughtful to support the type of community Portland wants to have, and that is a community that chooses alternative transportation and encourages residents to utilize other transit options, such as Trimet or Bikes.</p> <p>There is not a single instance in history of highway expansion having a long-term positive benefit on the traffic of a region - in every single incident, when reviewed from the correct long-term perspective, has increased congestion and traffic.</p>  |                          |
| 2019 0324 Jason           | Jason           | No More          | <p>As a civil engineer I am sad to see that we are repeating tactics that don't work at a cost to the environment.... we are better than that.</p>  |                          |

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|                           |                 | Freeways         |   |   |
| 2019 0331 Jason Lengstorf | Jason Lengstorf | No More Freeways | Please reconsider the I5 expansion project. Freeway expansions don't fix congestion ( <a href="https://portlandmercury.com/news/2018/03/07/19724128/a-new-report-shows-highway-widening-wont-solve-portlands-congestion-woes">https://portlandmercury.com/news/2018/03/07/19724128/a-new-report-shows-highway-widening-wont-solve-portlands-congestion-woes</a> ), increase pollution, reduce the quality of life for Portland citizens, and take us further away from addressing climate change concerns. Instead, please consider focusing this effort on improving public transportation, adding more protected bike lanes, and creating more walkable areas in Portland. The projects we take on will shape the city we become. Portland is not, and should not be, a "car city"; we're a green city, with a proud cultural focus on biking, public transportation, and decreasing our environmental impact. We have an opportunity to set the example for the rest of the country and pull the best ideas from cities in Europe that have significantly decreased their traffic through improving the bike- and walk-friendliness of their cities. Let's be the example of what cities should be. Please stop the freeway expansion.   | 2019 0331 Jason Lengstorf ATT (hyperlinked)   |
| 2019 0327 Jason Markantes | Jason Markantes | No More Freeways | I am opposed to this misguided boondoggle of the Rose Quarter freeway project. There are so many things wrong with the project itself, in addition to the management of the project bordering on criminal. Does odot support increasing pollution exposure to school kids? Because that's a choice they're pushing with this project. Why is odot hiding so much data? Is it incompetence or maliciousness? Those are the only two options possible here, and neither one inspires trust in an organization to spend \$600 million dollars. Why isn't there an environmental impact study? The increase in air pollution was not fully explored in the limited assessment, and there's not mention of the potential impact to the river where some construction will take place. The handout to improved infrastructure to pedestrians and other people not driving in the area is not worth the increased damage the highway will bring to the city. A fraction of the cost could be spent on improvements to people using active transportation. The project needs a radical overhaul.  |   |
| 2019 0401 Jason Monk      | Jason Monk      |                  | I am writing to submit my comment opposing the proposed freeway expansion in the area north of the Rose Quarter. This project directly impacts me because I ride a bike delivering food and services to people in the community impacted by the expansion proposal. The Flint bridge crossing is very important to my routes. The freeway expansion does not serve me or the interests of Portland at large. The city has set a goal for 80% reduction in carbon emissions by 2050 and this expansion proposal would increase vehicle emissions by allowing more traffic to flow through. At the same time, independent studies tell me that the freeway expansion would increase congestion as a result of induced demand. As a global citizen and citizen of Oregon, I am deeply concerned about the condition of our climate and the crisis already unfurling in our biosphere. I think that the proposal to expand our freeway at this time is insane, and the proposed budget is out of proportion to what the priorities of Oregon should be. Our transportation infrastructure should focus on cultivating efficient public transit and low energy transportation options, favoring carpooling, bicycle and walking options over increased private vehicle traffic. Our culture needs a revolution, and I hope that your department sees that and will support the community transformation to a post carbon future. Thanks for your consideration,  |   |
| 2019 0212 Jason Nolin     | Jason Nolin     |                  | 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 may render the project useless. Why is this snot considered in the E>A.? The E.A. finds that air pollution including carbon 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 E.A. Before moving forward, a full E.I.S. must be made.  |   |
| 2019 0402 Jason Nolin     | Jason Nolin     |                  | I live in North Portland on Rosa Parks Way near I-5. I have lived in Portland for nearly 15 years. I travel through the Rose Quarter every day. These comments are my own. I am commenting on the I-5 Rose Quarter Project (I5RQP) because I am alarmed by how the Environmental Assessment (EA) fails to capture the many ways the I5RQP will negatively impact my neighborhood and the Rose Quarter, our city, and our State. By allowing for and encouraging more cars on the road, local residents will have to breathe more polluted air, suffer more injurious crashes, and tolerate a less hospitable city. This will contribute even more CO2 to the atmosphere, in direct opposition to the City's climate goals (City of Portland 2015). Through a set of dubious assumptions - assumptions that are not explicitly defined in the EA -- these negative impacts are not documented. This calls into question the trustworthiness of ODOT and the integrity of the entire EA. This is either an egregious error or a deliberate attempt to mislead the public. Neither is acceptable. The I5RQP EA fails its primary purpose, as defined by A Citizen's Guide to NEPA: to determine "the significance of the environmental effects and to look at alternative means to achieve the agency's objectives" (Council on Environmental Quality 2007, 11). The EA fails in multiple and spectacular ways. First, the EA does not acknowledge that the wider freeway will carry more motor vehicles. This is an absurd assertion. In so doing, the EA avoids considering the negative environmental effects that come from more vehicle miles traveled. It does not evaluate the significance of these effects because it does not acknowledge they exist. It also does not consider reasonably foreseeable outcomes. And it fails to consider other alternatives that will likely achieve the agency's objectives. The EA declares that this project is needed to improve: "I-5 Safety," "I-5 Operations," and "Travel Reliability." The EA fails to consider the true safety impacts of this project. There have been few injurious crashes in the project area. Three people have died from crashes in the project area since 2007 | 2019 0402 Jason Nolin ATT; 2019 0402 Jason Nolin ATT 2 (hyperlinked); 2019 0402 Jason Nolin ATT 3 (hyperlinked); 2019 0402 Jason Nolin ATT 4 (hyperlinked); 2019 0402 Jason Nolin ATT 5 (hyperlinked) |

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|                |      |              | <p>(PBOT 2019). Two were pedestrians who had found their way onto the freeway. One was a driver, confirmed to be speeding. The EA does not address any of these deaths or how this project will avoid similar deaths in the future. By “improving” travel times on I-5 with faster speeds, the project will make the area less safe. Increased speeds are linked to more severe crashes (Wilmot and Khanal 1999). Adding capacity to the road brings more drivers and more complex traffic negotiation, which also brings more crashes. This was seen on 2010’s nearly-identical Delta Park I-5 widening project just north of the I5RQP, where the crash rate has been consistently higher since the project finished compared with the years before the project. This was not mentioned in the EA. A full EIS must include factual safety impacts based on historical and academic evidence to demonstrate that this project will improve conditions for all users. This EA assumes the I5RQP’s project needs are priorities. While it is noble to improve safety anywhere, the safety concerns on this section of I-5 are relatively minor. ODOT manages roads in Portland that are much more dangerous. The number of injurious and deadly crashes on Powell Boulevard and 82nd Avenue are vastly higher than any in the I5RQP project area. Upgrading either or both of these roads to City of Portland would cost less than this project and have a much stronger positive impact for the region. The EA does not make the case for why we should invest in this project while larger concerns are ignored elsewhere. The EA predicts that the I5RQP will make traffic flow better by adding another lane, reducing merging, and providing wide shoulders for vehicles to move to after an incident. The EA fails to consider what happens when this higher capacity fills with traffic, as it inevitably will. In a dense central city location like this, there is a large volume of latent demand that is currently avoiding the highway because of congestion (O’Sullivan 2012, 275). If latent demand does not immediately fill the highway to current congestion levels, induced demand will. This additional traffic will create bottlenecks at other points in the system, further up and down I-5 and on adjacent surface streets. This creates even more safety and operational problems, and it decreases reliability. This is not only reasonably foreseeable, this is the well-documented result of adding capacity to urban highways (Duranton and Turner 2011; Ladd 2012). The EA does not consider any of this. It does not acknowledge that additional lanes of traffic will allow for more vehicles on the road. This allows ODOT to assume future traffic levels will remain unchanged between the build and no-build alternatives -- a deeply misleading assumption that calls into question the trustworthiness of ODOT and the integrity of the entire EA. Because of this assumption, the EA can ignore other problems the project causes, particularly worsening air pollution and increasing carbon emissions. This is especially troubling because areas near the freeway are home to historically African American communities. These people have been repeatedly lied to and oppressed by the government for generations. First was redlining, which forced them to live in this area while also devaluing their properties. Then came displacement from urban renewal, pushing out hundreds of people to build Memorial Coliseum and, yes, Interstate-5. The remaining community is now working through the pressures of gentrification. This project will further pollute their air and make their streets less safe. ODOT fails to show these communities the respect they deserve by refusing to acknowledge the negative impacts that this project will create. The project describes new bridges to entice the public into ignoring the wider freeway. These bridges are not nearly enough to reconnect this neighborhood and will not overcome the negative consequences of the wider freeway. This is clearly an environmental justice problem that must be resolved in an EIS. The EA does not acknowledge the most promising alternative for achieving project goals: congestion pricing. It is a proven way to reduce congestion and improve traffic operations and reliability (FHWA 2006). Congestion pricing will very likely realize the goals of the I5RQP without the negative impacts of the I5RQP. This omission is baffling because ODOT is moving forward with plans to implement congestion pricing. An EIS must include an alternative with congestion pricing, as recommended by ODOT’s report. The EA also does not consider any alternatives beyond freeway expansion to achieve the project’s goals. \$500 million is a very large project budget, especially for Oregon. This money could be spent in other ways that would be more effective than the proposed alternative with fewer negative impacts. Transit and bicycle facility enhancements coupled with encouraging marketing campaign, for example, would reduce congestion on the highway by giving travelers better transportation options. Other alternatives to achieve project goals by reducing the number of automobiles on the highway must be included in an EIS. The EA assumes that all projects in Metro’s 2035 Transportation System Plan will be constructed for horizon conditions of both the build and no-build scenarios. This includes the Columbia River Crossing project (CRC), which has since died and is unlikely to ever be built as originally designed. The CRC increases capacity of I-5 just north of the I5RQP project area, also increasing the amount of traffic in the project area. It is misleading for ODOT to use these traffic levels for their analysis without an explanation and without including a true no-build alternative that does not include projects unlikely to be built, like the CRC. This true no-build scenario will have dramatically lower traffic levels and reduce the need for the I5RQP. An EIS is necessary to compare the build and no-build scenarios that also do not include the CRC and other relevant projects that are unlikely to be built. I am currently a graduate student studying urban and regional planning at Portland State University (PSU). Through my studies, I have learned best practices for meaningful public involvement. Agencies must be transparent and encourage public participation. They should offer ways for the public to meaningfully influence the project. Agencies must also honor equity by providing the most benefit to people with the least opportunity and to people who have been historically marginalized. ODOT’s handling of this project fails these measures. The EA is not transparent or forthcoming. The public has not been given opportunities to meaningfully influence this project. This is a highly inequitable project, continuing to favor sprawling suburbanites by subsidizing freeway travel at the expense of the central city populations -- populations who have been repeatedly oppressed for generations. As evidenced by the strong opposition from many community groups across the city, the I5RQP is clearly being driven</p> |                          |

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|                         |               |                  | <p>by outside interests and not the local community. This is a textbook example of how not to plan a big project. Because a true health impact assessment (HIA) is unlikely to be completed and because the EA fails to do so, I wrote a qualitative analysis of the expected public health effects of the I5RQP. This was for the course Transportation and Health through PSU's school of Civil and Environmental Engineering. Through the analysis, it is clear that the negative health impacts of continuing to invest in urban freeways far outweigh any positive health effects that this project offers. From a public health perspective, the I5RQP should be halted and reevaluated. This health analysis is attached. I strongly recommend performing a true HIA to fully quantify the health impacts of the I5RQP. The Environmental Assessment for the Rose Quarter Project is severely lacking, due to either severe negligence or a deliberate effort to mislead. This calls into question the need for the project, whether this project is the best way to meet the need, and the actual expected impacts from this project if implemented. Because the Environmental Assessment is inherently flawed and because this is a large project with substantial impacts, a full Environmental Impact Statement must be prepared if this project is to move forward. Thank you for allowing me to submit this comment and for taking the time to consider it. If you decide the I5RQP must move forward, I trust you will find that the serious flaws in the EA warrant a full EIS before doing so. I hope the project team will also see the value of a Health Impact Statement and will produce one along with the EIS. I will be following this project closely. Attached: Health Effects of the Proposed I-5 Rose Quarter Project I5RQP-HealthAssessment.pdf</p> <p>Sources<br/> City of Portland. 2015. "Climate Action Plan." Portland, Oregon. <a href="https://www.portlandoregon.gov/bps/article/531984">https://www.portlandoregon.gov/bps/article/531984</a>.<br/> Council on Environmental Quality. 2007. "A Citizen's Guide to the NEPA." Duranton, Gilles, and Matthew A. Turner. 2011. "The Fundamental Law of Road Congestion: Evidence from US Cities." The American Economic Review 101 (6):2616-52. FHWA (Federal Highway Administration). 2006. "Congestion Pricing: A Primer." Washington, DC. <a href="https://ops.fhwa.dot.gov/publications/congestionpricing/congestionpricing.pdf">https://ops.fhwa.dot.gov/publications/congestionpricing/congestionpricing.pdf</a>.<br/> Ladd, Brian. 2012. "You Can't Build Your Way out of Congestion. - Or Can You? A Century of Highway Plans and Induced Traffic." Disp 48 (3):16-23. <a href="https://doi.org/10.1080/02513625.2012.759342">https://doi.org/10.1080/02513625.2012.759342</a>.<br/> O' Sullivan, Arthur. 2012. Urban Economics. Eighth Edi. Portland, Oregon: McGraw-Hill.<br/> PBOT (Portland Bureau of Transportation). 2019. "Portland Traffic Deaths and Injuries Since 2007." 2019. <a href="https://pdx.maps.arcgis.com/apps/MapSeries/index.html?appid=5385b143768c445db915a9c7fad32ebe">https://pdx.maps.arcgis.com/apps/MapSeries/index.html?appid=5385b143768c445db915a9c7fad32ebe</a><br/> Wilmot, Chester G., and Mandar Khanal. 1999. "Effect of Speed Limits on Speed and Safety: A Review." Transport Reviews 19 (4):315-29. <a href="https://doi.org/10.1080/014416499295420">https://doi.org/10.1080/014416499295420</a>.</p> |  |
| 2019 0329 Jason Parasco | Jason Parasco | No More Freeways | <p>No more freeway expansions. Portland cannot reverse course and return to a car-centric transportation landscape. We need to promote public transit, bikes, and walking. Climate change is real and we have little time to act. This project is ill-conceived, deceptively presented to the public, and would permanently shove our city in the wrong direction. Now is the time for Portland and Oregon to be leaders in green, progressive transportation planning and infrastructure.</p>  |  |
| 2019 0312 Jason Powers  | Jason Powers  | No More Freeways | <p>To whom it may concern, I am writing to voice my opposition to the I5 Rose Quarter Expansion. History has taught us that expanding freeways never solves anything. It increases air pollution and the short-term vehicle congestion relief isn't worth the induced demand that follows. I encourage the budget allocating powers-that-be to instead spend money on alternatives to car-centric transportation - more sidewalks, marked crosswalks, better bicycle infrastructure, better public transportation infrastructure. Make driving more inconvenient, while making it easier to choose not to drive - make people feel safer when NOT traveling in cars, and make the alternatives to automobiles more convenient, robust and user-friendly. We live in environmentally desperate times. Please act accordingly.</p>  |  |
| 2019 0225 Jason Starman | Jason Starman |                  | <p>To the Old Department Of Tired ideas,</p> <p>Ignore the old ODOT lifers that are a year from retirement. Ignore the politicians who know next to nothing about solving congestion, but happen to be interested because of a fat donation from some commercial trucking outfit. Listen to what the latest statistics and analysis have to say about additional lanes. Your answer will become clear.</p> <p>I live in North Portland and use I-5. I would support these proven solutions to congestion:</p> <ul style="list-style-type: none"> <li>- Tolling</li> <li>- Congestion pricing</li> </ul> <p>That's it.</p>   |  |
| 2019 0327 Jasper Alt    | Jasper Alt    | No More Freeways | <p>I have had a few experiences in my life which make me strongly opposed to all freeway expansions. During the drought that recently ended in California, I drove up the central valley and saw all the signs put out by farmers, some of whom had been there for generations, who could no longer afford to live and work. Some signs were just expressions of despair, others cursed congress and the president for failing to act. When people are affected by climate change,</p>  | 2019 0327 Jasper Alt ATT (hyperlinked) |

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|                        |              |                           | <p>they quickly determine who is responsible. When we build any kind of motorway, we invite and deserve that hate.I have watched the fires in California with intense interest for the last few years. Under climate projections for a business-as-usual scenario, the climate of San Francisco by the end of the century will be near what the climate of Los Angeles is today. This is to say that all of the forests will burn away. The redwoods will be gone, and it will happen here too as our climate becomes like that of San Jose. When we build any kind of motorway, we have decided in favor of a holocaust of the natural world.I have observed the global scientific consensus that air pollution is a leading cause of lung and bladder cancer. Cars themselves cause air pollution, and cause wildfires which cause much more air pollution; wildland firefighters have are known highly elevated rates of cancer; the details are unknown because agencies and legislatures suppress scientific investigation [1]. The people most vulnerable to air pollution are the same people most vulnerable to rising temperatures - children, the elderly, and manual laborers. When we build any kind of motorway, we have decided these people do not deserve healthy lives.I have heard a man with his limbs crushed by a vehicle collision screaming for his mother while medics attempted to extract him, as his relatively unharmed friends who were in the backseat looked on. They were all taken to the hospital in a pair of ambulances and I do not know what the outcome was. When we build any kind of motorway, we have decided that it is right and good for this to happen over and over.For any perceptive and forward thinking young person, a freeway expansion means fire, drought, famine, cancer, and more gore on the pavement. Be honest to yourself about what you are saying, and who you are saying it to, and who you are saying it for. Then do what you think is right.[1] <a href="https://wildfiretoday.com/2017/10/23/nbc-news-cancer-among-firefighters/">https://wildfiretoday.com/2017/10/23/nbc-news-cancer-among-firefighters/</a></p>  |                          |
| 2019 0331 Jay Cosnett  | Jay Cosnett  |                           | <p>Greetings, As a current resident of Portland, dating back to the 1970s, let me start by reminding you of some history that you appear to have forgotten:It was proposed during that decade that we bulldoze hundreds of homes in SE Portland to make way for the Mt. Hood Freeway. Portland was not unique, we were doing what every American city was doing, had been doing since the 1940s, and would continue doing well into the 21st Century: As more and more people drove more and more for trips that had previously been taken by other means (primarily walking or transit), we built more and more lanes, so that more and more cars could replace more and more non-auto trips with car travel.The disastrous results of that strategy are now all around us, in the dangerous streets we walk (NOT the Rose Quarter section of I-5, where NO ONE had DIED, but the wide, auto-centric boulevards in "the numbers"--where the African-American residents of historic Albina, displaced once by Memorial Coliseum, twice by I-5--THIS SAME FREEWAY, thrice by Emmanuel Hospital, and now a FOURTH TIME by gentrification and real estate speculation), the poisonous air we breath, and the unravelling climate disaster that will cost hundreds of millions of lives and trillions of dollars, in our children's lifetimes alone. We managed to stop that freeway and build the first MAX line instead, but somehow, 40 years later, we're fighting the same battle all over again.In case you have short attention spans, here are the bullets:• Increased capacity NEVER reduces congestion. It's called "Induced Demand." Look it up. We'll end up with more cars, emitting more carbon, stuck in the same traffic. From bad to worse. • Cars and trucks account for a huge percentage of Oregon's greenhouse gas emissions. We need to REDUCE VEHICLE MILES TRAVELLED. "Making traffic move more smoothly" will do the OPPOSITE. • We should spend exactly ZERO DOLLARS on high-carbon modes of transportation. As the recent reports have made clear, we don't have a lot of time. We have to reduce emissions DRASTICALLY and FAST. Playing business as usual with transportation is literally going to kill us. I, for one, do not want MY tax dollars spent on KILLING ME AND MY NEIGHBORS. NO!!! • Portland Public Schools opposes the project because of the adverse impacts on school children. Shouldn't that be enough right there?• You assume the REJECTED Columbia River Crossing freeway expansion will be built, even though it was rejected FIVE YEARS AGO. That's against the law, by the way. • Half-a-BILLION dollars could fund IMMENSE amounts of transit, pedestrian improvements, bike lanes, and other infrastructure we ACTUALLY NEED to get people OUT of cars and into carbon-free modes of transport and to make those modes SAFER and more useful. This is the EXACT WRONG THING to spend transportation dollars on. • You're basically saying Oregon taxpayers should spend OUR money to poison and further displace already victimized Oregonians in NE Portland so that tax-avoiding and climate-denying commuters from Washington can have a smoother drive. No, no, no.Citizens around the region are REJECTING this absurd, 1970s-mindset boondoggle. ODOT needs to toss it out completely. In the absurd event that you don't, we need a FULL Environmental Impact Statement to uncover ALL of your biases and assumptions that would allow you to even consider this nightmare in the first place. That will make it clear what is already crystal clear to anyone with any sense. THIS PROJECT IS NOT IN THE INTERESTS OF OREGONIANS AND MUST BE STOPPED.</p> |                          |
| 2019 0331 Jay Thatcher | Jay Thatcher | League Cycling Instructor | <p>Don't build on and off ramps in the Rose Quarter. Freeway congestion only happens a few hours a day. Instead, make solid efforts to manage that demand so it spreads out over time, space and to different transport modes:* Provide incentives to deliver goods at hours other than people's commute times.* Provide incentives to employers and schools to stagger their shift times. * Offer free use of carpool vans, fareless transit systems and convenient cycling and walking facilities.* Continue to build housing near to employment.The proposed expansion could affect all of the state as we visit the area and as the effects spread to our communities. We would help pay for it and we would suffer the consequences in a degraded visual environment, more noise pollution and poorer air quality. At the least, let's find out what those consequences truly would be with a full environmental impact study and plans based on dynamic modeling of transportation demand. -- Jay ThatcherSport Official, Mid-Valley Softball Umpires Association and Mid-Valley Soccer Referees AssociationSmartCyclingCorvallis.com League Cycling Instructor #4023 with the League of American Bicyclists</p>  |                          |

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| 2019 0328<br>Joseph Jannuzzi   | Joseph Jannuzzi    |                  | Why is it that you persist in treating the public, who are your employers, as if we were the enemy? You know that we did not want the CRC project built and yet you kept it alive in your projections concerning future traffic problems. Do you have another source of income? Your behavior suggests that you are more responsive to the trucking industry than the general population. How many times do we need to tell you that we do not want to expand the limited access highways in Portland? It is quite simple: impose tolls to discourage traffic during peak times and focus on alternatives. Neither of those routes would cost much, increase carbon emission or cause massive disruption of our lives over many years. I know that many of you have worked for ODOT (does that stand for Oregon Department of Trucking?) for many years and we are grateful for your service but please try to remember whom you work for. JDJ   |                          |
| 2019 0327 Jean Beacher Brown   | Jean Beacher Brown | No More Freeways | NO COMMENT PROVIDED  |                          |
| 2019 0327 Jean Beacher Brown 2 | Jean Baecher Brown | No More Freeways | I am concerned over the plans to expand I-5 through the Rose Quarter area of Portland. It sounds like a costly project that has not been fully studied and communicated to the public. I am concerned that it will encourage more traffic congestion (resulting in even more air pollution that poses a greater risk to environmental and human health). In a time when climate health is at the forefront, it seems we need to encourage reducing traffic through in the area by other means. Please reconsider this project and work more closely with the public to find solutions to the problem. Thank you.   |                          |
| 2019 0226 Jed Hafner           | Jef Hafner         | No More Freeways | I oppose the Rose Quarter Freeway Expansion project. The project does not support the city and state's goals regarding transportation safety and climate change mitigation in an efficient way. The funds could be much better used on other projects in the region, and continuing with the Rose Quarter Freeway Expansion would be a missed opportunity for leadership on these larger, urgent issues of transportation safety and environmental crisis. Please re-consider using the allotted funding to pursue other projects that would address the PBOT-identified High-crash corridors where people are injured and killed regularly, rather than focusing on fender benders on I-5. Please focus on addressing traffic congestion using the only proven method, congestion pricing. Please do not build a pedestrian/bike ramp at more than 5% grade. That is way too steep! It is not friendly to the users for which such a project is intended. As such, claiming that the overall project is beneficial to the community seems naive at best, and comes off as deceptive and dismissive. Thank you, Jed Hafner   |                          |
| 2019 0331 Jeff Beyer           | Jeff Beyer         | No More Freeways | As a resident of the Arbor Lodge neighborhood in North Portland, I am strongly against the proposed expansion of the I-5 freeway through the Rose Quarter. I oppose this project because if ODOT were really interested in improving the safety of our roads there are plenty of other areas (where traffic-related deaths are much more likely to occur) to invest in first. I oppose this project because the I-5 freeway is a scar symbolizing the dissection of a community to which building a few "lids" would do little to reconnect. I oppose this project because it is well studied that building more lanes of a highway is not a proven solution to reducing congestion. I oppose this project because subsidizing additional space for vehicular traffic at the expense of the health of the lungs of children at Harriet Tubman Middle School is not a compromise I want to support. I oppose this project because decongestion pricing (proven to help with congestion reduction!) should be implemented first. I oppose this project because, while it is touted to cater to improving walking / biking / transit through the area, I don't believe the design reflects that. Slower transit times, a way too steep bridge, larger turn radii for cars, ... this project is clearly focused on prioritizing vehicular mobility, while sprinkling in some green paint and sidewalks-to-nowhere as some "lipstick on the pig". All that being said, let's get to the two fundamental reasons why I am against this project. First, I believe this project represents an antiquated attempt to solve the problem of moving humans from point A to point B. It is a band-aid fix to a method of transportation that we continually subsidize at the expense of our planet. Climate change is real and gasoline propelled transportation is a major contributor to that. I recognize that auto-dependency is integrated into American life, but the only way to move forward in our approach to transportation is to fully commit to alternative solutions to moving people, NOT by continuing to do what we've always done: building/expanding roads that prioritize cars/trucks. I'm tired of the thinking that, "this project is okay, and we'll just make sure the next is different." THIS IS OUR OPPORTUNITY TO DO SOMETHING DIFFERENT. People don't believe there are alternatives to driving because we don't invest in them to the level we invest in car travel. That will only change when a bold move is made - induced demand works both ways! Secondly, I have found it difficult to trust ODOT and their plans as this project has evolved. It's quite despicable how unwilling ODOT was to share the data used to plan this project. Once it became available, it's easy to see their hesitation. Much of what is proposed will affect people in ways that haven't been publicly highlighted. And the analysis was built assuming the CRC existed! (side note: it does not). I sincerely distrust what is proposed right now is what will be built and not in a good way. Based on how this project has proceeded so far, I would fully expect the final outcome (if built) will favor cars over vulnerable road users even more so than it does now. Furthermore, while THIS incarnation of the project doesn't "expand lanes" in ODOT's mind, based on the new footprint of the highway, the NEXT one is only a paint job away from doing so. And once that situation comes to light, it will be much harder to say no, because it will be phrased as, "reconfiguring already available space". So it seems building this project is already setting up for the next one, and we need to end that cycle now. I believe the great philosopher Ian Malcolm once said something to the effect of, "ODOT is so preoccupied with whether or not they could expand I-5 through the Rose Quarter, they didn't stop to think if they should." I think we need to step back and think about if we should build this project, rather than |                          |

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|                           |                  |                  | just how it will be built - and I strongly believe that we should not!   |                          |
| 2019 0331 Jeff Dill       | Jeff Dill        |                  | To Whom It May Concern,<br><br>Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces.  |                          |
| 2019 0330 Jeff Lynott     | Jeff Lynott      | No More Freeways | In a time where climate change is forcing societies to rethink their dependence on cars...At the same time urban congestion is forcing us to instead look to more sustainable methods of transportation, such as public transit, biking, and making walking more safe...And while studies have shown freeway expansion will not solve our transportation woes, and only increase the pollution of our planet...When disadvantaged communities are at risk of increased levels of toxic air...And while other forward-thinking societies are closing off access to cars in the urban core, leading to vibrant, sustainable and healthier cities...And whereas a half billion dollars could significantly make our city/state better if spent on a whole host of other projects that served the people and environment and public realm so much better and more efficiently...Portland, once the envy of cities seeking to adopt sustainable planning practices, should not be spending \$500 million on freeway expansion in the heart of the city. I urge you to reconsider this absolute waste of money and show the world that Portland, OR is serious about fighting climate change, implementing smart planning practices, and spending money wisely and efficiently for the betterment of our people and environment!   |                          |
| 2019 0312 Jeff Macey      | Jeff Macey       |                  | Why do NONE of these proposals include adding lanes to I-5 ? This is what is needed more than anything. The congestion in this city is getting unbearable. ADD LANES NOW.  |                          |
| 2019 0312 Jeff Markey     | Jeff Markey      |                  | I'd like to talk about some of the arguments here that are both pro and con in the context of we are in the beginning of big change in how people get around cities, and that's electric autonomous vehicles. The biggest corporations on the planet right now are all working, racing to bring these products to market, right? And how quickly will this change? If we look at the past, in 1900, the United States had 9,000 vehicles. In 1930, 30 years later, it was 26 million. So I would expect with this technology people are going to want to use it, and you'll see a really fast change and it will affect how a lot of these expressways are used. So you're going to get more improvements through ridesharing. If you look at the economics, today I spend 300 for a car payment, 200 for gas, 100 for insurance, that's 600 month. The timeless ridesharing comes in at around a dollar a mile. So if I have a 30-mile commute, 15 each way, 20 days a month, that's 600. It's about the same. But if I do a rideshare, if I share with three other people, I increase the number of people in a car, it goes down to about 150 a month, or about the same cost as a pass on TriMet. Now, what is my commute going to look like in the future? I'm going to get up, I'm going to walk out my front door to my curb, there's going to be a car. There may be some people in it or I'll use the local streets to pick up a couple more. We're going to get on the expressway. The car is going to take us to the area where we work, drop us off in that area. All right. And then that is going to be basically how people travel in 30 years. |                          |
| 2019 0331 Jeff Mills      | Jeff Mills       |                  | I live in inner NE Portland.<br>I use I5 sometimes. My wife uses it for her commute to NW.<br>We need to find better ways to move people around.<br>The recent addition of the 24 bus over the Fremont bridge is a good example of what we could expand on.<br>Mass transit over the Columbia is another.<br>More cars is just not the answer.   |                          |
| 2019 0325 Jeff Wright     | Jeff Wright      | No More Freeways | Having moved here from Orlando, I can say that all the attempts there to expand or add highways, even those with lights and other control devices, did nothing for traffic. Every single effort made things worse, and not just during construction. Traffic will always ALWAYS act like a gas. It will fill the available space. It will take over and then you'll be looking at this again in a few years, wondering how the heck you'll fix this same/new mess. The fix will be found in increasing transit options (including increased frequency during peak times, later late-night and earlier early-morning trips if not 24 hour ops, and DEDICATED TRANSIT LANES/ROADS... not sure how y'all missed that over the years and don't pat yourselves on the backs for the downtown transit corridor... that needs to be throughout the UGB) and safety on buses, trams, and trains. The fix will be found in increasing benefits for carpooling and HOV traffic instead of single-rider vehicles. The fix will be found in a phased 'sin' tax (hint: vehicle registrations) to encourage people to use their vehicles less. Expanding and adding freeways will only encourage people to drive more. It's evident across the country in nearly every major city that's tried it. Through due diligence, your research should also include where cities increased transit instead of traffic. Maybe act surprised at this, and stop stuffing your buddies' pockets with taxpayer cash.  |                          |
| 2019 0302 Jeffrey A Hayes | Jeffrey A. Hayes | No More Freeways | I am opposed to this freeway expansion. Not only will it likely take out housing (at a time when there's a shortage of such), but it will definitely encourage more automobile traffic, which is still largely fossil fuel-dependent. Considering that the current national administration is unwilling to tackle climate change, it is up to state and local governments to do what is necessary to mitigate environmental damage. This expansion will only cause further harm to   |                          |

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|                                |                   |                  | the environment, and help hasten catastrophic climate change.  |                          |
| 2019 0329<br>Jeffrey Kaufman   | Jeffrey Kaufman   | No More Freeways | This is a massive money grab. Any other reason offered is nonsense. This situation is being (supposedly/finally, pick your own) handled "once and for all" now, approximately 10 years too late. Unfortunately, this is the level of performance that is currently equated with "normal" and IS the issue to be dealt with if this is ever to be resolved. Comprehensive measurements and projections have to be examined, discussed and a workable, forwardlooking plan can even be discussed. It may take a bit of time, but if the ultimate objective of improving transport through this or any alternative corridor is to be achieved, a thoughtful, organized, measurable solution can be achieved only through communication to and from all parties involved. In other words, government must return to its proper place in this hierarchy of values, adherent to the will of the people. If and when that takes place, we will all enjoy the fruits of democracy. God bless us, everyone.   |                          |
| 2019 0326<br>Jeffrey Markovics | Jeffrey Markovics | No More Freeways | I am writing to express my opinion against the expansion of the I5 freeway in the Rose Quarter area. Expanding roads is not the answer to our growing traffic problem in Portland. We need to focus our efforts and resources on finding ethically sustainable, affordable, and environmentally conscious alternatives for commuters in our community, such as more public transportation options and routes, as well as expanding bicycle greenways and routes.   |                          |
| 2019 0329<br>Jeffrey McDowell  | Jeffrey McDowell  | No More Freeways | I would like to voice my opposition to the Rose Quarter Freeway Expansion project. In the face of climate change that begs urgent action, we need to be spending our transportation dollars on projects that discourage, not encourage, traditional freeway fossil fueled vehicles. I am also a frequent user of the Flint Ave crossing by bike. These transportation dollars can be used in a myriad of alternative ways to reduce our dependency on fossil fuels and meet our responsibilities to the next generations.  |                          |
| 2019 0312<br>Jeffrey Trull     | Jeffrey Trull     |                  | To Whom it May Concern: I've reviewed the online report of the project, and I remain opposed to it. It's clear to me that this project makes little improvement to the Rose Quarter at all, especially relative to the \$500 million price tag. The main objective of relieving congestion won't work. We know from induced demand that adding more lanes does not relieve congestion but rather results in more cars that simply fill the increased capacity. With that, my next concern is climate change. Adding more motor vehicle lanes is irresponsible given the challenges we face with climate change. The \$500 million cost for this project is a ridiculous amount to spend on a project of this nature. I have little faith the the project can be carried out on budget, and expect that the cost would exceed \$500 million. There are far better uses of this amount of money that would aid in other transportation goals that could help reduce fossil fuel consumption. Instead, I believe ODOT should first test and implement congestion pricing to see what impact this may have. Once we're able to measure that, then we can evaluate later if a project such as this is worthwhile.   |                          |
| 2019 0330<br>Jeffrey Yaskin    | Jeffrey Yaskin    |                  | To ODOT, Please do not spend \$500,000,000 to expand I-5 in the Rose Quarter. 1. Climate change is the most significant issue of my and my children's lifetimes, and making it easier to use personal automobiles on I-5 moves in the wrong direction. 40% of Oregon's carbon emissions come from transportation, and ODOT needs to be working on getting those net emissions to 0 in the next 10 years. Improving traffic flow on I-5 does not make that more likely. 2. Without value pricing on I-5, the only thing discouraging people from driving, and making housing choices that require more driving, is the congestion. That makes the EA's claim of reduced congestion in the long term implausible. 3. ODOT's public transparency through the whole EA comment period as been dismal. It should not have taken weeks to produce the engineering drawings that went into the assessment. 4. The I-5 expansion moves cars and the pollution they generate closer to a middle school with a large marginalized population. 5. The Albina Vision Trust, a representative of the black community damaged by the initial construction of I-5 through their neighborhood, does not believe the proposal adequately reconnects inner east Portland neighborhoods to the Willamette River as would be needed to remediate the original construction of I-5. I would like ODOT to cancel the project and reallocate the funds to: A. Improving safety on the streets and highways that see the most injuries and fatalities, not just total collisions. B. Improving mass transit options, even if that requires new state legislation. C. Reducing demand for automobile travel in general, even if that requires new state legislation. This falls into ODOT's remit in the same way that we ask energy providers to generate "negawatts". For example, ODOT could subsidize housing construction closer to people's destinations so they wouldn't need to use I-5 and other roads as much. D. Other ways of reducing and offsetting carbon emissions, even if that requires new state legislation. If ODOT is unwilling to cancel the project without more study, I would like ODOT to: I. Do a full Environmental Impact Statement to more accurately judge the impacts of this project. II. Study a no-build option that does not include a new Columbia River Crossing. III. Study an option that uses tolls to reduce congestion instead of new auxiliary lanes. IV. Study an option that builds highway covers strong enough to support 6-story buildings as requested by the Albina Vision Trust. Study this both with and without the underlying highway expansion. V. Study the effect on travel times for all users, not just people driving private automobiles. VI. Publish all of the data and analysis that goes into the EIS at or before the *start* of the public comment period, not after several FOIA requests. Thank you for your consideration |                          |
| 2019 0329 Jen Bruce            | Jen Bruce         | No More Freeways | As a Portland resident who utilizes all methods of transportation in the city for both personal and business activities, I find this attempt at de-congestion to be, at best, short-sighted and, at worst (in reality?) willfully regressive and damaging. There are reams of data proving that adding lanes in North American freeways makes congestion worse. You will encourage the public to utilize personal vehicles rather than focusing on infrastructure for mass transit or non-   |                          |

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|                              |                    |                  | auto use, which is shockingly irresponsible in light of our 10-year irreversible climate change countdown. Nevermind that ODOT's studies and, therefore, justification for this I5 expansion are predicated on the non-existent CRC. Is that even a twinkle in anyone's eye in the WA state legislature? Would a CRC build even precede the climate change deadline in any meaningful way? We have TEN YEARS. According to the Construction Phasing Concept Plan dated 17.04.04 this project isn't estimated to begin until 2023, at best. Is there nothing better we can do with half a billion dollars and four years? How about more greenways, more sidewalks, investments in rapid transit lines and/or light rails?The Eastbank Esplanade has encouraged car-free transportation. It beautifies the city. An extended overhang will most likely encourage more homeless encampments, acting as a shelter in inclement weather and affecting public safety. Periodic closures for ODOT maintenance crews will discourage spontaneous and long-term plans for the public to utilize the Esplanade to travel. What are the plans to mitigate camping, fires, drug proliferation, etc in that space after construction ends? How will the demolition of the Flint Ave bridge, a major bike-commuter artery, improve cycling infrastructure?Let's start with a decongestion toll for a segment of I5 through downtown Portland. We can provide economically vulnerable residents with assistance/subsidies.I don't think I'm speaking out of turn when I say that Portland is seen as a beacon of progressive, conscientious environmentalism in this country. We have a responsibility to lead by example. Those of you in positions capable of making productive steps towards a safe, clean future in this city have a responsibility to take those steps. |                          |
| 2019 0317 Jen Davis          | Jen Davis          | No More Freeways | Tubman school kids will be even more exposed to seriously extremely bad air pollution if you expand this freeway, which will just cause bottlenecks further down the road. I live in the Bullseye Arsenic zone. We ate from my huge garden daily, my kids played outside, we breathed the air. My older son, 21, now has a walker and us in constant pain. He has a birth defect that affects his collagen and a heart disorder which makes his heart race so he is often exhausted. The latter syndrome, POTS is clinically associated with heavy metals exposure. We tested our garden greens and soil when we learned about the moss. Our green had unsafe levels lead and cadmium in them. Cadmium causes birth defects. We tested our greens which self-sowed this past summer. We never eat from my garden now though. The self-sown greens were even higher in cadmium than before. Diesel fumes contain high amounts of cadmium. You are poisoning these children who are mostly lower income and kids of color with your freeway expansion. Horrible and not a solution at all.   |                          |
| 2019 0331 Jen Hansen         | Jen Hansen         | No More Freeways | I am strongly opposed to expanding freeway lanes which will only encourage more cars. Let's focus on getting people to use other forms of transportation to deal with our congestion problems, such as better public transportation (express buses and limited stop buses). Lets use express busses from Vancouver to Portland. Let's toll ALL drivers using interstates and offer reduced rates to car poolers and low- income folks. Other cities already have these innovative options. We do not need to reinvent the wheel. Let's focus on a long term solution Instead of being short sighted with lane expansions, which historically, do not reduce traffic.   |                          |
| 2019 0331 Jennifer Bradford  | Jennifer Bradford  |                  | 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.   |                          |
| 2019 0318 Jennifer Lundstrom | Jennifer Lundstrom |                  | Please, please, please involve in the community who has been repeatedly displaced in the Albina and surrounding areas over the last several decades by poor city planning and policies. If there is anything I can do to help get the word out, I'd be happy to help. I am a Realtor and 5th generation Portlander and am interested in helping cure some of the damage that has been done to this community. I have a lot of other folks in the community wanting to help spread the word about this project so you can get as much involvement and voices of past residents as possible. I'm a volunteer with the Vanport Mosaic and am involved in helping get the word out about that too - so let me know if there's anything I can do to assist in outreach.   |                          |
| 2019 0329 Jenna W            | Jenna W            | No More Freeways | I'm deeply terrified about climate change. I'm a a transit enthusiast concerned about the induced demand of more driving. I bike everyday and see that and mass public transit as solutions. Not encouraging more cars and emissions to further pollute our world. There ARE better options for us and our children.   |                          |
| 2019 0312 Jennifer Banaitis  | Jennifer Banaitis  | No More Freeways | I live less than 2 blocks from Tubman. This is not what any resident of this neighborhood wants, it is what special interests want. Please build a toll bridge for those coming into Portland from Vancouver at least on weekends. They don't pay taxes here and shop here because of lack of sales tax . Also there are special trees in the area you'd be ruining. Keep Portland Portland. I came here 22 years ago because of the progressive values and non driver friendly approach. Keep<br>The proud boys in the cob don't encourage them with bigger roads   |                          |
| 2019 0331 Jennifer Snarski   | Jennifer Snarski   | No More Freeways | A lot of our regional traffic snarl seems to be caused by commuters driving back and forth across the Columbia River. Instead of widening our freeways, how about we make taxes in Oregon and Washington the same?   |                          |
| 2019 0227 Jennifer Starkey   | Jennifer Starkey   | No More Freeways | To keep it short: I oppose freeway expansion and instead support bolstering public transportation to make it as easy as possible for people not to have to drive and clog up the freeways. The exhaust from I5 has filled nearby communities' air with toxins and I DIRECTLY OPPOSE making it easier for even more vehicles to pollute the air we breathe.   |                          |
| 2019 0402                    | Jennifer Starr     |                  | Hello,I am opposed to the expansion for several reasons. The highway will promote more traffic, encourage driving and increase pollution and global  |                          |

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| Jennifer Starr            |                               |                                | warming. Bad idea- this is Portland, not some backwards town like LA.Please reconsider this proposal.   |                              |
| 2019 0325 Jenny           | Jenny                         | No More Freeways               | I have lived in Piedmont for 12 years, this is not the answer to people in Washington shopping and working in portland. My family's health should not be compromised so people from Vancouver can get downtown quickly. This is a huge misallocation of funds and does not represent the needs of actual portland residents. Our city has been catering to business for too long, please start putting the people first. My children need a real and sustainable future, not a polluting tax dodge.   |                              |
| 2019 0327 Jenny Ampersand | Jenny Ampersand               | No More Freeways               | <p>This is 2019. We have been dragging our feet to do anything about climate change. We cannot propose this type of extremely dated, dependent on fossil fuel transportation projects. Congestion won't improve. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever!</p> <p>40% of Oregon's carbon emissions come from transportation – as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities.</p> <p>We are a progressive city. Let's live up to that in our transportation planning. We must move forward with more innovative and carbon zero ideas, not these dated band-aids which will only lead us further into climate catastrophe. Thank you for your time.</p>  |                              |
| 2019 0330 Jenny Mosbacher | Jenny Mosbacher               | No More Freeways               | <p>Dear ODOT,As a lifelong Oregonian and resident of the Portland Metro area, I am writing in opposition to the I-5 Rose Quarter Expansion project. Growing up here, I learned about the history of environmental leadership in Oregon - with an emphasis on the strides made in the mid- to late 20th century - including the reclaiming of Harbor Drive into Tom McCall Waterfront Park and the cancellation of the Mt. Hood Freeway project. Decades later, we are still taught to swell with pride over the forward-thinking vision of our historical civic leaders, with good reason. I also learned about the sinister passages of Oregon history, too, the racism codified in everything from the state constitution to the built environment of Portland that we know today.With this, I ask - in one, two, or three decades into the future, will we reflect on this moment in time with pride or with shame? Will our children's children study this in schools as an example of the progressive vision first advanced in the 1970s; or will they discuss this as a continuation of the brutal "urban renewal" policies that destroyed Albina's historical African-American neighborhoods? The fact that numerous community organizations, including the Albina Vision Trust, is asking for ODOT to halt the project until more substantive impact studies can be performed points to the fact that this project is against the desires of the people who stand to be most affected by it. The answer to my rhetorical question above, then, is that in its current proposed state, this project stands to deepen the historical scar on the Rose Quarter neighborhood and would only serve as another example of how state agencies willfully failed the citizens they're tasked to support.If ODOT is truly interested in improving the Rose Quarter, I implore the department to decouple the lane expansion plans from other improvements (like buildable caps, intersection upgrades, etc.). It seems that these other improvements are bundled into the project to justify the community benefit. Let's make improvements to the neighborhood, and help the community, city at large, and environment at large by putting serious consideration into viable alternatives like congestion pricing that could actually create positive outcomes for all involved (including reduction in car traffic). Let's figure out a solution that will make the future citizens of Portland and Oregon proud.</p> |                              |
| 2019 0220 Jenny Jacobs    | Jenny Jacobs                  |                                | I live in NE Portland and walk and bike regularly. I don't want any more expansions to local freeways, and certainly no eliminations of crossings! I want to breathe clean air. I have family in LA, and I've seen how freeways just fill up, no matter how many lanes. The money would be better spent on mass transit projects.   |                              |
| 2019 0331 Jere Fitterman  | Jere Fitterman and Brad Baker | Eliot Neighborhood Association | <p>We ask that you eliminate all funding, cease all planning work, and completely abandon the I-5 Rose Quarter Project. We additionally ask that this project be removed from all Portland and Metro Transportation System Plans. This project would be a major step in the wrong direction for our city, the climate, and our neighborhood. Other organizations are asking for a full Environmental Impact Statement from this project, but we know what the real impact of this project will be already. Further study will not substantially change the project's impacts on our city and neighborhood. Delaying the project only to kill it later is a waste of time and taxpayer resources that should be instead planning a better, greener future for our regional transportation system.Portland has a legacy of turning down ill-advised freeway projects. We removed the Harbor Drive Freeway in 1974 and canceled the Mt. Hood Freeway in 1976. Let's add to that "ended I-5 expansion in 2019." Environmental JusticeThe construction of I-5 through the Albina district, including Eliot, is symptomatic of systemic racism in public policy that destroyed Portland's Black neighborhoods. Eliot has struggled for years and now has something to be very proud of, Harriet Tubman Middle School. However, students at Tubman have to breathe toxic exhaust from cars and diesel trucks driving through Portland. If we care about mitigating the effects of pollution for this vulnerable population, we must discuss how to make our car and truck fleet pollute much less. We must also consider the long term goal of reducing the impacts of, and ultimately the removal of I-5 and other freeways. Our neighbors in Vancouver, BC refused to construct urban freeways in the first place and they have thrived without them. No freeway expansion has ever reduced congestion. Adding capacity to I-5</p>   | 2019 0331 Jere Fitterman ATT |

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|                |      |              | <p>is all but guaranteed to result in increased cars and truck trips, leading to worse air quality, especially for our neighborhood and the students of Tubman. Climate Change According to the latest data from the International Panel on Climate Change, we have 11 years to cut carbon emissions by half in order to avoid catastrophic climate change. This necessitates a dramatic shift in how our society does everything, including moving people and goods. If we are going to have any meaningful chance of addressing climate change, we need to make dramatic moves to shift trips away from cars to more sustainable modes like public transit, biking, and walking. An investment in widening our freeways is an investment in another nail in our collective coffin. If we care about human society persisting beyond the 22nd century, we must start getting cars off the roads ASAP. Lack of Transportation Throughput Benefits The Rose Quarter widening project was initially conceived by highway planners to remove a bottleneck in the freeway system. This bottleneck is conveniently located in between several other bottlenecks. When traffic is at its worst in the evening peak hours, there are long lines of cars on I-5 north, on I-405 west, on I-84 east and occasionally on I-5 south of the project area. Essentially, all traffic getting stuck at the Rose Quarter is on its way to another bottleneck. These cars will not benefit substantially by being rushed through the Rose Quarter faster only to find themselves in the next bottleneck. If traffic were to improve in the area substantially, latent and induced demand would immediately increase traffic volumes through the area. There might be a few minutes or hours per day where cars and trucks were able to see travel time benefits, however we do not believe this will become not the dominant condition on the highway. During the 2010-12 process, we were told that the highway engineers were struggling with their computer models to show that the project had any benefits at all. Recently, we have found out that the models projecting benefits from the project are due to inclusion of all projects in the Regional Transportation Plan being built. Institutional memory shows that we have never accomplished that in the past and it is an unwise assumption to make going forward. A true "no-build" analysis would show that this project on its own will not provide substantial benefits. Safety ODOT has pitched this project to neighborhoods as a way to move more vehicles more quickly through the Rose Quarter, both on I-5 and on surface streets. Higher speeds and increased throughput on surface roads increase the chances a driver will kill or maim another road user. Our transportation network should prioritize safety instead of speed. The removal of Flint bridge appears to place cyclists onto either a very steep road or in mixed traffic with motor vehicles. We are aware the current renderings are not finalized, but it appears bikes are an afterthought and will be squeezed in where it is possible at the last minute, likely leading to unsafe outcomes. Many dangerous intersections in this area have had multiple bicycle and pedestrian crashes and deaths in the past. These include Broadway/I-5/Williams and Broadway/Flint intersections. The lives that have been lost are a testament to the bad engineering decisions made in the past, and the incremental improvements made throughout the years reflect learnings on how to make the streets safer. Redesigning all of the streets in the area may place us back in a situation where we have to live with untested designs at the risk of more accidents, injuries and fatalities. ODOT's own data indicate that the area in question does not experience dangerous accidents at a higher than average rate. If safety is our priority, we the public would get the best bang for our buck by investing in major safety overhauls on surface streets which double as state highways in East Portland. Fiscal Responsibility Half a billion dollars is a substantial amount of money. America collectively and the Portland region have invested a ton of money in project after project to increase the freeway network. Locally, Portland has avoided most of these projects due to smart-minded citizens and politicians knowing that moving more traffic through an area (even if slightly faster) does not help build a stronger place. The I-5 Rose Quarter project does not offer a good return on investment. Existing infrastructure is in need of maintenance, and capital expenditure on additional infrastructure is irresponsible. This is not a correct prioritization of public funds given the State's policy goals. While improving interstate commerce is a valid goal, we are already developing a congestion pricing scheme that will be a revenue generator, rather than a net cost. Urban Design Problems / Lack of Local Improvements At its core, the I-5 Rose Quarter project has always been a highway widening project. All of the "local improvements" are afterthoughts that may even make the local streets worse for many road users. The pedestrian and bike infrastructure in the area has been improving incrementally over the past two decades, and while there is room for improvement, this project does not directly address existing hazards. The designs ODOT and PBOT have presented give us little faith that after this project is completed the pedestrian, transit, and bicycle setup will even be as comfortable and efficient as the current status quo. The triangular remnants of land provided by the lids proposed appear to be the result of engineering expediency and not the result of any intentional design aimed at creating usable public space. The renderings presented by ODOT and PBOT depict glorified traffic islands isolated by high traffic rights-of-way. We would recommend visiting the triangular diverter where MLK and Grand merge at NE Hancock to see just how we can expect these spaces to be utilized. ODOT staff have stated that they are looking for ideas for what to put on the lids - we have given you ideas. Specifically we need to see buildings and usable public open spaces on top of the freeway if we are to stitch this neighborhood back together over the freeway. Seattle's Freeway Park (Designed by Lawrence Halprin of Keller Fountain fame) and the adjacent Washington State Convention Center show that this is possible. Spaces that are not accessible and have no active programming are not going to be used and seem destined to be abandoned and ignored by all but those with no other place to sleep (again, consider the MLK/Grand/Hancock triangle). If we are going to make a multi-generational investment in the Rose Quarter Area, we need to do it right. This process is coming at the urban design problem from a vehicle throughput lens which will further deteriorate the street activity in the area. Misalignment with Portland's Goals Portland has adopted Vision Zero, a Climate Action Plan and mode-split goals. The I-5 Rose Quarter project is anathema to all of these. The project is a 20th century transportation</p> |                          |

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|                                 |                    |                     | solution in a world of 21st century problems. The net outcome will inevitably be higher regional vehicle miles traveled (VMT), which is highly correlated with traffic fatalities. More VMT also will inevitably lead to higher CO2 emissions, which undermines our climate change goals. Making it faster and easier to drive has historically always led to more driving. This violates our mode-split goals. The direct fiscal costs of the project, while high, pale before those of the externalities and the opportunity costs of this investment.   |                          |
| 2019 0401<br>Jeremy<br>McCauley | Jeremy<br>McCauley |                     | To Whom It May Concern, I'm writing to formally express my disapproval of the proposed Rose Quarter Freeway Expansion project. Studies show that freeway expansions only increase traffic over time, due to induced demand. This means the project is fatally flawed from the start and will not achieve its purported goal. Beyond that, which really should be enough in and of itself, I strongly believe that Portland can, and should, be striving to think more creatively about urban planning. We are moving into an uncertain time - the city's population is booming, and with climate change and the Pacific NW's relative projected safety in regards to said change, the population is only going to continue to grow. We need bold and creative action. A freeway expansion that won't even accomplish its stated goal is far from that. Thanks for your time.   |                          |
| 2019 0401<br>Jeremy Salmon      | Jeremy Salmon      | No More<br>Freeways | I'm writing to oppose the I-5 expansion. I'm a longtime resident of Northeast Portland familiar with the problems of the I-5 corridor since I've had to commute around them for years, but also lived for decades in Southeastern Michigan and am very familiar there with how the attempts to handle traffic failed. The proposed expansion doesn't work for a couple reasons, mainly that we're at a point where we can't build more lanes out of this. The rivers and mountains are fixed barriers to deal with, but building more lanes won't improve congestion. Traffic is like data, or water; it expands to fill the container you give it if you don't change driver behavior. Driver behavior is trickier than just dumping down more concrete. The plan is also greatly opposed by the community who'll be directly affected by it since they live there. Both disruptions to their lives by the heavy construction, but also the environmental effect of increased combustion engines motoring thru a concentrated area. Due to these reasons and many more you've probably already heard about, this proposed plan should not be enacted. There are far better, more sustainable, more equitable, more robust, and far more scalable than this one. |                          |
| 2019 0401<br>Jerome Comeau      | Jerome Comeau      | No More<br>Freeways | As someone who drives on I-5 nearly every day, the idea of an I-5 expansion project is anathema. It won't fix congestion, it won't help with carbon footprint reduction, and it won't make the city safer or better. Instead, it will simply attract more traffic and more problems. Why not tolls? Why not increased taxes? Why not ANYTHING ELSE, since it's been proven again and again you cannot build out of a congestion problem? I'm fortunate enough to be someone who could afford that commute tax, and I'm sure a lot of my fellow drivers and tech workers (many of whom are from Washington) could also afford to do something about it. Please, please, PLEASE stop this ridiculous, terrible expansion idea now, before it's too late.   |                          |
| 2019 0226<br>Jerry<br>Smith     | Jerry Smith        | No More<br>Freeways | Fossil fuel includes pavement; traffic increases use more fossil fuel. Let's cut back.   |                          |
| 2019 0329<br>Jesiah Martin      | Jesiah Martin      | No More<br>Freeways | Expanding freeway lanes has never helped, and it's not the solution we need in our modern world! This is the "City That Works", so why consider something that has only helped to break other cities? I lived through this mistake in Seattle. I lived through the expansion that's 10+ years on in Tacoma. It's only created a worse problem during contraction, and when it finishes it's no better. Meanwhile, funding gets moved away from the resources and services that could actually help at the real bottlenecks to city movement.<br>Portland is known for its transit system. As a city that is built on density, mass transit and walkability are the only real solutions. It's a proven system that is safer and more environmentally friendly than car travel. This is the time to lead by example and face the burden of climate change, not perpetuate it. The country looks to places like Portland. Let's do the right thing.   |                          |
| 2019 0401<br>Jesse              | Jesse              |                     | Hello, I oppose this highway project and think the money should be instead spent to improve the overall State's pedestrian/bicycle infrastructure.   |                          |
| 2019 0401<br>Jesse<br>Champlin  | Jesse Champlin     | No More<br>Freeways | Vast amounts of research have proven that larger freeways only lead to more traffic, more congestion and more POLLUTION. Simply look at Los Angeles. I have personal friends who are city planners, one of who works for the city of Portland. They are all opposed to this plan. I am a resident of Portland and use all of our roads. I drive a car, a pickup, ride a motorcycle and a bicycle and am a long distance runner, and I am thoroughly opposed to this plan and have no desire whatsoever to have any of my tax money applied to this expansion project. DO NOT ALLOW THIS.   |                          |
| 2019 0331<br>Jesse<br>Chapman   | Jesse Chapman      |                     | To whom it may concern,<br><br>Please do not waste 500million taxpayer dollars on a boondoggle to widen the I-5.<br>Please don't forget looking to the future of our city it's children and the adverse impact this will have on the environment and livability of the city we all love.<br>Thank you for your refusal to waste taxpayer money,  |                          |
| 2019 0402<br>Jesse<br>Cooke     | Jesse Cooke        |                     | I get that Portland's traffic situation needs to be improved, but if the consultants advising ODOT say it won't help, then I think ODOT and any other stakeholders should press pause until another solution can at least be put up against this current plan.   |                          |

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|                |                   |                  | <p>I'm a huge bike proponent, but I get that biking/public transportation alone won't solve this issue. I assume there's a better compromise though, and I hope you will work on one.</p> <p>This is a huge investment, please take more time to figure it out.</p>  |                          |
| 2019 0327      | Jesse Lee Burgess | No More Freeways | <p>I'm opposed to the I-5 Rose Quarter Project because I think it's a huge waste of money that will not improve biking and pedestrian mobility in the city. I'm also concerned about the environmental impacts and climate impacts of increased car usage. I ask that a full EIS be done for the proposed project.</p>   |                          |
| 2019 0331      | Jesse Lopez       | No More Freeways | <p>The proposed Rose Quarter project was envisioned and planned as a compromise between the desire to decrease vehicular travel times for traffic along I-5 and to improve the pedestrian and biking infrastructure at the surface level. The hope was that improved surface connections and freeway caps would repair the neighborhood destroyed by the construction of the freeway. Instead, the project as currently designed fails to accomplish any of the goals except to widen the freeway.</p> <p>As has been pointed out by many pedestrian, bicycle, and transit community groups, the project is not an improvement over current conditions. As has been pointed out by environmental organizations, traffic engineers, and planners, the environmental assessment is inadequately descriptive and relies on poor or false assumptions that have been hidden from the public. As pointed out by neighborhood associations and organizations, there is nothing in the plan to repair the damage the freeway has done in the past or to reconnect the neighborhood.</p> <p>Beyond the fact that this project is just a highway expansion project with a veneer of improving the neighborhood or streets for pedestrians and bicyclists, the lack of transparency about methods, data, and results, the deceitful presentation of the project, and the inadequate time for public review is both shameful and worthy of investigation.</p> <p>Given the severe inadequacy of the environmental assessment, this project must undergo a full environmental impact statement and must include the effects of value pricing as stipulated by HB 2017, the bill providing funding for this project.</p> <p>But to accomplish the goals outlined for this project, the project must not only implement value pricing for I-5 traffic, it must also provide priority signals and dedicated lanes for busses and streetcars, build protected bicycle lanes throughout the area, widen sidewalks for event crowds and future residents, and cover I-5 with buildable lids. That is a project inline with the best of Portland's history, that is a project rising to Portland's equity, transportation, and climate goals, and that is the only acceptable vision of this project.</p>   |                          |
| 2019 0330      | Jesse Merrithew   |                  | <p>To Whom It May Concern: It is hard to summarize everything I see wrong with this project in the short time I have available. It is so wrongheaded in so many ways, I hope you'll forgive me if I miss something. First, and foremost, expanded a highway when our planet is melting is wrong in every sense of the word. Expanding a highway next to a middle school is wrong in every sense of the word. But that is not even the half of it. It would be wrong if it was only expanding car capacity. But it is doubly wrong because the drawings that ODOT illegally tried to hide from the public demonstrate that this project will done to the detriment of all other forms of more responsible transit. You may have hoodwinked the majority of our feckless elected officials, but you have not hoodwinked the public. I, like thousands of other people, ride my bicycle over the Flint Avenue bridge every single day to get to and from work. ODOT does not care about us. My children will go to Harriet Tubman Middle School, a school that has been, from the very beginning of its existence, a symbol of hope for the Black community of Albina. Is there even the slightest awareness of the history of that school in this community? No. ODOT does not care about that. The number 4 and number 44 buses serve thousands of people every day. Thousands of people who increasingly are delayed every day due to excess traffic on North Williams Avenue. ODOT does not care about them. ODOT, from its drawings does not even appear to examine how those buses are supposed to get out of the Rose Quarter and onto Williams. The best I can tell, you're going to have that bus wait at three additional stop lights before getting on their way. All of this appears to be done so that cars can move on and off the highway FASTER! We know what this leads to. More dead pedestrians. But ODOT does not care about that. The solutions to our transportation delays are the same as the solutions to climate change. Public funds need to be invested in public transportation and active transportation. No more freeways; not now, not ever. ODOT's conclusions that no EIS is required and that this project will speed the flow of traffic do not even pass the laugh test. There's not a federal judge in this district that is as naive as you hope. ODOT must do a full EA. It is far past time for this agency to get serious about climate change.</p> |                          |
| 2019 0311      | Jessica Kelley    | No More Freeways | <p>I'm deeply concerned about climate change. I'm committed to reducing my footprint and to making a healthy, livable place for my daughter to grow up in. We bike as much as possible, we walk, we take the max. I'm teaching my daughter that it's possible to navigate through this city without a car. It is</p>   |                          |

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|                                 |                    |                  | backwards for us to fund the auto industry, the expansion of freeways, the increase in carbon emissions! We need to use that money to fund better solutions, bike and pedestrian friendly routes, more public transportation. PLEASE! Do not fund a freeway expansion. It's not the right thing to do.   |  |
| 2019 0329<br>Jessica Star Borge | Jessica Star Borge | No More Freeways | Widening freeways does NOT help congestion. The statistics are very clear. We need to invest in public transportation and affordable housing (so people don't need to live so far from work, and commute so long). Exposing children to more pollution is not the answer.  |  |
| 2019 0331<br>Jessica Willey     | Jessica Willey     | No More Freeways | As a resident of NE Portland who commutes to S Waterfront (and has seen my commute between exit 303 and 299A worsen dramatically over the past 5 years), I ask you to PLEASE not do this project. There are mountains of evidence that exist that point to this being a temporary fix a best - and a costly one from a dollars, environment and quality of life perspective. Please, please, invest this money into creating more public transportation options and making the city even friendlier for bike commuters. I would take public transit to my job every day that I don't ride my bike, if it didn't take 2-3x as long as driving.  |  |
| 2019 0316 Jessie                | Jessie             | No More Freeways | There was a time when communities believed that there would be time to build a better world. And as a state transportation agency, your mandate was to build big roads—at any cost—to move the money-makers of society from home to work to holiday.STOP. There is no more time for engineering-as-usual.As an agency and as individuals, you have an ethical obligation to protect the health, safety, and welfare of the public you serve. And you have heard from the community the myriad ways the I-5 @ the Rose Quarter harms the health, safety, and welfare of the neighborhood and of the city as a whole. This freeway is a public health catastrophe—with its epicenter at the former Albina Neighborhood. Reparations for the destruction of this community and pollution of subsequent generations are yours to address.STOP. Do not continue to squander time, money, and lives.“In the U.S., motor vehicles create the largest share of greenhouse gases, are the leading killer of children and adolescents, and rack up trillions of dollars in direct and indirect costs annually, ranging from time lost in traffic to decreased brain function in urban children to carcinogenic particulates generated by tire and brake pad wear and road construction. Singled out are vulnerable people—including children, the poor, people with disabilities, and people of color—whom our car-first transport regime immiserates, impoverishes, and kills with uncommon frequency and precision. Cars' convenience exacts an enormous social cost. Usingthe U.S. Department of Transportation's own formula, the direct costs of the primary activity it supervises—driving—cancel out the GDP of 11 states every year.”Shill, Gregory H., Should Law Subsidize Driving? (March 1, 2019). U Iowa Legal Studies Research Paper No. 2019-03. Available at SSRN: <a href="https://ssrn.com/abstract=3345366">https://ssrn.com/abstract=3345366</a> or <a href="http://dx.doi.org/10.2139/ssrn.3345366">http://dx.doi.org/10.2139/ssrn.3345366</a> STOP. Commit to facts and science. Leave the fantasy of freeways behind.Effective and equitable solutions to the emission, safety, and congestion issues posed by the I-5 freeway exist, but are not found in outdated plans from times gone by. \$500 million auxiliary lanes and associated ornamental improvements are naive and irresponsible—compounding the historic destruction of the community with the present corruption of our socio-environmental health, against the insidious theft of money and time from proactive solutions for the future.STOP. Do not build freeway infrastructure. Do not build the I-5 auxiliary lanes through the Rose Quarter.Build public transit. Build bike infrastructure. Build pedestrian infrastructure. Build a legacy for the future. | 2019 0316 Jesse Maran ATT (hyperlinked-abstract) |
| 2019 0401 Jey Biddulph          | Jey Biddulph       |                  | Hello, I wanted to write to air my opinion on the proposed freeway expansion.I do not believe this project is in the best interests of Portland as a liveable city, a place that provides a daily high quality of life to its inhabitants. In fact, this project will likely worsen the very things it claims to try to improve. As ODOT's own hired consultants agreed, this project will not reduce congestion. In fact, looking at evidence from other projects around the country that similarly tried to reduce congestion by "reducing bottlenecks", they simply do not work and have made traffic worse than before. This would make this not only an utter waste of taxpayer money, but also divert money away from projects it is desperately needed in such as improving public transport, bike paths and pedestrian sidewalks.The data this project relies upon, which ODOT resisted releasing until unacceptably long in to the public comment period, has not studied alternative ways to mitigate congestion that do not involve massive construction at taxpayer expense and the worsening of pollution right in the center of our city.I look forward to hearing that ODOT has heard the massive community opposition to this project and is returning to the drawing board, to start from scratch a new approach to managing traffic in Portland.   |  |
| 2019 0322 jil                   | jil                |                  | I don't think this is a well thought out long term solution. Much of the issue I see isn't the number of lanes but the ridiculous amount of on ramps immediately preceding or following an off ramp.   |  |
| 2019 0327 Jil Morby             | Jil Morby          | No More Freeways | I oppose the freeway expansion since it will just lead to more cars on the freeway , additional impact on the climate, more cars trying to park when there is difficulty with parking already.<br>It would be better to increase and improve mass transit options which are convenient for people to use.<br>Thank you.  |  |
| 2019 0311 Jill Riebesehl        | Jill Riebesehl     |                  | If you widen lanes, they will come -- the hordes. Everybody knows that. Everybody!!!!  |  |
| 2019 0312 Jillian               | Jillian Detweiler  | Street Trust for | Good evening, Manager Windsheimer, Commissioner Eudaly. Thank you for taking time to listen tonight. My name is Jillian Detweiler. I'm the executive   |  |

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| Detweiler                   |                   | Portland         | director of the Street2 Trust for Portland and the Street Trust is headquartered in Portland. In the six years since the north/northeast quadrant plan was adopted, we've become much more aware of how transportation is killing the planet. The I-5 Rose Quarter project will provide bike and pedestrian facilities, but they don't rise to the level and quality that we need to really make a transition away from automobiles. We've also become aware through the Albina Vision of the impact on the African-American community by I-5, Memorial Coliseum, the Convention Center, Legacy Emanuel Hospital. Albina Vision backers want to create a socially and economically diverse community. Human scale design is critical, as is reclaiming land taken from people of color by creating buildable caps over the freeway. The caps proposed will not be buildable and may create little more than an attractive nuisance. The environmental assessment of the project demonstrates very little improvement on any measure, including auto travel times for a tremendous amount of money. We believe congestion pricing could provide many more benefits to all parties by addressing demand for driving to provide a resource to really create the kind of bike, pedestrian, and transit facilities that we need to face our future. Thank you.  |                                 |
| 2019 0329 Jillian Detweiler | Jillian Detweiler | The Street Trust | I'm writing to on behalf of The Street Trust to provide comment on the I-5 Rose Quarter Environmental Assessment (EA) and to request ODOT undertake an Environmental Impact Statement (EIS) so that project impacts and mitigation can be better developed and understood by the public. The City of Portland adopted the I-5 Broadway Weidler Facility Plan in 2012 following a two-year planning process. The plan called for: <ul style="list-style-type: none"> <li>• Adding auxiliary lanes and full-width shoulders (within existing right-of-way) to reduce dangerous traffic weaves and allow disabled vehicles to move out of traffic lanes.</li> <li>• Rebuilding structures at Broadway, Weidler, Vancouver and Williams and adding a lid over the freeway that will simplify construction, increase development potential and improve the urban environment.</li> <li>• Moving the I-5 southbound on-ramp to Weidler to improve circulation and safety</li> <li>• Improving conditions for pedestrian and bicycle travel by adding new connections over the freeway and safety pedestrian and bicycle facilities in the interchange area.</li> </ul> The EA indicates that the proposed project fails to achieve the objective of the Plan. In particular: <ul style="list-style-type: none"> <li>• Proposed lids are poorly conceived. There is no evidence they will increase development or improve the urban environment.</li> <li>• The move of the Weidler on-ramp will not improve circulation and safety. The EA documents that project will degrade travel times for transit.</li> <li>• The EA indicates no improvement in conditions or safety for bicycles and pedestrians, even though existing conditions are, in fact, quite poor. ODOT should undertake a design effort targeted to achieve meaningful benefits for bikes and pedestrians. The bike and pedestrian facilities in the EA are only conceptual. Without an explicit commitment to improvements for these modes, they may get worse, rather than better, as the design process continues.</li> </ul> The Street Trust is alarmed by the likely impact on walking, biking and transit during the construction period and the lack of information in the EA about how this will be mitigated. To achieve state, regional and local goals for reducing drive-alone trips, we need to significantly increase use of walking, biking and transit. Extraordinary efforts will need to be taken to mitigate the huge disruption that will be caused by the construction of the project in an area that sees 8,000 cyclists per day and is the primary portal between downtown and North and Northeast Portland. A five-year setback is not an acceptable outcome for our climate change and growth management goals nor is it acceptable to the individuals who will be impacted. ODOT should also undertake an EIS to address the concern and opportunity presented by the Albina Vision Plan and the project impacts on children attending Harriet Tubman Middle School. The project could contribute to redress of the negative impact of transportation facilities on people of color. The EA fails to properly address these impacts and present acceptable mitigation strategies. | 2019 0329 Jillian Detweiler ATT |
| 2019 0401 Jim Baldwin       | Jim Baldwin       |                  | Congestion pricing makes the user of the resource pay for it, instead of shifting costs and consequences onto the people who live near the freeway, many of whom don't even own cars. Make the users of the freeway pay for it!  |                                 |
| 2019 0401 Jim Baldwin 2     | Jim Baldwin       | No More Freeways | You lied to us. Your projections were based on a non-existent Columbia River Crossing. At the very least you need to start all over with real-world assumptions. We need a full accounting of how else \$500 million could be spent and an honest cost-benefit analysis that takes into account ALL options, not just a freeway. We need a full and HONEST environmental impact statement, including the environmental impact of OTHER WAYS this money could be spent. We are at a crossroads with what kind of city we want to be. This issue was decided in the 1970s with the cancelation of the Mt. Hood Freeway and turning Harbor Drive into a park. Why are you going backwards? Widening the freeway will not improve congestion, it will just draw more traffic. Subjecting at-risk school children to air pollution for the convenience of privileged commuters is environmental racism. Ripping out public spaces at low-income housing sites and replacing them with lanes of cars is not "restorative justice." It's more environmental racism.   |                                 |
| 2019 0331 Jim Cavin         | Jim Cavin         |                  | I would like to voice my strong opposition to this project. Though I use this twice weekly while traveling to work, the cost, associated pollution, negligible effect on commute speeds, and counterproductive investment in automotive transportation makes this project a move in the absolute wrong direction.<br><br>Jim Cavin<br>Portland, OR   |                                 |
| 2019 0319 Jim Clay          | Jim Clay          |                  | Hello, I was just looking through all the information about the proposal to widen I-5 near the Rose quarter. I find it a bit overwhelming and confusing. There are a bunch of movies that I don't want to watch, and all I want to see is a map that shows the location of the widening relative to the rest of all the  |                                 |

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|                        |            |  | neighborhoods. Can you provide me a link to something that will show me such a map?   |                          |
| 2019 0328 Jim Howell   | Jim Howell | Oregon Association of Rail and Transit Advocates | This Environmental Assessment of the 1-5 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 NINE 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 1-5 Corridor could attract thousands of single occupant vehicle commuters off of 1-5 and eliminate the reason for the 1-5 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 1-5 Rose Quarter Project.   | 2019 0328 Jim Howell ATT |
| 2019 0328 Jim Howell 2 | Jim Howell | Association of Oregon Rail and Transit Advocates | 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 NINE 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 1-5 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 1-5 at the Rose Quarter is being unde en-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 1-5 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. | 2019 0328 Jim Howell ATT |
| 2019 0312 Jim Howell   | Jim Howell | Association of Oregon Rail and Transit Advocates | My name is Jim Howell. I'm from Portland. I represent AORTA, the Association of Oregon 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 accumulative negative impacts of additional regional traffic congestion, air pollution, and greenhouse gases from this project were never evaluated. Transportation System Management, TSM it's called, 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 the freeway operations and freight routes. They never evaluated how a robust transit alternative could meet this objective. A new eight and a half mile long rail line between -- light rail line between south waterfront and the Columbia River routed over the Tillicum crossing 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 Improvement Project. A new rail line like this could serve Washington commuters with connection to their new Vine BRT. It'd serve 14 intermediate stations, including Rose Quarter and OMSI. It could connect 25 bus lines and four MAX lines that carry over two-thirds of TriMet's passengers. And it would run between the south waterfront and Hayden Island in 32 minutes. And it can provide seven and a half minute headways north of -- service north of the Rose Quarter at a cost, including trains, significantly less than the I-5 Rose Quarter project. AORTA has a power point on this, and if you would like to see it, you can see it on our   | 2019 0312 Jim Howell ATT |

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|                          |                |  | website that will be up in a day or two. And it's aortarail.org, is our website. That's aortarail.org. Thank you.  |                          |
| 2019 0401 Jim Howell     | Jim Howell     |  | Much concern has been expressed recently that the EA is inadequate and a full EIS is needed. I suggest that before time and money is spent on an EIS that a closer look at the original screening, which tossed out all non-freeway concepts, as being "Beyond the scope of this project" A public transportation alternative has never been considered, analyzed or proven to be unable to attract enough traffic off of the freeway to meet the overall project purpose to: "improve safety and operations on I-5 in the vicinity of the Broadway/Weidler interchange." Testing this concept with a regional transportation forecast model could show that the purpose of the project can be met by developing a new frequent service light rail line along the I-5 Corridor between the Columbia River and South Waterfront.Note: The attached slides show an example of an I-5 Corridor Light Rail Line and I request that it be included in the record.   | 2019 0401 Jim Howell ATT |
| 2019 0328 Jim Howell     | Jim Howell     | Association of Oregon Rail and Transit Advocates | I support the No-Build Alternative for the I-5 Rose Quarter Improvement Project and restarting the scoping process by seriously considering public transit, especially light rail in the I-5 corridor, as an alternative to expanding the I-5 freeway.The crashes and traffic congestion at the Rose Quarter can be reduced by simply enforcing slower speeds on I-5 throughout the entire project area.Adding lanes will not address the fundamental cause of most of the crashes and traffic backups. They are caused by the very short weave distance between the Weidler on-ramp and the I-84 off-ramp. More lanes won't lengthen this distance but slower freeway speeds will allow for safer weaves and merges. It will also slightly improve throughput capacity. A steady 35 mph has been determined by highway experts to be the most efficient speed for urban freeways. Improved signage, speed enforcement, narrowing lanes and minimizing shoulders are ways to induce slower speeds.If desired and funded, the existing freeway from N Flint Ave to about NE Clackamas St can be covered. It would eliminate freeway noise, expel toxic exhaust gases from the neighborhood with proper ventilation and could become a linear park with a traffic-free pedestrian and bicycle pathway the full length of the park. It could also create a pleasant environment for constructing high density housing on adjacent under-utilized real estate.Since the freeway would not have to be widened and the ramps moved, the existing overpasses would not be demolished, the existing street configuration would remain, which is far more pedestrian friendly than what is being proposed, and the taxpayers would save a lot of money. |                          |
| 2019 0314 Jim McClure    | Jim McClure    |  | 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   |                          |
| 2019 0312 Jim Owens      | Jim Owens      | Portland Parks Board                             | Good evening, Commissioner, Manager Windsheimer. Thank you for being here. I'm Jim Owens. I'm representing Portland Parks Bureau -- excuse me -- Portland Parks Board. I'm joined in the audience by Paddy Tillett, a fellow Portland board member, and he'll hopefully have an opportunity to make some additional testimony. So the Parks Board has formally adopted some comments on the project. Those comments are limited to concerns about the proposed capping of the freeway, and connectivity of the neighborhoods west of the waterfront. There are two key concerns the Parks Board has raised. First, that we believe the City should not accept management or maintenance of the highway covers as proposed. The proposed highway covers represent fragmented pieces in our opinion, limited in utility. It will be very difficult to program and manage, and simply will not be attractive and useable. Our second concern is that we really need an analysis of an alternative capping scenarios. We understood that PBOT was going to undertake hiring an urban design consultant to do such, and we think that would benefit this project, and it should be undertaken and completed before the project moves forward. Regarding the public involvement process, a note is that Portland Parks Board has not been engaged by ODOT at any part in this process, which is unfortunate, as the advisor to Parks Bureau and City Council, Parks and Recreation of the City, and significant city-wide projects. We think that's a major oversight and we hope that you'll engage us as this moves forward.   |                          |
| 2019 0329 Jim Rupp       | Jim Rupp       | No More Freeways                                 | The LAST thing we need is an increase in automobile traffic. We need more and better public transit options not more freeways .Please shut down the expansion project and let's make Portland more livable, not less.  |                          |
| 2019 0401 Jim Sjuln      | Jim Sjuln      |  | Please consider include this email with other comments received regarding this project (comments due today at 5 p.m.)Today, I was provided a graphic representation showing the impact of the widening of I-5 to the Eastbank Esplanade. Frankly, I was shocked. The existing landscaping shown in the graphic is not realistic. Even if not disturbed by construction, within a few years that landscape will not survive as shown with an overhead deck in place. And the now deafening sound of freeway traffic will only increase.I am an active trail advocate with the 40 Mile Loop Land Trust. Our organization has not taken a position on this project, but we were unaware of the impact on the quality of the Eastbank Esplanade, a critical component of the 40 Mile Loop and the regional trail system.As the majority of our community knows, there are many serious question to consider as each of us weighs in on whether this project should go ahead or not. I, personally, would like to voice my opposition to I-5 widening at this location.Jim Sjuln4028 SE Salmon StreetPortland, OR 97214503.804.6957   |                          |
| 2019 0402 Jim Withington | Jim Withington | No More Freeways                                 | This expansion has a hidden agenda to build a giant expansion to the 1-5 bridge. It's unacceptable to couple these two things in this way, and so I oppose it.   |                          |
| 2019 0312                | Jingtian Yu    | No More  | I am oppose to this freeway expansion. There are so many studies and historical examples that show that freeway expansion only increases traffic in the  |                          |

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| Jingtian Yu                |                  | Freeways                             | long run and certainly contributes more to environmental pollution and climate change. As someone who owes a car and routinely drives through that part of the freeway, I certainly want less congestion too, but this is not the solution. Build more trains, not freeways.  |  |
| 2019 0331 Rick             | Rick             |                                      | Please do not build the I-5 Rose Quarter project. It will make a worse situation for public transit, nearby schools, walking, and biking. Freeways divide neighborhoods.  |  |
| 2019 0331 Joan B           | Joan B           | No More Freeways                     | I oppose the Rose Quarter Freeway Expansion. I do not believe this is a solution to daily congestion on the freeway. I also believe it will be a danger to people who commute by bicycles, as well as contribute to increasing air pollution and noise.   |  |
| 2019 0226 Joan Meyerhoff   | Joan Meyerhoff   | No More Freeways                     | I oppose the proposed I5 Freeway Expansion for the simple reason that it is not in alignment with Portland's goal not to invest in fossil fuel infrastructure. We are racing against the clock to implement a shift from our fossil fuel based lifestyle to avoid the most disastrous effects of global warming. It makes no sense whatsoever to expand the freeway. Global warming presents a much greater problem to us than traffic congestion. We need leadership strong enough to face this reality and plan communities that are sustainable.   |  |
| 2019 0307 Joanna Agee      | Joanna Agee      | Alora Development (Leftbank Project) | 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 and section 106. Could I get a copy of technical reports related to Leftbank and Leftbank Annex that were done?   | I5RQ Open House Completed Comments_03072019_File 4 |
| 2019 0307 Joan Petit       | Joan Petit       |                                      | 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 5% grades for cyclists and pedestrians are unacceptable. ODOT should be starting from the Albina Vision from what this community wants.   | I5RQ Open House Completed Comments_03072019_File 1 |
| 2019 0313 Joan Petit       | Joan Petit       |                                      | I'm writing as a resident of the Eliot neighborhood, a daily bicycle commuter through the Rose Quarter, and the mother of a son who attends Harriet Tubman Middle School. I strongly oppose the I5 Freeway project in the Rose Quarter and am writing to advocate for the no-build option. When Oregon, a state with a substantial history of legal racism, built I5 through the state's vibrant, only historically black neighborhood, and right next to Eliot Elementary School, it committed significant racial injustice and created harms that have never been remedied. Expanding I5 again through Harriet Tubman's backyard doubles down on these injustices. Harriet Tubman has one of the largest populations of black students of any school in Oregon, and many of these kids come from families that aren't wealthy or politically well-connected. Black children and other children of color in our community face disproportionately worse outcomes for health, education, and employment. The barriers they face begin at an early age, like when they attend schools with a lot of air pollution. Why must the black children in my neighborhood bear a disproportionate burden of air pollution and traffic danger for out-of-state and out-of-city commuters?The current plan for construction (as mentioned on pages 69-70 of the Active Transportation amendment) routes southbound traffic on N Vancouver to N Flint Ave, right through the Harriet Tubman School Zone. In just the first six months of Harriet Tubman re-opening this year, two kids walking and biking to school were hit by cars. Yet ODOT proposes routing rush hour traffic even closer to the Tubman campus. These kids in middle school already know they're at the bottom of the heap when it comes to policing, schools, and, now, transportation. This project only worsens that. This project didn't start with how to improve air quality and active transportation in my neighborhood or the city at large. That's the conversation we need to be having. Most galling is that it's unclear that this project will achieve the goals as stated. My bike commute right now relies on low-stress N Flint Ave. The post-construction options are steeper and will worsen my commute to work by bicycle. Building highways--increasing fossil fuel infrastructure--is the opposite of what we need to be doing to remedy historical and environmental wrongs. I strongly oppose the I5 freeway expansion and encourage the City of Portland and Portland Bureau of Transportation to back out of this partnership before further harming some of our city's most vulnerable kids. |  |
| 2019 0305 Joanne Delmonico | Joanne Delmonico |                                      | 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!  |  |
| 2019 0228 Jocelyn McAuley  | Jocelyn McAuley  |                                      | Hello,I am a resident of NE Portland and am writing in opposition to the Rose Quarter freeway expansion project.Several concerns have come together to bring me to understanding that this is a bad move for Portland: economically, ethically and scientifically. Study after study supports that the expansion of highways *does not relieve* congestion of traffic. Most cities that proceed with expansion projects have already demonstrated that highway expansion only brings more cars and no reduced traffic commuting times. Increasing the capacity for freeway traffic is *expensive* and is not an investment bettering the lives of Oregonians. At a time when students in schools next to I5 already can not play outside due to the pollution levels from I5's car and truck traffic, how can expanding this area even be conscionable? Why are we not talking about mitigating the damage that is being done to this corridor?We are in need of reduced emissions from cars, especially along this segment of inner NE neighborhoods. Expansion of Max and bus lines with Park & Ride capabilities is  |  |

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|                         |               |                       | the best approach for bringing more people to and through inner Portland along this corridor. The development of this corridor area in Portland is well known historically to target black families and neighborhoods with living conditions that are disruptive and unhealthy. From the location of I5 ripping through these communities, to the number of schools that are seated at the edge of the highway, Portland development in this area has shown that the interests of Portland's Black Communities are of little concern to agencies such as ODOT. However, a shift in this development to not expand it car traffic in this area can be a step towards remediation of the harm already started. To expand the freeway in the Rose Quarter, is to deny that we are harming the health of our residents.  |   |
| 2019 0325 Jody Bleyle   | Jody Bleyle   | No More Freeways      | I am strongly against expanding I-5. It is not where we should be spending money right now. Any spending on fossil fuel infrastructure denies the climate crisis. Studies also show that expansion does not alleviate demand.<br><br>Please do not expand I-5.<br>Jody Bleyle  |   |
| 2019 0401 Jody Creasman | Jody Creasman |                       | Please consider not expanding the I-5 freeway. I am concerned about the following issues: • Expanding freeways is not an effective strategy for reducing congestion. ODOT has failed to make the case for why this project should move forward. • ODOT should fully evaluate proven strategies such as congestion pricing and investment in public transportation before spending a half billion dollars to expand a short stretch of highway. • The project is entirely at odds with the City's Climate Agenda. 40% of Oregon's emissions are from the transportation sector. We need to focus on strategies that reduce dependency on cars, not perpetuate 1950s style highway projects. • At the same time that ODOT is proposing to spend nearly half a billion dollars on expanding I-5, the region continues to neglect serious road safety problems in East Portland. • The project will increase air pollution in the backyard of Harriet Tubman Middle School, which already has some of the worse air quality in the state. For a project with an estimated cost of over \$500 million, we feel the projected community benefits are just not there - while the opportunity cost of using these funds shelves other deserving projects with tangible safety improvements or opportunities to decarbonize our transportation system.  |   |
| 2019 0307 Jody Guth     | Jody Guth     | Eliot Livability Team | Firstly, the information provided was over-whelming and confusing, and perhaps redundant. Too much overload. SIMPLIFY! 2ndly, I fail to see what all these expensive efforts will give us down the road when the added capacity is maxed 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. Let's try this 1st and then if no relief consider other more expensive options. Right now I'm more concerned with clean air, water, getting rid of chemicals that seep from all forms of emissions, etc.  | I5RO Open House Completed<br>Comments_03072019_File 1 |
| 2019 0402 Jody Guth     | Jody Guth     |                       | It's been said that the definition of insanity is doing the same thing over and over again, but expecting different results. That definition would certainly seem to apply to ODOT's desire to "widen and improve" the freeway interchange at the Rose Quarter. It was a terrible decision back in the 60's when the freeway was first built and, while there are good intentions to correct a problem from the past, today, when we know so much more about climate change, we would simply be perpetuating the insanity hypothesis with more of the same unsustainable outcomes. If you build it, yes, they will come! Although ODOT phrases their project as an improved interchange, and not a widening (other than for emergency vehicles) this will, in fact, create more access for more of the same. Why haven't we learned from other major cities who have expanded their freeways and are now looking to stop the "insanity"? Why not first attempt to institute congestion pricing and bring on more dedicated bus lines? Why not use those millions of dollars on streets such as 82nd where traffic accidents are far more deadly? Why not truly curb the incentive to accommodate more vehicles?! While I have no doubt leaders such as those spearheading ODOT, and Mayor Wheeler acknowledge climate change, and would likely stand in solidarity with environmental scientists, I wonder when they are going to start combating it effectively with a vision for the future instead of wasting a half billion dollars to promote an idea that will only create more of the same. I moved to Portland almost 30 years ago to the day, and bought my first house in the Eliot neighborhood two years later. I have watched it's growing pains, and how we have instituted good things and bad. One thing I'll never forget is standing at the corner of Flint and Russell about 7 or 8 years ago, and marveling at the parade of bike commuters making their way to their jobs downtown. This had not been the case when I first arrived. It took a dedicated city and it's people to make this a bike town with proper lanes and routes, and markings for safe biking. Our beloved Flint street will be razed and re-routed with much more extreme grading with a myriad of "caps" that do nothing to foster a sense of community as part of this project. No less an authority than the Albina Vision Trust has indicated where the environmental assessment is sorely lacking. I read the thoughtful comments from Rukiyah Adams echoing mine and others' concern regarding Flint street. This should be heeded and given proper consideration. The Oregonian recently reported on the lack of environmental success's in a state that likes to trumpet its green cred. Our air and water quality have slipped and the agencies tasked to monitor them have been negligent and more concerned with corporate profits than in regulations. California is sending us their dirty diesel trucks where the political will is not up to the task of challenging industry groups, and our transportation division would like to hoodwink us into believing this |   |

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|                           |               |                  | <p>boondoggle of a freeway expansion will actually further our environmental stewardship. My son attended Harriett Tubman Middle School 28 years ago. I always wondered about that freeway only a soccer ball kick away from his playground. I now know the combined VOC's, soot, particles and CO2 that children breathe today is far worse than when my son attended. Concessions have been made to the tune of several millions for an H-Vac system that perches above the building to keep those mainly young lungs pollution-free. They are still advised, however, to limit their time out of doors. Really? This is a playground! The disconnect boggles the mind when one considers moving that freeway an additional number of feet towards the school with the additional pollutants to come. Who will really win when that ability to move even more cars through that interchange happens? My guess is the wealthy suburbanites who use the freeway to get from their homes in Vancouver and surrounding areas who have no desire to use public transport, or carpool, or entertain the idea of a toll. Not those of us living within blocks of it, nor the city, state or planet as a whole. These are the ideas that need to be talked about... first! I love my adopted hometown. I love Oregon. I want to be proud of who we are and what we represent. We are not fulfilling the bold, environmental leadership ideals of those like Tom McCall. With Earth Day right around the corner, please, those of you in positions to move this ill-conceived idea forward, I ask you to ponder those wise words from Albert Einstein, and his thoughts on insanity.</p>   |  |
| 2019 0312 Joe Cortright   | Joe Cortright | City Observatory | <p>For the record, Joe Cortright. I'm an economist with City Observatory. I've written a complete set of all the objections I have to this project and submitted them for the record. I won't bore you with most of them now. I am extremely proud to be here with this group of activists who have made many of the technical points far better than I possibly could. I'll just reiterate a couple of them. One is this project -- the claims that are made in the environmental assessment of this project are directly countered by all of the scientific literature that we have about traffic and that we have about carbon pollution. The modeling that they have produces results that are not consistent in any way with that. And as several speakers have noted, they simply haven't presented the information. I'll add one fact to that. ODOT has widened I-5 in the past. And what happened? It widened it between Lombard and Victory Boulevards. It did that 10 years ago. And after it did, crashes went up. They're claiming that they'll go down here, but it's not based on actual scientific data. I've got about a minute left so what I want to say to you, Commissioner Eudaly, is this: You're witnessing Portland at its best. 40 years ago Portland citizens rose up and spoke out against freeway building because we knew it was the wrong path for our city and for our planet. And the leaders of our city, the members of the City Council like yourself, in the face of a system that said this money can only be used to build freeways, marshaled the energy to go against the freeway building establishment, to go to Washington D.C. and change the law. And, yes, this is money that is right now appropriated to ODOT, but there's nothing that prevents the state legislature from reallocating this for other projects in Portland, in the Portland metropolitan area, in the right-of-way for the things that we desperately need. Including the safety that ODOT claims to be supportive of but is investing its money in a project that will do nothing to improve safety. You can be the kind of leader that we've had in the city in the past and listen to the citizenry and move forward, and I certainly hope you'll do so.</p> |  |
| 2019 0401 Joe Cortright   | Joe Cortright | No More Freeways | <p>Here are the comments of the Technical Advisory Committee of No More Freeways, submitted in response to the Rose Quarter Environmental Assessment.</p> <p>A companion electronic submittal (described in the document "NMF_Transmittal.docx) will be hand-delivered to ODOT offices today, before 5pm.</p>   | 2019 0401 Joe Cortright ATT; NOTE: could not get Attached Word file to open. |
| 2019 0401 Joe Cortright 2 | Joe Cortright | Impresa          | *Comment Too Large to Upload to This Form - Stored Separately   | 2019 0401 Joe Cortright 2 ATT  |
| 2019 0401 Joe Hand        | Joe Hand      | No More Freeways | <p>Hi there,</p> <p>I am commenting to ask for a full Environmental Impact Statement. The current Environmental Assessment does not currently show no impact. In fact, the No Build scenario does not even properly demonstrate current conditions, given that the underlying assumptions of other projects included a the \$1 billion dollar CRC that is many years overdue with no timeline. Of course ODOT would find that a build situation increases travel time for a massive amount of cars that do not exist. Beyond this bad faith effort by ODOT, which rots the project from its roots, I have many concerns about this project.</p> <p>As a resident of NE Portland, I regularly move through the Rose Quarter via walking, biking, BikeTown, driving, and bus/light rail. I fully agree that conditions need to improve for all users, but especially for buses, people walking, and people biking. In order to address climate change, we need to make it safer and more appealing to user methods of transportation that are more efficient than single occupancy vehicles. This project does not do that. Bus times increase, bike times and walk times likely increase. And all mods of transportation (including car) become less safe with this project. This project will contribute to the collapse of our planet and our species. But perhaps the highway will outlive all humans and then ODOT will have the last laugh.</p>   |  |

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|                         |               |                  | <p>Through the work of Robert Moses, Portland succumbed to his dream of improving commuting for white people in the suburbs by destroying the lives of black families. The entire history of this area is driven by racist thinking and bias against the families in the neighborhood. This project continues that terrible and misguided thinking, but the tenets of this proposal are perhaps more racist than Robert Moses could dream of. One needs to look no further than 20ft from the proposed widened highway to Harriet Tubman Middle School. Would anyone advocating for this project want to send their kids to this school? Or even go and play in the areas outside the school? I doubt it.</p> <p>This project continues to diminish the historic black neighborhood of Albina, already knowing the history of this area. This is a racist act. ODOT is clearly values people moving through this area more than anyone in the surrounding neighborhood. The pointless highway caps will make it harder to rebuild this neighborhood later, further cementing Portland racist history driven by our transportation departments. Rather than support the rebuilding of this neighborhood, and offering restitution for its previous destruction, ODOT plans to put a band-aid on it before taking the knife to the neighborhood again.</p> <p>So far in this short 45 day period, we've seen ODOT: hiding data and road designs, lying to the public by selling this as "not a widening project", minimizing the public's ability to understand the project, selling the project as a forgone conclusion instead of listening to concerns, lying about the safety record of this area, and much much more. It is clear ODOT wants to continue Mose's legacy and bulldoze lives of Portland marginalized groups with the single aim of accommodating giving people in cars a few minutes on their day (if any). Already, people are giving their lives for others to save a few seconds, many of these happen on ODOT-owned roads.</p> <p>This project is a disgrace to Portland. It is a disgrace to modern city planning. It is a disgrace to our planet. And the people for whom ODOT is proposing this project should be ashamed. Everyone involved is denying our children a future with a healthy planet, denying safe streets, and denying Portland's racist past by continuing to cause more harm.</p> |                          |
| 2019 0326 Joe Kadera    | Joe Kadera    | No More Freeways | As someone who drives on this stretch of freeway somewhat frequently, the cost of the freeway expansion and its likelihood to cause more traffic and completely mess up what is currently a pretty decent walkable/bikeable neighborhood makes it unacceptable. I'm not sure why this money couldn't be better spent on improving transit options other than a freeway like making a more bikeable/walkable area.   |                          |
| 2019 0329 Joe Munsinger | Joe Munsinger | No More Freeways | As a bike commuter, I cannot back this expansion of the I5 freeway through inner Portland. I feel that these concrete monstrosities have done enough damage to our beautiful city. From my office downtown, I constantly stare at all the people, strapped into their cars, sitting still on the freeway, and think to myself, there has got to be a better way! In fact, there is! I know, because I am sitting astride a bicycle, a carefree, CAR-free commute. And most people can do it! And we can spend these billions on something that can make life better! Free housing, or maybe giving Portland back it's East Bank! Please stop this madness, for our future! Thank you.   |                          |
| 2019 0307 Joe Rowe      | Joe Rowe      |                  | <p>P45: Appendix B – Traffic Analysis Tech Report Table of Existing Conditions<br/>Page 64 VISSIM – Data File – Future Nobuild + Build table</p> <p>I would like the data sources and how was data collected and on what days was data collected?<br/>I would like the source VISSIM data files and the raw data prior to import into VISSIM</p>  |                          |
| 2019 0307 Joe Rowe 2    | Joe Rowe      |                  | The assessment is near useless because there are no measurable outcomes for the project. ODOT Spokesperson Don Hamilton said he does not know when the measurable goals will be released. He estimated goals might be made public in 2022 to 2026. Construction starts July 2022 Appendix B to D are empty! Extend comments 45 days after I get them.   |                          |
| 2019 0331 Joe Rowe      | Joe Rowe      |                  | <p>Dear DOT staff</p> <p>I don't support adding aux lanes to interstate 5 next to Harriet Tubman school, Portland. Don't spend \$500M. Focus on public transit and public spaces. Focus on slowing drivers where deaths are happening.</p>  |                          |
| 2019 0325 Joel          | Joel          | No More Freeways | If the money is stuck going to a freeway expansion, this is probably the most needed place for it, but really it would need to be done from 405 all the way to the I-5 South/HWY 26 merger on the bridge for full effect. Or at least through the Morrison Bridge/City Center Exit. Really though the money would do a lot more to reduce traffic if Trimet was expanded more appropriately throughout the Metro Area.  |                          |
| 2019 0304 Joel Statz    | Joel Statz    |                  | <p>Hello,</p> <p>I'm writing to express my opposition to the expansion of the Rose Quarter section of I-5. It will increase greenhouse emissions at a time when we should be desperately trying to curb these emissions. Studies have also shown that freeway expansions lead to "induced demand", which ultimately puts more cars on</p>   |                          |

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|                                  |                     |                  | <p>the road where more roadway is built.</p> <p>For these reasons, I oppose this freeway expansion project.</p>  |                          |
| 2019 0331<br>Johann<br>Hannesson | Johann<br>Hannesson |                  | <p>To those in charge of the I5 Rose Quarter freeway expansion project, This project should not move forward as planned. The addition of additional freeway capacity will only induce further demand, countless traffic studies prove out the same thing, no matter where freeways are expanded. The current traffic studies are built under the extremely misleading assumption that a new Columbia river crossing project and its related roadway expansions has already been completed. This project will actually increase travel time for busses, cut down the width of sidewalks, and create bike lanes that do not PBOTs recommended standards for width. The drawings/designs generally prioritize car traffic over buses and bikes in one of the busiest bike corridors in all of Portland. This project contributes to furthering Oregon's greenhouse emissions in a time when the alarm is blaring for the effects of human driven climate change. This 500 Million can be spent to massively reduce travel times on surface streets in Portland by building transit lanes, bike lanes, better sidewalks, creating priority for buses and bikes at intersections and generally shifting traffic mode share away from cars. Or if traffic on I-5 must be a priority let us use this money to massively increase the reliability/speed/frequency of Amtrak buses and trains down the corridor to shift traffic away from the freeway. This project is not aligned with Portland's or Oregon's values and goals and leans heavily on outdated and dis-proven models of thinking around transportation. Let's use this money for something that moves Portland and Oregon towards a more sustainable, faster, and more efficient transportation network for all and not just single occupant automobiles Thank you for your time and consideration,</p>   |                          |
| 2019 0312 John                   | John                | No More Freeways | <p>This project is an example of going backwards in time, a complete governmental and environmental folly. The environmental cost to a non- solution is staggering--and the decades-long delays this massive mess-up will create only exasperates the problem. Congestion pricing and investment in alternative, more sustainable transport methods is the answer, not more lanes. This is calamity in the making; please stop this development.</p>   |                          |
| 2019 0326 John<br>A Reesman      | John A Reesman      | No More Freeways | <p>I am writing in opposition to ODOT's proposed I-5 freeway expansion through Portland's Rose Quarter. ODOT believes that spending \$500 million to widen approximately 1.8 miles of freeway in North Portland will 1) reduce congestion, 2) improve air quality and 3) "re-unite" the Albina neighborhood after it was split asunder by the original freeway construction. It is a near certainty that none of these benefits will actually accrue once the project is complete. Speaking from my own experience as someone who for over 30 years watched repeated freeway expansion projects in South Texas consume endless streams of money and land, I can testify that adding lanes always leads to more traffic. Congestion may be alleviated in short run, but never permanently. The endless rebuilding and expansion of the I-10 corridors in Northwest San Antonio and on the westside of Houston are monuments to the futility of freeway expansion as solutions to congestion. The only decongestion strategy proven to work has been congestion pricing. Increasing the user cost of using I-5 during high volume times will cause traffic to be delayed, rerouted or shifted to other modes. ODOT's claim that expanded freeways lessen air pollution is laughable. Air quality along urban freeways is always noxious and it's a scandal that air quality at the Harriet Tubman middle school is already so bad that researchers don't recommend students take recess outdoors. ODOT is whistling in the wind if it really believes adding new lanes will improve Tubman's air quality. ODOT has also proposed a series of street-level changes they claim will improve the transportation infrastructure on adjacent streets. These include putting "caps" over parts of the expanded freeway that are supposed to reconnect the neighborhood. In drawings, these caps appear park-like with vegetation and trees. I'm skeptical. These "caps" will be automobile overpasses. Cities across the country are littered with these "doo-dads" that traffic engineers use to mollify opponents. In San Antonio, hundreds of thousands of dollars have been spent over the years to dress-up overpasses with side walks and ADA ramps. They're never used. Freeways, to work well, have to privilege cars and trucks over everything else and with cars and trucks comes noise, pollution and danger to anyone who is on foot. Communities don't adopt these spaces because they are the antithesis of places you'd want to walk or linger -- unless you're in a car zipping past at 60 miles an hour. Finally, no one, except ODOT and the concrete lobby wants this project. The Portland Public Schools has requested a full EIS on the freeway's health impact on students at Tubman Middle School. The City's bicycling advisory committee rejects the plan. The Albina Vision project rejects the plan. \$500 million could be much better spent on Eastside street improvements, rebuilding bridges and improving alternative transit. We can do better as city than waste half a billion dollars on project that won't work and that no one wants.</p> |                          |
| 2019 0402 John<br>Ammondson      | John<br>Ammondson   | No More Freeways | <p>ODOT's proposed freeway expansion in the Rose Quarter flies in the face of troves of existing research, the lessons of past freeway expansions, Oregon and Multnomah County's professed commitment to address climate change, and the already-marginalized groups that will be impacted by increased air pollution along the freeway. Freeway expansions don't reduce congestion, they simply induce more demand. Given that 40% of Oregon's carbon emissions come from transportation, investing hundreds of millions of dollars in a project that would dramatically increase car trips and thus emissions in Portland is tantamount to climate denialism. In addition, increasing air pollution for the students of Harriet Tubman Middle School from the already-untenable amount they have to deal with is unconscionable. ODOT should conduct a full Environmental Impact Statement and seriously look into alternatives, like (de)congestion pricing and encouraging non-single-occupancy-car transit options. At a time when Oregon has an opportunity to innovate and provide a</p>  |                          |

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|                            |                  |                       | model for the rest of the country, please reconsider investing in such a backward-looking and maladaptive strategy for Portland's congestion problems.   |                          |
| 2019 0312 John Carter      | John Carter      |                       | Hi, my name is John Carter. I live in southeast Portland. You know, I think when I break this project down simply and I also pair it with the southwest corridor project, I see \$3 billion combined as a tremendous investment into a suburban model. And this whole issue that we're talking about right now is a consequence of a huge investment over the past 50 years into that suburban model. I mean, Portland does amazing work in the past to mitigate what we've seen as disastrous around the rest of the country, but it needs to be doing more today. We need to have that kind of innovative thinking. I mean, I look at the whole building of I-5 to begin with was just a complete and utter disregard for the community and humanity of Portland's black community. And then what are we doing today? Well, we're poisoning the air further of a historically black middle school. It just doesn't make sense. We're investing into wealthy suburban communities. We're continuing to pollute through this model. We're not giving them options to not drive. Instead we're saying, hey, let's widen the freeway, invite more cars into the mix. Given the climate change, denialism that we've been facing for the past 40 years, and the consequences that we're about to face immediately now, we really have to be thinking differently. We need innovative projects. We need Portland to think beyond. And I know, Commissioner Eudaly, you said that this money has been earmarked. Well, that's just a matter of political will. I mean, at the end of the day, this is the taxpayers' money and should be spent on things that are going to benefit us for today and over the next 50 years. |                          |
| 2019 0329 John Carter      | John Carter      |                       | 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?  |                          |
| 2019 0314 John D Berry     | JOHN D BERRY     |                       | Comment: I support the I-5 Rose Quarter improvement project, Key project objectives that I support are: adding a lane to get rid of the I-5 hour glass bottle-neck; capping the freeway re-establishing neighborhood connections, making walking and biking easier; and capping to eliminate the unsightly freeway. I encourage engineers and planners to include capping the freeway adjacent to Harriet Tubman Middle School, reconnecting it to the surrounding community.<br>Thank you   |                          |
| 2019 0329 John Dwyer       | John Dwyer       |                       | As a Northeast Portland resident, I'm deeply troubled by the proposed freeways widening project. At \$500 million the project comes at great cost and I'm having trouble seeing how the benefits of this project could justify this expense. I'm especially disappointed that the Flint Ave bridge will be removed. I committed over that bridge daily and appreciate the minimal car traffic on that route. From what I can see on the renderings and from what I've read, the new route will be less bicycle friendly, especially for bicycles with trailers, which I use to take my daughter to day care. I'm also skeptical about ODOT's claims that the bridge will be as much of a net positive for freeway traffic as claimed. For instance, I've read that ODOT included a proposed new I-5 bridge over the Columbia River in the "no build" alternative to justify this project. And yet ODOT did not include congestion pricing as a "no build" alternative despite the latter being much closer to reality. If there were such a clear case for this project why does ODOT need to be so selective in choosing what data to present? I'd suggest that ODOT be clear about all alternatives and the benefit of this project for a realistic "no build" alternative. Finally the project seems like a misuse of resources given that the project will lead to increased greenhouse gases. I'm very dubious of ODOT's claims that the project would reduce greenhouse gas emissions, especially in light of ODOT being misleading with data. We are on the verge of a climate catastrophe and locking us into more greenhouse gas emissions seems like a very misguided use of resources.                      |                          |
| 2019 0320 John Freudenthal | John Freudenthal | No More Freeways      | Dear ODOT,<br><br>Do not expand freeways. Your studies, other studies, everyone's studies show that expanding a freeway only generates more traffic, more pollution and more problems. Do not expand the Portland freeways. Spends money on mass transit or anything that doesn't make the problem worse.  |                          |
| 2019 0312 John Hetrick     | John Hetrick     | Brooklyn Action Corps | My name is John Hetrick. I live in Portland. I'm with the Brooklyn Action Corps Neighborhood Association. I'm the land use and transportation chair, although tonight my comments are my own. But I'll note that in the past, the BAC has voted to oppose this project as it stands. There are many concerns   |                          |

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|                      |            | Neighborhood Association | and flaws that have come up tonight and in the interest of time, I'll just say that I share those concerns. Since this is ostensibly about the environmental assessment, I'm going to limit my comments specifically to that. One, I will say that the missing data, it is an enormous concern. I learned in high school that you don't get credit if you don't show your work. I don't know how we're at this point in the process without having fundamental data to simply explain how we've arrived at a conclusion. The other thing, and this is very significant for the neighborhood, is the air quality. I've seen the environmental assessments in its own words describes part of these potential covers as wide bridges. f we're talking about building public spaces, I know if I'm thinking of spending time with my neighbors or nieces, I don't look to the nearest wide bridge to have a picnic. We know that all these spaces are going to be within approximately 300 feet or less of the highway. We know from PSU studies recently done that that's in the danger zone. And we heard at the diesel townhall we hosted in our neighborhood that one of the things that you need to do to mitigate pollution is personally to get further away from it. We know that these are all within that range where it's known to be dangerous. This report does not have any location specific analysis for those locations. So at this time we have no idea if these spaces we are considering building are even going to be safe to exist in. We don't know exactly what they're going to look like or exactly what we're going to do, but at the very least, I hope we're making a place where we can simply be and breathe. And any claims of restorative and environmental justice can't be taken seriously if we can't be bothered to look for that first.  |  |
| 2019 0402 John Irwin | John Irwin |                          | This plan will be expensive and cause short-term traffic headaches with an expected increase in fossil fuel use and pollution. I'd like Portland to be more forward thinking when it comes to mass transit and pollution reduction.<br><br>John   |  |
| 2019 0401 John L     | John L     | No More Freeways         | It's very discouraging to see the mayor and city council, who have pledged to enact legislation that reduces our contribution to climate change, promoting a \$500 million dollar freeway widening project that will only worsen our air quality and is expected to increase congestion downtown. Please reallocate any transferable public funds toward transportation projects that align with our climate commitments and VisionZero goals, such as dedicated bus lanes and protected bike lanes.  |  |
| 2019 0312 John Lee   | John Lee   |                          | John Lee, Camas. Safety is supposedly the number one priority of transportation officials. We're discussing the most unsafe site to drive in Oregon. The two-mile, two-lane section of I-5 at the Rose Quarter has three times the accident rate as the Terwilliger curves. ODOT says it's also the region's number one bottleneck. Yet half the transportation money proposed for the Rose Quarter project has absolutely nothing to do with improving safety. It has nothing to do with adding new thru-lanes to reduce traffic congestion, nothing to do with adding shoulders for safety. After spending half a billion transportation dollars, supposedly the Rose Quarter will still have the highest accident rate in Oregon. Rose Quarter accidents are three times, 300 percent of the Terwilliger curves. ODOT experts hope the improvement provides a 30 to 50 percent reduction in crashes. Even if they achieve the 50 percent reduction, the Rose Quarter will still have 150 percent of the crashes and accidents than the Terwilliger curves. Why spend half a billion dollars if you're not going to fix the safety problem? Why aren't new thru-lanes being added to I-5? The Oregon Trucking Association was promised new thru-lanes to I-5 if they supported HB 2017. That's the only thing that will truly reduce traffic congestion and improve freight mobility at the site of Oregon's number one bottleneck. Question: After spending 500 million on the proposed improvements, will the Rose Quarter no longer be the number one bottleneck in Oregon? ODOT reports auxiliary lanes will not provide longer-term capacity relief to congestion problems. Furthermore, they say the northbound direction, there are four recurring bottlenecks. Will any of those four northbound bottlenecks be eliminated after spending half a billion dollars. Stop this wasteful spending of scarce transportation dollars until a proper expansion of I-5 actually reduces congestion and the safety problems are truly fixed. Stop wasting transportation dollars on community redevelopment. |  |
| 2019 0307 John Ley   | John Ley   |                          | My thanks to Andy Johnson for all the details and 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 and 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.   | I5RO Open House Completed Comments_03072019_File 4 |
| 2019 0307 John Ley 2 | John Ley   |                          | 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.<br><br>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.  |  |

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|                    |          |              | <p>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?</p> <p>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.</p> <p>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.</p> <p>"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."</p> <p><a href="https://portlandtribune.com/pt/9-news/371589-255336-despite-opposition-saltzman-still-backs-rose-quarter-freeway-improvements">https://portlandtribune.com/pt/9-news/371589-255336-despite-opposition-saltzman-still-backs-rose-quarter-freeway-improvements</a></p> <p>Spending scarce transportation dollars on community redevelopment is outrageous.</p> <p>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.</p> <p>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"?</p> <p>Unless you can answer "yes", then this project is a HUGE WASTE of taxpayer transportation dollars.</p> <p>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?</p> <p><a href="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</a></p> <p>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.</p> <p>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.</p> <p><a href="http://johnley.us/wp-content/uploads/2018/10/West-County-corridor-transportation-needs-v2.jpg">http://johnley.us/wp-content/uploads/2018/10/West-County-corridor-transportation-needs-v2.jpg</a></p> <p>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.</p> |                          |
| 2019 0000 John Ley | John Ley |              | <p>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!</p>  |                          |

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| 2019 0221 John Meyers      | John Meyers      |                  | Written Testimony:<br>I think its 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 lon term anywhere else, so why is portland different? If we want to reduce confestion 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!   |                          |
| 2019 0401 John Miller      | John Miller      |                  | ODOT,Please consider that widening an existing poorly-functioning freeway is only a solution in some kind of perfect world with unlimited land to pave over.It would be better to ELIMINATE I-5 on the east side of Portland and allow that Bank of our River City healâ€¦ not to spend millions to widen the freeway.Are you aware of several design studies underway now to improve the Eastside Coliseum - OMSI area? Such as capping the freeway? I heard about it last year at DesignWeek, and now I see this engineering project.I know that you wonâ€™t be able to incorporate this kind of opinion. It seems that no one EVER does any comprehensive long term planning. Only Hack Hack Hack..It really is hopeless.Thanks for your time.AddendumI live in Southwest just off Terwilliger, and I am just now hearing about the project! I-5 south of Portland was poorly designed and rammed through. You know that. It's very often a congested mess.To me, an interstate freeway system should connect states and cities, but should not CUT THROUGH THE HEART OF A CITY ON THE SURFACE. This is obscene for many reasons. (Health of the citizens, creating a literal WALL, and so on.)Use I-205 to go around the city for interstate traffic..Use I-405 bridge, but little else. |                          |
| 2019 0329 John Moriarty    | John Moriarty    | USCG             | Please ensure the USCG D13 Waterways Management and Bridge Offices are given at least 30 days notice of any in-water work over the Willamette River. We will ensure the work is included in our notice to mariners and coordinate w/ the project and contractor to minimize any impact on navigation. I think the most likely location is the SB off ramp from 5 to 84... It comes very close to the Kevin J Duckworth Memorial Dock.  |                          |
| 2019 0331 John Nikkel      | John Nikkel      |                  | ODOT Rose Quarter Freeway expansion:What is the cost of the proposed Rose Quarter Freeway expansion? In dollars, what will be the final cost, maybe 600 million dollars and probably more for a one mile stretch of roadway? In air pollution, in noise pollution with more cars creating more of each. Has increasing road capacity ever decreased road use? Create more roads and more cars will use them. Is that what Portland needs?I vote no on this project. There are better ways. Lets try tolling first. If a new bridge crossing the Columbia is built, then maybe a Rose Quarter freeway expansion??   |                          |
| 2019 0401 John Nurse-Mayes | John Nurse-Mayes | No More Freeways | This is a bad idea. There is no history of adding more lanes for cars diminishes traffic. That is a very antiquated way of thinking. Your plan doesn't really do anything to encourage people to bike or use mass transit. More car lanes is no the answer. More lanes + more traffic = more pollution. How do you not see this? It is so easy my children recognize the poor planning going into this project.  |                          |
| 2019 0226 John Paisley     | John Paisley     | No More Freeways | The money for expanding the freeway system is like throwing it down a bottomless hole. An infinitely wiser solution is to put it into the public transit system.   |                          |
| 2019 0330 John Peterson    | John Peterson    | No More Freeways | Please do not expand the freeway system in the Rose Quarter area of Portland. We should spend our money on reducing carbon emissions and reducing single occupancy vehicle traffic. At the very least, please delay the project until a full environmental impact is completed and all options to solve the congestion and pollution problems are addressed. I am also concerned that the project will negatively impact the Eastside Esplanade and Harriet Tubman Middle School.  |                          |
| 2019 0312 John Reeves      | John Reeves      | No More Freeways | Please do not expand I-5 at the Rose Quarter, or anywhere else for that matter. It sounds good to some people, but it won't do what we want.We have looming climate change. It's a serious thing to worry about, like now. Oregon, and Portland specifically, can be a leader in actually doing something about it. The number one thing that we can do is have fewer cars on the road. A wider and still congested I-5 is just going to make things worse. This is 1950s era thinking when wider roads and more cars was the solution to everything. We know about climate change and how dire it is, widening I-5 is just denying the existence of climate change.Lets be just a little more forward thinking. Spend that money more wisely on something like improving public transit. Anything but this.   |                          |
| 2019 0226 John Schuberg    | John Schuberg    | No More Freeways | No more freeway expansions!!   |                          |
| 2019 0331 John Somdecerff  | John Somdecerff  |                  | Gentlemen,I'm writing to express my concerns about the planned I-5 Rose Quarter Freeway Expansion. I believe it is a waste of our money for a few reasons. These include the necessity to greatly reduce our carbon emissions, the effect of the planned congestion pricing, and the urgent need to spend the money elsewhere.I'm sure that you know that we must greatly reduce our greenhouse gas emissions within the next eleven years to avoid a climate catastrophe. Almost forty percent of Oregon's carbon emissions come from transportation. As a recent Oregonian article points out, we cannot reduce our transportation section emissions without driving less, a lot less. Spending half a billion dollars on infrastructure that we, by necessity, don't need is a waste of our money. We need to be spending this money on reducing the need for the private automobile - such as by improving public transportation and building communities designed for humans instead of cars.Also it is my understanding the the ODOT traffic models do not reflect the effects of the  |                          |

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|                |                  |                  | congestion pricing that is being implemented. Again, as demand is reduced, so is the need for this highway expansion. Building roads we don't need is a huge waste of taxpayer money. I know I work very hard for my pay - I don't want it being siphoned off and wasted on this project. The half a billion dollars this project is projected to cost could be used much more effectively elsewhere. It could replace almost the entire fleet of Portland buses with electric ones. This would allow them to run on renewable electricity while reducing our bad air pollution. It could build a very nice electric street car system for the east side, where it is so badly needed. Other ODOT roads, such as 82nd Avenue, are much more dangerous and need to be upgraded to be in line with our Vision Zero Streets goals. And there are many reasons to put this project on hold and to go "back to the drawing boards". It is my understanding that the ODOT traffic models are flawed (such as pretending that the new proposed 12 lane bridge across the river had been built, but it has not been), neglecting to account for "induced traffic" in the environmental assessment, etc. Until we have good models and data, how can we fairly evaluate this project? In summary, I am opposed to this freeway expansion because we must greatly reduce our carbon emissions, because the planned congestion pricing makes any expansion unnecessary, and because we urgently need the money elsewhere. I moved to Portland, and am selling my (electric) car, because I believe in living "car free", and that cities should be designed for people instead of cars. This project makes me feel like I'm back in Texas or Oklahoma - please don't follow their dead end path. ODOT should, and can, do better. Thank you for your consideration, |                          |
| 2019 0331      | John T Westerman | No More Freeways | We should be discussing freeway removal not freeway expansion.   |                          |
| 2019 0304      | John Watt        |                  | I support freeway expansion in Portland. The congestion cannot be solved via public transportation or tolling. Those are weak ideas and do not address the basic fact that more people are coming to Portland. Please bring more freeway lanes throughout the metro area. I'm sick of the traffic and congestion.  |                          |
| 2019 0328      | John Yohe        | No More Freeways | No on I-5 expansion. Spend the money on public Transpo. Like FREE public transpo !   |                          |
| 2019 0312      | John Dwyer       |                  | Hi there. My name is John Dwyer. I live in northeast Portland. This is my first time going to sort of a public hearing ever. I'm a private person but I figure this is a big enough project that I should give my input. I've driven on I-5 and I've been stuck in traffic on the Rose Quarter. You can see it goes from three lanes to two lanes so, you know, I think this project makes sense. You build an extra lane and get things flowing through. But I start to learn more about the project. I learned the cost. I learned it was about \$500 million. That's a lot of money for two miles of extra lane. I learned more about the construction that would be five years or so in the making, and it would tear apart the area while it's doing that. I bike through that area every day. I bike across Tillamook and across to the Broadway Bridge and go over the Broadway Bridge. And I have a young daughter and another one on the way, and it just seems kind of like a wild project to change that, to do such a big change to this area. And to think about, like, the alternatives that I know you pointed out, Commissioner Eudaly, that we can't use this money for PBOT projects, but I urge Manager Windsheimer to consider alternatives for the \$500 million. Think about other streets that would be consistent with the Zero Vision initiative as well as other projects that would have a bigger impact than this one. Thank you.  |                          |
| 2019 0401      | Jon Adams        |                  | Hi, Thanks for providing the opportunity to comment. I attended the open house at Billy Webb Hall last fall, and am in favor of the changes proposed to the Rose Quarter interchange. I think this is an important first step in covering I-5 and rejoining neighborhoods in North Portland.   |                          |
| 2019 0224      | Jon Agee         | No More Freeways | That's a no from me dawg... lanes aren't our problem, cars are. We have to reduce the number of vehicles on the road. As long as you are expanding lanes and growing freeways, we'll never convince folks they should be on mass transit, ESPECIALLY around the Rose Quarter.  |                          |
| 2019 0329      | Jon Jensen       | IBEW Local 48    | My name is Jon Jensen. I live work and play in Portland. When I moved to Portland 12 years ago I was stunned by the logistic nightmare and choke point that exists between I5 and I 84. I am gobsmacked to discover that anyone thinks we shouldn't improve that situation. Of course it must be done in a way that facilitates the Albina vision (the cap?), but please support this project and fix this giant problem that cripples our city.   |                          |
| 2019 0307      | Jon Meersman     | No More Freeways | I do not support the I-5 freeway expansion through Portland. I believe there are more effective ways of spending \$500,000 to curb congestion and increase safety, such as expanding public transportation options or building better infrastructure for walking and biking. I also believe that the proposed plan for freeway tolling will solve nearly all the problems cited by ODOT far cheaper and more effectively and should serve as an alternative in its own right.  |                          |
| 2019 0217      | Jon Steinberg    |                  | Hey - read through the overview of the environmental impact study for the build. Also -we're a one car family and I'm a 6 day a week cyclist. I say we build it - not even for the effects on traffic at rush hour but for safety and to help trade in the west coast. I think it's money well spent. Go build!  |                          |
| 2019 0219      | Jon Wood         | No More Freeways | I oppose the expansion of freeways, particularly I-5. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation – as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project  |                          |

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|                           |                 |                  | <p>that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. Even *if* ODOT can manage to keep this project under \$500,000,000, it's an enormously expensive undertaking whereas the revenues could be spent on a litany of other projects and needs across the region. \$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief. Community Opposition: Despite ODOT's claims that this project "reconnects the community," there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed "lids" over the freeway won't be strong enough to support buildings like the Albina Vision is proposing.</p>  |                          |
| 2019 0305 Jon Worley      | Jon Worley      |                  | <p>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.</p> <p>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.</p>  |                          |
| 2019 0311 Jonathan Halsey | Jonathan Halsey | No More Freeways | <p>To whom it may concern, I have lived in Portland my whole life, and I'm saddened to see that the state's history of overt racial discrimination and environmental injustices have not changed. Anyone who lives, works, plays, prays, or commutes in Portland understands the issue of worsening traffic congestion. But adding new highway lanes will worsen, not fix the issue. Yes, transit designers still debate the merits of freeway expansion. But even if this project were to improve traffic flow, I don't believe it aligns with the values of our community. There are two major environmental justice issues with this plan. 1. Climate Change. This project may encourage car users to drive more frequently, and bring new drivers onto the road. The carbon impacts of increased transportation emissions will make reaching Oregon's carbon reduction goals more difficult. Climate change caused by greenhouse gas emissions disproportionately impacts communities of color and low-income communities on a global scale (this is common knowledge in the scientific community but contact me if you'd like me to cite my sources). 2. Local point source air pollution. Increased highway traffic will disproportionately harm low-income communities and communities of color in the areas surrounding the proposed project site. These communities already struggle with poor air quality and unhealthy levels of airborne toxins. Increased healthcare costs, decreased the quality of life, higher risk of disease associated with air toxins, low birth weight, increased infant mortality, developmental issues in children, and high rates of asthma are all associated with local air pollution from transportation. I am also concerned that this proposal may violate Executive Order 12898 and Title VI of the Civil Rights Act of 1964. I studied environmental justice extensively as a student. In my current career, I also have a heavy focus on environmental justice issues. Working with community groups and students on a daily basis, I am beginning to better understand community needs in regards to environmental services and environmental health. I'm worried that this proposal will be extremely damaging. Potential alternatives: -Invest in public transit infrastructure -Improve carpool options -Impose tolls and/or increased gas and car taxes -Improve bike infrastructure -Allow electric vehicle rideshare companies like Lime, Bird, Skip etc. to return to Portland. PBOT is in an assessment period of this right now, but these programs were widely popular and diverted car traffic from the roads (I was also employed by one of these companies, which made a strong positive economic impact in Oregon). -Improve Bike Infrastructure -Listen to what community members think will work best in their own community! They know the needs of their neighbors, and know how projects like these will harm them.</p> |                          |
| 2019 0331 Jonathan Hinkle | Jonathan Hinkle | No More Freeways | <p>I'm writing to express my grave concerns about both the proposed I-5 Rose Quarter Improvement project itself as well as ODOT's handling of the process. Just so you have some idea what perspective I'm writing from: I live in North Portland. I own a car that I use primarily for grocery shopping and getting out of the city to go hiking. I own a bike and use it for much of my transportation in the city. I regularly take MAX and buses. I like to walk. I live here in a city because I like cities, and because they give us the opportunity to live a life that doesn't require using a car anytime you leave home. First, let's start with the obvious objection: it's unlikely to work. You are aiming to add these auxiliary lanes to reduce congestion caused by the Rose Quarter interchange. As you've no doubt heard hundreds of times already during this public comment period, widening roads to relieve congestion just does not work. I don't get what about the concept of induced demand is difficult, or why ODOT seems to think that it magically won't apply to this project. Sure, I guess there's a chance that this could indeed be the very first urban freeway widening project to relieve congestion, but is that worth gambling half a billion dollars on? I would strongly suggest that before undertaking a project of this magnitude with such a small likelihood of ROI, you instead try other approaches to relieving congestion at the Rose Quarter such as congestion pricing. Second, congestion at the Rose Quarter interchange is inevitable. I am not a traffic engineer (though honestly, ODOT seems to be making a lot of ill-formed assumptions that make me doubt whether being a traffic engineer counts for much), but it sure seems to me that congestion at a tight interchange is inevitable. When roads curve, cars slow down. When a roadful of cars slow down, congestion occurs, because each person brakes just a little bit harder than the person in front of them. In Atlanta, you see this with the perpetual traffic slowdown at the Grady Curve on I-75/I-85 despite the number of lanes remaining constant. In Colorado, you see this on I-70 heading down out of the mountains toward</p>  |                          |

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|                              |                 |                  | <p>Denver, with a line of brake lights stretching up from every curve, even though the number of lanes remains constant. In every city in the country, you see this on the blocks surrounding freeway on-ramps at rush hour. This interchange is too geographically constrained to fix that – you’d have to raze a huge area where I-84 and I-5 meet (please don’t) to give the roads room to curve slowly enough that people don’t have to change their speed of travel. That takes a ton of room! Even in places where the room exists, like the I-84/I-90 interchange in rural Massachusetts, there’s -still- a major slowdown at the interchange any time there’s appreciable traffic. Third, this project is unnecessary. The I-5 and I-84 corridors are well-served by public transportation (even for Clark County residents from across the river!), and there’s a strong network of bike lanes in the area. We should be aiming to nudge people toward more sustainable means of transportation than driving. If someone doesn’t want to sit in congestion on I-5, they can take a train. Or bus. Or bike. Obviously many areas in Oregon don’t have any reasonable alternatives to driving, but Portland is not one of those places. As more and more people move to the region, we need fewer and fewer of them to be in cars. If anything, ODOT should be undertaking projects to -discourage- driving instead of projects to make it less frustrating. Instead, you’re undertaking a project that manages to make public transit slower and fails to bring any substantive improvements for cyclists and pedestrians. Fourth, this project is climate denialism. The science of climate change is undeniable at this point, with the only real debate being on quite how -fast- we’re cooking ourselves. Our transportation sector, still primarily based on dirty fossil fuels, is a major contributor to climate change. At this point, investing in infrastructure that encourages driving is either climate denialism or a giant middle finger to the generations who will have to live in the world you’re building. Oregon and Portland want to be seen as climate leaders, and this project is directly at odds with that goal. Fifth, this project is unhealthy. You don’t even need studies to tell you this (though they’re not hard to find, should you care) -- just go stand for a few minutes on one of the bridges over I-5, like on N Rosa Parks Way. You will find breathing uncomfortable. Or go look at the underside of one of those bridges, where emissions from the endless stream of vehicles below have coated it in dark grime like the inside of a smoker’s lung. We as a culture have accepted that cigarette smoke is extremely harmful, even second hand, but we seem unwilling to recognize that the pollutants our cars spew have a similarly deleterious effect on those who spend time in close proximity to significant traffic. As you’re no doubt aware, Harriet Tubman Middle School directly abuts the stretch of I-5 “improved” by this project. There were already concerns about the poor air quality students and teachers there must endure, and that was -before- this capacity-increasing project was announced. It’s not hard to see why Portland Public Schools has major doubts about this project. Sixth, your entire environmental assessment was predicated on the idea that the Columbia River Crossing had been built, despite the project being dead for five years. If you need the CRC to exist in order for the numbers to justify this project, you’re entirely misrepresenting this project. We need an environmental impact statement. In addition, unrelated to the environmental assessment in particular, I’ve been shocked by how disrespectfully ODOT has treated the public. You scheduled no public hearing until Commissioner Eudaly requested one. You took ages to release technical documents like Synchro worksheets, and failed to extend your comment period to give the public time to through them. You denied that engineering drawings existed, then suddenly found 36 gigabytes of them when you were FOIAed. Of course you refused to extend the comment period after releasing all this data, leaving the public with less than a week to comb through that data. All this data should have been released without the public having to ask for it, at the very beginning of the comment period. You touted this as a “safety” project, when there have been no deaths on this stretch of interstate for years and when there have been multiple deaths on ODOT-administered Portland roads in recent years. It’s been appalling to watch, almost as if you know this project won’t past muster if people actually have access to the data necessary to evaluate it on its merits. 1. Do an EIS. 2. Try congestion pricing first. 3. Be honest with the public.</p> |                          |
| 2019 0327<br>Jonathan Korman | Jonathan Korman |                  | <p>I gather that you are calling for comment. Well. I am a homeowner in southeast Portland. I grew up in Los Angeles. I lived a couple of decades in the San Francisco Bay Area. I have lived what happens when we invest and re-invest in freeways. At best, it does nothing to help. At worst, it perversely makes things worse. Planners know this. They demonstrate persuasively that more freeways and more lanes just create “at great expense” incentives for traffic to increase to fill capacity. I am not alone in seeing a future ahead of more people coming to Portland, and us needing to plan and build to accommodate it. But more freeways are an expensive distraction from the many things we should do instead.</p>   |                          |
| 2019 0306<br>Jonathan Maus   | Jonathan Maus   | BikePortland     | <p>I’m organizing an event tonight where people can learn more about the EA and ask questions about it. It would be great to have hard copies of the EA to use.<br/>Can I pick up some hard copies from the ODOT HQ on NW Flanders sometimes this afternoon around 4 pm or so?</p>  |                          |
| 2019 0326<br>Jordan Faulds   | Jordan Faulds   | No More Freeways | <p>Hi there, I would like to register my opposition to the proposed Rose Quarter freeway project. My grounds are as follows: 1. There is no evidence whatsoever that widening I-5 will ease traffic congestion. As I understand it, this is the sole purpose of the proposed project, so a lack of evidence to support its success should weigh heavily against the project. 2. I support the Albina community, which has clearly stated its opposition to the project and which stands to be most directly affected by it. 3. I agree with PBOT’s bicycle and pedestrian advisory committees that the proposed bicycle and pedestrian improvements included within the project scope are inadequate. 4. I oppose the increased air pollution this expansion appears likely to generate, much of which will be discharged directly into the air around Harriet Tubman school. 5. I believe ODOT should attempt to use other methods to reduce congestion</p>  |                          |

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|                                      |                         |                     | (such as congestion pricing) before widening the freeway. 6. Generally, I feel that too much money, time, and attention is paid to single occupant vehicles as a transportation option in Portland. To protect our climate, our health, and our city, we must invest in public transportation, pedestrian, bicycle, and other alternative transportation modes instead of doubling down on unsustainable, inequitable, and dangerous modes like single occupant vehicles.  |                          |
| 2019 0328<br>Jordan<br>Washington    | Jordan<br>Washington    |                     | 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. |                          |
| 2019 0327<br>Joseph Mains            | Joseph Mains            | No More<br>Freeways | Freeways do not relieve traffic—thoughtful policies empowering and supporting public transportation, alternative transportation, and similar policies are what make traffic lighter. Let's pay attention to the facts instead of wasting our money turning into a wasteland California outpost that the selfish and monied in this city are pushing for.   |                          |
| 2019 0329<br>Joseph Readdy           | Joseph Readdy           |                     | While this project is presented as a stand-alone, safety-focused project with minimal impact to a very small area, the Rose Quarter freeway expansion is actually an integral part of a much larger, automobile-centric vision of transportation in the Portland area where freeways dominate. The underlying projections for traffic depend on an assumption that the Columbia River Crossing is built to 12 lanes. What you have done is assume that we spend \$3 billion (or more) to induce demand across a 12-lane Columbia River Crossing; which you "proactively" "solve" with the pretext of widening the freeway in the Rose Quarter. Your justification for the Rose Quarter Freeway project is to provide capacity for the increased traffic that has yet to be created by the construction of the Columbia River Crossing, but which this project depends. What kind of modeling shall we expect when you try to justify that project? This kind of modeling is dishonest. and leads endless justification for expanding freeway capacity everywhere "at the expense of urbanity anywhere. You have very purposefully concealed facts. Dressing up the project with some green freeway caps and bike lanes seems disingenuous at best. Shame. Do not build this project. Joseph Readdy 3845 SW Condor Avenue Portland, Oregon 97239  |                          |
| 2019 0326<br>Joseph Santos-<br>Lyons | Joseph Santos-<br>Lyons |                     | Dear ODOT, I write as a child born at Emmanuel Hospital, third generation North Portlander. My family, three children and I live at 831 N Watts St. While a few miles from the Rose Quarter, we are directly and disproportionately impacted by increased traffic, air pollution and the generational negative affects on our climate. I urge you to end the proposed expansion in the Rose Quarter for my families health, and the long term safety of our communities. I have worked and been civically engaged in North and Northeast Portland for decades. I have served as a community minister with the First Unitarian Church of Portland since 2007. I worked as Executive Director of APANO, and served on the ODOT Region 1 Advisory Committee. My kids have gone to schools in NE Portland. We cannot make decisions by old standards in the face of new knowledge in climate change, and the true costs of car first freeways. I respect ODOT as a changing institution and this is a moment to meet the needs of our neighborhoods, our region and our world. Sincerely, Joseph   |                          |
| 2019 0329<br>Josh<br>Roll            | Josh Roll               |                     | 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  |                          |

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|                              |                 |                  | 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.  |   |
| 2019 0327<br>Joseph Totten   | Joseph Totten   | No More Freeways | This project deserves full and due diligence, considering how future tolling and growth patterns will affect traffic demand on both the surface and on I5. Consider nearby communities and actively pursue engagement with residents and neighbors.  |   |
| 2019 0329<br>Joseph Wartooth | Joseph Wartooth | No More Freeways | Please do not expand freeways in the wonderful city of Portland, Oregon. Portland has progressive values, and ugly polluting eyesores such as cars and freeways should be an ever shrinking part of this city. Please put more money into making Portland the greatest and safest pedestrian and cyclist city in the world.  |   |
| 2019 0222<br>Josh Berezin    | Josh Berezin    | No More Freeways | Every dollar we spend on transportation needs to be examined through the lens of climate. For every expenditure, we should ask if it will make things worse or better? And if we determine it will make things better, is it the absolute best thing we can do with those resources?The I-5 — what is it? "Expansion Project?" "Improvement Project?" I find the splash of marketing unconvincing. But sure, let's call it "Improvement Project." It's just not a climate-conscious way to spend \$500 million. If backups for cars are a problem there, let's get some people out of their cars. As we're all well aware, there are effective ways to get people out of cars without spending half a billion dollars. We know congestion pricing works. We know better transit works. We know creating safe and connected bike facilities works. But we also know building more freeway capacity doesn't work.Let's just... not do this! It's not too late. We don't need this project, and we don't want it.   |   |
| 2019 0307<br>Josh Berezin    | Josh Berezin    |                  | 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.<br>This project clearly has no such impacts.<br>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.<br>Please reconsider this project from top to bottom—it is not what the community wants or needs.  | I5RQ Open House Completed<br>Comments_03072019_File 2 |
| 2019 0327<br>Josh Frankamp   | Josh Frankamp   | No More Freeways | Portland should lead the way with transportation solutions for tomorrow, not shrink back to failed solutions from yesterday. If we have half a billion dollars to invest let's invested in transit and protected bike infrastructure for the entire city.<br><br>Increasing highway infrastructure will just put more single user polluting vehicles on the road by inducing demand. End this folly and let's invest in tomorrow.  |   |
| 2019 3030<br>Josh Hetrick    | Josh Hetrick    |                  | The Environmental Assessment (EA) for the I-5 Rose Quarter project has many significant flaws, omissions, and troubling conclusions. • A full release of all supporting data was not provided until almost half way through the EA public comment period. Requests to make good on the lost time were denied. • Additional requests for supporting materials such as technical drawings were deflected and delayed. Some materials were released only a few days ago, and demonstrate substantial public impact which was previously undisclosed or obscured. For example, the EA does not clearly indicate the impact that highway widening will have on the Eastbank Esplanade multi-use path. Only because of repeated requests for technical drawings by members of the public were these details made available. This has prevented a full and honest public discourse on the project. • The impact of the unbuilt and dormant Columbia River Crossing project was included, but not the reasonably foreseeable impact of decongestion pricing which ODOT has been tasked with studying in the project area. • The proposed highway covers are insufficient to support the kind of large buildings expected in the central city in general, and by the Albina Vision specifically. • No location-specific analysis was conducted for the air quality on the proposed highway covers. Given their proximity to heavy vehicle traffic on both adjacent surface streets and the highway below, this is a serious omission. In particular, there is not a single spot on these parcels which is further than 300 feet from the highway. Recent local studies have demonstrated that distance as a known danger zone with public health risks. The viability of these parcels as usable public spaces is a critical aspect of this project, and this impact must be fully understood before proceeding. • Harriet Tubman Middle School already suffers an outsized impact from the nearby highway. The EA's proposal for pushing the highway even closer to the school fails to demonstrate a safe and equitable impact to students, staff, and families. • The EA projects a very slight reduction (0.2%) in greenhouse gas emissions attributable to the project itself. Even if these unlikely and very modest improvements were achieved, a project of this scope must be doing more to reduce emissions. The State's climate report clearly demonstrates that we must be taking more decisive action to reduce emissions. The EA fails to demonstrate a |   |

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|                       |             |                  | <p>contribution to that goal in line with the project's size and scope. • The proposed surface street changes are not in line with our City mode-split and safety policies. Numerous aspects of the proposal prioritize the movement of private vehicles at the expense of pedestrian safety (such as large corner radii), transit trip times (including temporary delays during construction and permanent travel time increases after project completion), and bicycle trip viability (via a proposed Hancock-Dixon crossing with a grade in excess of widely-known ADA standards). • Important details on aspects of the surface street changes are still unknown. For example, the path of the proposed Clackamas Bridge has changed multiple times and its currently proposed sweeping arc does not indicate a clear purpose. When asked what trips and connections the bridge was intended to address, project staff was not able to provide answers. • Similar, local highway widening projects have produced results which conflict with the EA's projected improvements to safety and congestion. (For example, the widening of I-5 in the Delta Park area.) The changes proposed are as likely to introduce new safety and congestions issues as solve any existing issues. In an area with collisions predominantly caused by lane merging, adding more lanes to merge across cannot be expected to reduce collisions. • The EA fails to demonstrate a substantial safety improvement for the project area. Namely, this is because these highway segments are already relatively safe and have seen very few serious or fatal collisions. The only fatalities in recent past, which involved pedestrians crossing the highway, will not be addressed by this proposal. The proposed surface street changes include details which are likely to introduce new issue safety issues, rather than abate them. Meanwhile, there are numerous state-controlled roads with significant safety issues which do result in serious injuries and fatalities. Given those pressing needs elsewhere, the EA does not adequately demonstrate a suitable safety cost-benefit. Many significant stakeholders have raised these and other serious concerns about the project's process, the current proposal, and the EA specifically. This includes Albina Vision Trust, PBOT's Bicycle Advisory Committee, PBOT's Pedestrian Advisory Committee, The Street Trust, Eliot Neighborhood Association, NAACP Portland Branch, Oregon Walks, Portland Bus Lane Project, and many more. A full Environmental Impact Statement (EIS) must be conducted to understand and address the full impact of this proposed project. Regards, Josh Hetrick Portland, Oregon</p> |  |
| 2019 0222 Josh Linden | Josh Linden | No More Freeways | <p>Expanding the I-5 freeway is misguided, harmful to our community, and will not solve any of our largest transportation challenges. Oregon's Department of Transportation and Portland's Bureau of Transportation should reconsider this project and invest our limited resources in options that reduce private motor vehicle use and improve environmental outcomes. I strongly oppose this project for the following reasons:- It does not address our climate goals. Multiple national and international studies confirm that we have a short period of time to prevent the worst effects of climate change. We should be mobilizing as many resources as possible to address this inter-generational challenge. However, the I-5 freeway expansion proposes to spend \$500 million to support a form of transportation that continues to be a leading contributor to greenhouse gas emissions. This is a mistake. According to Oregon's Global Warming Commission, transportation accounts for nearly 40% of total GHG emissions in our state, and total transportation-related emissions have risen each year, per the latest state-provided data. Any investment in freeway infrastructure to support the use of private motor vehicles directly undermines Oregon's own stated climate goals, and simply reinforces auto-centric planning during a period where we need other options. - It will not reduce congestion. Years of studies confirm that induced demand will negate any temporary improvements from added freeway capacity. An expanded I-5 will simply lead to more vehicles on the freeway with no appreciable reduction in congestion. As an alternative, ODOT and PBOT should collaborate to institute congestion pricing, a vehicle miles traveled tax, and other dynamic pricing options that actually advance ODOT and PBOT's stated goals to reduce auto mode share. - It is an enormously wasteful and counterproductive investment. For every dollar we sink into environmentally unfriendly and dangerous forms of transportation (motor vehicles), we forgo an opportunity to support transit, active transportation, and innovative new mobility services -- all of which are needed to truly address our transportation challenges. Interstate highways -- particularly those within urban areas -- directly contributed to many of the challenges cities face across the country. The solution, therefore, cannot be spending more money to expand interstate highways and double down on mistakes from the past. ODOT and PBOT must cancel the I-5 expansion project and re-focus on investments that actually support our community, reduce motor vehicle use, and help us pursue our climate goals.</p>            |  |
| 2019 0307 Josh Linden | Josh Linden |                  | <p>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 and 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 state's appropriation to transit, active transportation, and clean forms of transportation.</p>  | I5RQ Open House Completed Comments_03072019_File 4 |
| 2019 0314 Josh Mahar  | Josh Mahar  |                  | <p>I want to voice my strong opposition to the I-5 Rose Quarter Project. I know you've all heard the arguments against it many times, but I will reiterate key issues:<br/> - \$500 million would go much, much farther on other safety projects in our region that are in critical need of improvements (Outer Division, Powell, 82nd)</p>   |  |

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|                               |                  |                  | <p>all in areas with much higher equity needs.</p> <ul style="list-style-type: none"> <li>- Making it easier and faster to move around in single occupancy vehicles goes against nearly all of our local and regional policies of reducing our reliance on cars to improve our environment and quality of life.</li> <li>- Spending this money to make it easier for people to bike, walk, and take transit would be a much better way to address transportation problems and would better achieve our city's equity goals.</li> <li>- The current plan is not compatible with the Albina Vision.</li> <li>- The current plan does not take into account Congestion Pricing, a major opportunity to reduce traffic congestion without increasing road capacity.</li> </ul> <p>Wasting our highly limited tax dollars on such an incredibly outdated project is utterly irresponsible, and undermines our region's long history of being a pioneer in creating a transportation system that focuses on sustainability and quality of life. Please reconsider your support for this terrible project.</p> <p>Sincerely<br/>Josh Mahar</p>  |                          |
| 2019 0331<br>Joshua Baker     | Joshua Baker     | No More Freeways | <p>As a resident in an inner Portland neighborhood, I'm writing to express my opposition to the ODOT's I-5 expansion project in its current form, particularly as there has not been a full environmental impact assessment completed. As a young adult who will likely live with the side effects of climate change in the coming decades, I am particularly concerned that this project will likely increase emissions in the long run. The scientific consensus is that freeway expansions have never solved traffic congestion, and ODOT has not shown that the changes they will be making to this area of the highway system will infact reduce congestion in the long run. It is particularly worrisome that ODOT did not release numerous data sets and appendices that would allow community groups to independently verify their assertions that this project would lower carbon emissions, improve air quality or lower traffic congestion. When already 40% of Oregon's carbon emissions come from transportation, we need to be investing more in projects that reduce driving, but instead, this project encourages more of it and will lead to more congestion and emissions in the future. If we're going to spend \$500 million, it should be going towards building a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief. It is also concerning that this project may make worst the situation at Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue -- 40% of Tubman's students are Black, and 73% are identified by PPS as vulnerable populations. The construction of lanes over the Eastbank Esplanade and the Willamette are also alarming. A full Environmental Impact Statement is needed to address both of these concerns as the Environmental Assessment document simply isn't focused enough on the significant impacts on health and public safety this project represents. I also strongly recommend that the ODOT should implement decongestion pricing before moving forward with this project. Road pricing is the only policy actually proven to reduce traffic congestion; it is also proven to improve air quality and reduce carbon emissions as well. I think this is particularly true since ODOT's studies of traffic patterns of the proposed freeway expansion completely ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion.</p> |                          |
| 2019 0304<br>Joshua Berger    | joshua berger    | No More Freeways | <p>I've lived in Portland for over thirty years. I've seen population increase and traffic congestion increase alongside it. I've also seen an increase in public transit, bicycle commuting (I am a bike commuter) and walking neighborhoods. We DO NOT NEED to expand freeways. We need to work to reduce fossil fuel consumption. Expanding freeways is denying global warming and climate change are tied to the burning of fossil fuels. So I am opposed to expanding the freeway on this general principle. But I also recognize that there is a serious issue with traffic congestion in the metro area and that needs to be solved. I would like to recommend the ODOT implement Decongestion Pricing before any expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't solve the traffic problems on the corridor without sinking half a billion dollars into the expansion? ODOT's studies of traffic patterns of the proposed freeway expansion completely ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion. Thank you for your consideration. Do the right thing.</p>   |                          |
| 2019 0329<br>Joshua Goldstein | Joshua Goldstein | No More Freeways | <p>I am writing to voice my concern with regards to this project. As someone who uses this stretch of highway regularly, I strongly disprove of the freeway expansion. As someone who drove in Los Angeles for decades, highway expansion results in induced demand. This has been proven based on other cities (405 in Los Angeles, Houston, etc.). Based on empirical evidence from those cities projects, widening the freeway will only result in more cars on the freeway. The only solution that has worked in other cities is decongestion pricing. I highly support that model, and it would be a shame to spend so much money on something that is proven to provide no relief, before trying a solution that has works and actually makes money. Please Keep Portland Weird and</p>  |                          |

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|                             |                |                  | stop this project!  |                          |
| 2019 0329<br>Joshua Roberts | Joshua Roberts | No More Freeways | Widening the freeway will not solve our problems, it will just give us a wider freeway.<br><br>Please use congestion pricing instead and invest in more public transportation.  |                          |
| 2019 0226<br>Josiah Dodds   | Josiah Dodds   | No More Freeways | Dear ODOT,<br>I am concerned about the proposal for the I-5 expansion. In particular, it seems to be a slap in the face to the climate concerns that I hope my city will take seriously. Spending so much money to increase emissions in the city seems like a poor choice when weighed against improvements to public transit that might have comparable effects on people's ability to get around with none of the downsides of the proposed project. Please reconsider this plan, or at the very least do some convincing research to back up your claims. Now it feels like the rhetoric around the project is downright dishonest to the people of Portland. |                          |
| 2019 0331 Joy Mamoyac       | Joy Mamoyac    | No More Freeways | There needs to be a full and transparent enviromental impact study. Do your due diligence!  |                          |
| 2019 0402 JP Perry          | JP Perry       |                  | Hello,I have only lived in Portland for four years; the previous decade I lived in Los Angeles. I am writing to tell you that freeway expansions rarely make sense. If wide freeways helped reduce travel times, LA would have the best traffic in the country. Instead, it has the worst.Case in point, LA recently expanded the 405 freeway through the Sepulveda Pass. After spending over \$1B, travel times did not improve. Portland is a city known for smart, forward-thinking planning and transportation. We need to continue to live up to that reputation.  |                          |
| 2019 0315<br>Judith Arcana  | Judith Arcana  | No More Freeways | As you must know by now, virtually all attempts of this sort (in the USA and elsewhere) have failed; that is, traffic simply increases when you give it more room to grow. Every study I've read in the past many months makes that quite clear. I don't know why you want to go ahead with this - in contrast to some actually good plans and ideas to help us save ourselves from the rapidly approaching awfulness - but I sure hope you'll change your minds.   |                          |
| 2019 0330<br>Judith Arcana  | Judith Arcana  | No More Freeways | I am against the proposed freeway expansion.<br>Evidence/history in other cities that've made such mistakes is more than persuasive.<br><br>I am a longtime rider on public transit and a walker, one who often walks both sides of our river in the city. The last thing we need is more of the worst thing we already have in the realm of transportation.  |                          |
| 2019 0311 Judy Henderson    | Judy Henderson | No More Freeways | Time to stop building highway expansions and start building better alternative transportation options. Climate change is real and is here now. And what about those nearby children who can't play safely on their school playground. Disgusting!   |                          |
| 2019 0226 Judy L Todd       | Judy L Todd    | No More Freeways | This is backwards to where we need to be headed. Let's turn around now, save our air, our quality of care for kids in nearby classrooms, like my grandchildren, support public transit in all its flavors and make good economic sense. Adding roadway is not going to do it anymore. The future doesn't want more congestion, more cost to spill more pollution into our neighborhoods, and less attention to mitigating the effects of climate changes and global warming. Let's get on the right 'train' please. Thank you.  |                          |
| 2019 0329 Judy Romano       | Judy Romano    | No More Freeways | The lungs and lives of the students at Harriet Tubman are worth more than expanding the freeway for a mile. We will just go from 3 crowded lanes to 4 crowded lanes. Spend the \$500 million to fix potholes and other streets. There are still unpaved streets in Portland - we are not a third world country. Pave the streets, fix the potholes - PLEASE DO NOT WASTE MONEY EXPANDING A SHORT AMOUNT OF FREEWAY<br><br>Thank you   |                          |
| 2019 0326 Judy Todd         | Judy Todd      | No More Freeways | We do not truly NEED more freeways. We NEED more options for traveling, commuting and getting around our city. PUBLIC solutions for all, not just for cars and trucks and buses. THINK BIG and THINK FUTURE without the daily increase in cars on the roads as our population increases.<br><br>We must do this differently. By solving the 'problem' the same way we have here for over 25 years, we only have increased the unlivability and unsustainability of our city, and our air quality.<br><br>A different paradigm of thinking and solving this transportation crunch is needed now. Please be part of the answer.<br>Thank you.                       |                          |
| 2019 0401 Jules Boykoff     | Jules Boykoff  | No More Freeways | To Whom It May Concern,I am writing to voice my opposition to the proposed freeway expansion. In light of the perils of climate change, this is the exact opposition direction we should be heading. Oregon ought to position itself as a leader at the forefront of bold plans to expand public transportation, not a  |                          |

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|                            |                  |                  | regressive policy that will encourage more driving, and thus more carbon-dioxide emissions and air pollutants. Think of the positive, green programs on which we could spend this enormous sum of money! Please do the right thing and open up a transparent process that fully encourages democratic participation. Freeway expansion involves a thicket of vital issues, and we need to do the best we can for ourselves and for future generations.   |                             |
| 2019 0401 Julia Karnes     | Julia Karnes     |                  | Please stop and review the plans for the highway expansion. It will be terrible for our air quality and will not alleviate traffic congestion. Please, please don't rush into this plan prematurely.   |                             |
| 2019 0329 Julia Staverosky | Julia Staverosky |                  | I live in Vancouver and commute to OHSU every day. I am opposed to the I-5 expansion, even though it is, in theory, supposed to help commuters like me. The data from other highway expansions is clear (please look at LA). Expanded capacity does not decrease congestion. The funds that would be spent on this expansion would be much better used on more sustainable efforts that could help more people. It is time for Portland to return to its history of promoting transit and other means of transportation. As Portland grows and expands we must focus more on high occupancy modes and making those accessible and affordable. Stop encouraging and subsidizing single occupancy transport. I carpool every day using the Scoop app. I believe these innovative methods of matching people is the future. Please focus on biking infrastructure, expanding transit and figuring out ways to make the MAX faster.  |                             |
| 2019 0317 Julia Whiteford  | Julia Whiteford  | No More Freeways | Freeway expansion is not the way. We are running out of time to work on projects that actually improve our quality of life. We should be building a world where people don't constantly commute to Hillsboro to work in a call-center. Politicians need to dream bigger.   |                             |
| 2019 0218 Julio Weams      | Julio Weams      |                  | No Comment Included  |                             |
| 2019 0401 Julie Hammond    | Julie Hammond    |                  | <p>To Whom It May Concern;</p> <p>I know that many agencies, organizations, and individuals have shared long and detailed opposition to this project, the amount and manner in which ODOT has released information, and the failure to complete a full EIS.</p> <p>As a resident and homeowner in Piedmont neighbourhood who travels regularly between North Portland and downtown, my concerns are over a mislaid emphasis on expanding capacity for car movement (in the name of safety, which does not seem to be a concern given other much more dangerous streets in Portland) rather than emphasizing quality of movement or life for people who live in the area. As a regular bike/bus commuter, I am concerned that the added freeway lanes will increase air pollution around I-5, while doing nothing - or even decreasing in the case of the Flint Bridge removal - for those who wish to travel to the city centre by bike.</p> <p>I am very concerned that this project does nothing to curb or address the very real issue of greenhouse gas emissions (as we know, transportation is a massive contributor). I am not a transportation engineer, but I have read enough articles about highway boondoggles to know that making more space for cars means more cars will use that space. Oregon needs to be a leader in shifting away from moving CARS to moving PEOPLE. We need to prioritize projects that will make it easier, safer, cheaper, and faster for people to move in and around the city by means that are not single occupancy vehicles. This project as proposed does not sufficiently address these important needs.</p> <p>The Rose Quarter is at the centre of Portland, and was once a bustling neighbourhood and centre of black life. This project as proposed does not address the opportunity to reclaim this area for future development and once again make it available and affordable to people in our community. Again, I am not an engineer, but there are options and opportunities that would allow Portland to re-claim and re-build the surface street grid while minimizing the presence of the freeway. No one wants to live, go to school, or sit at a cafe with the constant presence - noise, pollution, etc - from thousands of passing cars. This project could be a first step in reviving a close-in parcel and restoring the land for primary use by humans.</p> <p>It seems unwise that the first step is expansion, rather than investing in reducing the number of cars using this portion of the roads. If ODOT cares more about people, and less about cars, they would make people the priority.</p> <p>Thank you for the opportunity to comment on this project. I look forward to a revision that centres moving people safely with the planet and our community in mind.</p> |                             |
| 2019 0328 Justin Sheets    | Justin Sheets    |                  | I am writing to express my strong support for this project and frankly I think that it deserves consideration to be expedited in delivery as well as construction duration. It is that critical to the community and the region. The project is expected to have significant benefits for travelers during most hours  | 2019 0328 Justin Sheets ATT |

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|                           |                 |                  | <p>of the day and is expected to greatly improve the reliability of the corridor, a common complaint of people driving in this area. I've attached a graph from PORTAL showing the variability in speeds at this location for all weekdays of 2019 (through March 15). I've purposely excluded the "peak hours" as everyone knows it is extremely congested. However, from 9 am to 3 pm (often considered non-peak hours in most areas), it is also common for speeds to get as low as 10 mph. I drive through here often and more frequently I will take MLK instead to eliminate the uncertainty. Sometimes, I will even use Williams and I highly doubt that the bike advocates and City of Portland would welcome more cars next to and in conflict with one of the most heavily-promoted bike facilities in the city. Let's put regional trips back on the Interstate system and keep low-speed local and bike trips on the city streets. I fully understand the concerns and opposition of the passionate locals and interest groups. I grew up in Portland and have lived in the area most of my life. I share many of the same goals and I often question these types of things and whether we are headed in the right direction. However, my fear is that the vocal minority overwhelms the voices of hundreds of thousands of people who would benefit greatly from this project. I'm not just talking about generic terms like "the economy"; I'm talking about people's quality of life impacted every time they sit in a traffic jam or are delayed from getting home from a long day of work to see their family. I think we often forget about the individuals and are willing to sacrifice people if they drive a single-occupancy vehicle or if they live in the suburbs or if they don't have great job opportunities or health. These are people who have no better option than to struggle in traffic every day. I will concede that induced demand is a real thing. It's very likely that more cars (i.e. people) will travel through this area. However, despite it's reputation, induced demand is not a bad thing. People freely moving around is never a bad thing. People leaving their home to go places is not a bad thing. What we argue about is how they choose to go places. People being given no other choice than to walk or bike surely does not seem like a compassionate thing to those who struggle with their health and those who must travel 15 miles each way to get to their job. There is always a trade-off in prioritizing modes and I'm hopeful that we can be practical and accept the limitations of this project while still recognizing the needs of the community who depend on it. It is needed now more than ever.</p>  |                          |
| 2019 0331 Justin Skolnick | Justin Skolnick | No More Freeways | <p>I'm writing to oppose the proposed Rose Quarter Improvement Project (RQIP) in its entirety. The RQIP is inappropriate to the time and problem, its proponents consistently misrepresent its scope and details, and its occasion raises new concerns about the intentions of those elected officials best positioned to act on it. When I first learned of the RQIP, almost two years ago, I considered it inconceivable that Oregon -- widely regarded as one of the most eco-conscious and progressive states in the nation -- would even be considering a highway building project. To my ears it sounded like the least interesting kind of conspiracy, a favors-for-favors deal between a small group of lobbyists and a small number of compromised politicians: an all-too-common exchange of federal funds for political pledges. I now see the project as a massive failure of public-sector imagination and political will in a state no purer or more laudable than any other. With the RQIP, Oregon is outsourcing its thinking to the 1950s. The RQIP is only the latest incarnation of a decades-long desire to resolve a "bottleneck" introduced by the region's own poor planning and faulty assumptions, a deadly mix of complacency and cynicism. A "bottleneck," of course, is a consequence of too many cars attempting to merge from too many approaches onto a road without the capability to immediately receive them all. As a problem in need of a solution, a bottleneck presents three vectors of attack; at this stage, only two are being discussed. ODOT is empowered by the state to reduce the number of vehicles attempting to approach the I-5 exchange at the Rose Quarter, namely, by implementing congestion pricing in the form of tolls. But ODOT has stated that tolling is unlikely to be implemented for many years after the freeway expansion begins. Project prioritization is a choice, and ODOT is stating its priorities with this choice. ODOT thus appears much less interested in seeing fewer vehicles on I-5 than in increasing the road's capacity for vehicles. The RQIP is a statement of vision and purpose, and its details harken back to an era that believed in bottomless oil wells, unlimited economic growth, and the planet's unshakeable resilience to humanity's exploitation of its resources. Times have changed, and each of these beliefs has proven a fantasy. What's more, Americans increasingly seek thoughtful, honest engagement around seemingly unsolvable problems, and increasingly demonstrate a willingness to change the ways we live if our behaviors are shown to cause others harm. For its part, ODOT's vision with the RQIP shows the agency believes nothing has changed and nothing will change -- a vision radically out of step with the trajectory of American history and thought. The RQIP is not appropriate today and will not be appropriate tomorrow. Still, ODOT stands steadfast in the face of evidence that motor vehicle emissions increase the incidence of, for instance, region-crippling wildfire. The ill effects of the combustion engine are hardly recent revelations, and ODOT's staff, even if individually skeptical of the science, can't be unaware that projects promoting the use of motor vehicles are going to invite public outcry. Rather than develop a proposal that preempts criticism by accounting for likely objections, ODOT has attempted to stem objections by concealing key project details from the public. Examples include: - withholding the data used to prepare the Environmental Assessment (EA) - presenting as "auxiliary lanes" and "ramp to ramp connections" an expanded roadbed easily repainted for full additional lanes - failing to disclose the use of the defeated Columbia River Crossing (CRC) in RQIP traffic modeling - denying the existence of project drawings until the person requesting them was a lawyer capable of filing a FOIA request Any one of these examples might be forgiven as an instance of bureaucratic ineptitude, inefficiency, or miscommunication. Taken together, they suggest a concerted effort to evade public scrutiny of a project that more and more appears to have been based on knowingly flawed thinking. Personally, I'd be willing to judge the RQIP on the merits if it seemed to me that ODOT believed there were any. More disconcerting than ODOT's</p> |                          |

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|                            |                         |                  | dubious marketing are the elected officials who repeat the dubious claims. I'm most disappointed by my state senator, Lew Frederick, and Portland City Commissioner Chloe Eudaly. It was Frederick's district that was targeted and destroyed by the construction of I-5. Yet he supports the highway's further incursion into the neighborhood, insisting that all alternatives have been considered, that the "bottleneck" can only be resolved by these "auxiliary lanes" not meant for normal traffic use. Likewise, Eudaly listened to hours of passionate, informed community testimony, and replied not to the substance of objections but to their sentiment, saying she heard the desperation. She went on to give an odd account of how her child's infirmity might spare him the worst effects of the coming climate apocalypse ... "but there is a bottleneck." Now, I don't personally expect much from politicians, but I do ask them to try a little harder than Frederick and Eudaly have to sell me on the inevitability of outcomes they themselves are positioned to alter. Even granting the reality of a "bottleneck" on I-5, even allowing that this bottleneck is a problem, I can only see the RQIP as a lazy, phoned-in solution not even its proponents seem to believe is a good idea. Further obfuscation by elected officials gives the whole project the stench of corruption. This is a bad deal for Portland, for Oregon, and for the future of human life on this planet. There is no reason to proceed with the Rose Quarter Improvement Project. |                          |
| 2019 0226 Justin Wolf      | Justin Wolf             | No More Freeways | Hi There. This proposed highway expansion is a terrible idea and does not help solve any issue short or long term. What I am most alarmed about is the close proximity to the children at the school. I live next to a busy road in SE Portland and I know first hand the amounts of toxins in the air from car exhausts and how far it can travel even in smaller amounts. This will limit the students outdoor play time due to air pollution or completely eliminate their outdoor recess all together. That is wrong! Figure out other ways to clean our air and bring health into our communities instead of doing the exact opposite which is bringing more toxins into our air, more cars, more noise, more of the taxpayers dollars, hurting our public schools and all for something that will not work for anyone and especially the People of Portland. Thank you!   |                          |
| 2019 0226 Jynx Houston     | Jynx Houston            | No More Freeways | ABSOLUTELY NO 1-5/ROSE QUARTER EXPANSION. A RECKLESS & DISASTROUSLY ILL-CONCEIVED PROPOSAL RE THE HEALTH OF THE RESIDENTS OF PORTLAND.  |                          |
| 2019 0224 Kai McMurtry     | Kai McMurtry            | No More Freeways | I moved to Portland in 2014 with my wife. We'd be trying to move since 2012. We were drawn to Portland because so many of our deep personal values were reflected in the city and among the city's residents. One of those values was sustainability and sustainable transportation. I've lived in major cities on both U.S. coasts and nearly wept when riding my bike around Portland in those early days. Not only was the infrastructure better than anything I knew, the drivers were kinder and more patient. I've watched cities around the U.S. leapfrog Portland in transportation investment in only the few years we've been here. I've come to realize "comparatively" better infrastructure is not really something to brag about. Objectively good or great - those are worth bragging about. Portland does not have objectively great sustainable transportation options or infrastructure. Many PDX'ers feel that Portland is at a critical juncture in growth, liveability and culture. A freeway expansion in 2019 is not a Portland looking towards a brighter future. That's a vision of Portland that is apathetic to progress. Portland's reputation has been built on nothing if not anti-apathy. Please do not waste our money, harm our health, and send us back to the 20th century. Thank you.   |                          |
| 2019 0311 Kammy Kern-Korot | Kammy Kern-Korot        | General Public   | To whom it may concern,I am concerned about the following issues: <ul style="list-style-type: none"> <li>o Expanding freeways is not an effective strategy for reducing congestion. ODOT has failed to make the case for why this project should move forward.</li> <li>o ODOT should fully evaluate proven strategies such as congestion pricing and investment in public transportation before spending a half billion dollars to expand a short stretch of highway.</li> <li>o The project is entirely at odds with the City's Climate Agenda. 40% of Oregon's emissions are from the transportation sector. We need to focus on strategies that reduce dependency on cars, not perpetuate 1950s style highway projects.</li> <li>o At the same time that ODOT is proposing to spend nearly half a billion dollars on expanding I-5, the region continues to neglect serious road safety problems in East Portland.</li> <li>o The project will increase air pollution in the backyard of Harriet Tubman Middle School, which already has some of the worse air quality in the state.</li> </ul> For a project with an estimated cost of over \$500 million, I believe the projected community benefits are just not there - while the opportunity cost of using these funds shelves other deserving projects with tangible safety improvements or opportunities to decarbonize our transportation system.   |                          |
| 2019 0305 Karen and Dale   | Karen and Dale Bernards | General Public   | I am writing to urge your committee to reconsider this project before massive amounts of money are spent on a project that most people know will not begin to solve a traffic congestion problem. Not only will it waste money and resources it will increase pollution when we are in dire need of more progressive solutions. We need to look at what other cities in our country and around the world are doing successfully to manage transportation. It's so cliché to point to LA as a prime example of what building more freeways accomplishes. But that is a perfect example and one of many. Wouldn't it be great to hear that a committee listened to the experts and postponed an expensive project until a more satisfactory solution was found? The health of our population has paid dearly for these costly mistakes and lack of forward thinking. Let's not make another one. Thank you for your time. Karen and Dale Bernards   |                          |
| 2019 0326 Karalie Adams    | Karalie Adams           | No More Freeways | Decongestive Pricing is the only way to reduce traffic congestion and reduce carbon emissions to save the planet. We do not get a second chance!! People drive one car, one person because that is all they have ever done in their lives. We need incentives for people to use through buses and carpool   |                          |

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|                                       |                          |                               | assignments. Otherwise our children have to live with more traffic congestion and a scorched planet!! No new freeways!!   |                           |
| 2019 0000<br>Karen Berry              | Karen Berry              |                               | Dear DOT; Not only is the I-5 expansion project contrary to Portland's Climate Agenda, not only does it spend a ridiculous amount of money on a project that has had a dearth of consumer input, but those of us living in close-in Northeast are sick of the constant construction causing slowdowns and backups on NE Broadway. (It can take 15 minutes to negotiate the blocks between 15th and Grand on a work morning.) Please don't do this to us again without a more in-depth review of: 1) the options to improve traffic and 2) the competing uses of this huge amount of money. I can't help but wonder if this is another boondoggle by moneyed interests recently reported by The Oregonian? Thank you, Karen Berry, Portland OR   |                           |
| 2019 0226<br>Karen Fletcher           | Karen Fletcher           | No More Freeways              | I wish to express my opposition to the expansion of I-5 at the Rose Quarter. Expanding freeways has never reduced congestion. It's also very expensive and the funds could be better spent on public transportation and making the schools around I-5 safer for Portland's children. Please do not do what we've always done - I hope you'll be more creative and proactive with Oregon's traffic issues. Thank you for your consideration.   |                           |
| 2019 0401<br>Karen Power              | Karen Power              | Representative<br>Karen Power | <p>It is my honor to represent House District 41, covering SE Portland, Milwaukie, Oak Grove, and parts of unincorporated Clackamas County. Thank you for the opportunity to comment on the draft Environmental Assessment (EA) on the proposed 1-5 Rose Quarter expansion project, and for the robust outreach that ODOT has conducted during the public comment period. It is in the following capacities that I write to request a full Environmental Impact (EI) statement analysis, including more specific detail on alternatives to the proposed \$500 million project that expand beyond a "no-build" scenario and proactive greenhouse gas (GHG) reductions that could come from a project of this caliber. As a state legislator, the youngest legislator mom, and a suburban resident, I am acutely aware of Portland's high levels of diesel pollution and the disproportionate effects that unhealthy air has on our most vulnerable citizens. My wife and I live two blocks in from Highway 224 in Clackamas County. My toddler's health and early lung development is a key reason I am a chief sponsor of House Bill 2007, a bill to reduce diesel pollution in our most densely populated communities by upgrading fleets and phasing out old, dirty heavy duty truck engines. However, it is in my capacity as co-Chair to the Joint Committee on Carbon Reduction that I am daily reminded that our planet has 12 years to halt emissions and curb the worst of the coming effects of climate change. The 2018 Intergovernmental Panel on Climate Change (IPCC) report, Chapter 2, on Mitigation, includes the following excerpt and policy direction on reducing GHG emissions if we are to hold overall warming to 1.5 degrees Celsius above pre-industrial levels: "The combined evidence suggests that aggressive policies addressing energy efficiency are central in keeping 1.5°C within reach and lowering energy system and mitigation costs (high confidence) ... Demand-side policies that increase energy efficiency or limit energy demand at a higher rate than historically observed are critical enabling factors for reducing mitigation costs in stringent mitigation pathways across the board ... [a]mbitious sector-specific mitigation policies in industry, transportation and residential sectors are needed in the short run for emissions to peak in 2030 (Mejean et al., 2018)."<sup>1</sup></p> <p>In reading the Climate Change Technical Report (CCTR) for the 1-5 Rose Quarter Improvement Project (January 2019), this subject portion of 1-5 experiences some of the highest traffic volumes in the entire state. It strikes me, then, that this is also a key component of our state's ability to meet our share of GHG emission reductions by 2030 and beyond. If 121,400 vehicles travel through this section each day, what is an estimated reduced number of vehicles post-project, and benchmarks for success in meeting GHG reductions and reducing air quality impacts to adjacent schools and sensitive populations? A wall mitigating noise impacts is surely insufficient. While some emission reduction elements outlined in the CCTR note "federal, state, and local efforts to develop more stringent fuel economy standards, inspection and maintenance programs, and transition to cleaner, low-carbon fuels for motor vehicles" are part of an overall climate change strategy, the IPCC report also draws our clear attention to reduced overall use of fossil fuels altogether. I did not see that element reflected in the current base analysis and hope it will be part of a larger EI. Portland has long been known for its bike- and pedestrian-friendly allure and strong transit grid, and we know we must do more in order to preserve Oregon's cherished natural beauty and livability. In light of the dire IPCC report issued last year, I believe we must be scrutinizing each major initiative and doing all we can, as fast as we can, to ensure a livable planet for our future generations. Thank you for the opportunity to comment on the EA and I look forward to continued partnership and engagement. Footnote 1: Chapter 2, Mitigation Pathways Compatible with 1.5°C in the Context of Sustainable Development, available at: <a href="https://www.ipcc.ch/site/assets/uploads/sites/2/2019/02/SR15_Chapter2_Low_Res.pdf">https://www.ipcc.ch/site/assets/uploads/sites/2/2019/02/SR15_Chapter2_Low_Res.pdf</a></p> | 2019 0401 Karen Power ATT |
| 2019 0314<br>Karen Tommee<br>Carlisle | Karen Tommee<br>Carlisle | No More Freeways              | I am a champion of race-fair development and environmental reparations which are sorely needed in Portland. Portland is in a unique position to be a leader in stopping climate change and we tout ourselves as such internationally. Now is the moment to invest in infrastructure that *decreases* our carbon emissions, not *increases* them! We are on a collision course with climate chaos. If we do not take BOLD action to change the way we meet our basic needs, we are facing the end of human life on earth and we're already taking many other species out with us. What an exciting opportunity this could be to re-imagine our city as a public transportation paradise! Building and expanding freeways is the WRONG direction for Portland and for life on earth. Please kill this project and put our tax dollars toward transportation solutions that rely on human power, wind power, solar power and other creative solutions to   |                           |

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|                                    |                       |  | the dire situation we are currently in. Thank you for your work in service of this city. May you consider the well being of our children's children and the thriving of all life when you make decisions on our behalf.   |                                     |
| 2019 0402<br>Karianne Schlosshauer | Karianne Schlosshauer | Safe Routes to School National Partnership | <p>Safe Routes to School National Partnership   Pacific Northwest Regional Network <a href="http://www.saferoutespartnership.org/pacific-northwest">www.saferoutespartnership.org/pacific-northwest</a> March 30, 2019 Oregon Department of Transportation Attention: Megan Channell 123 NW Flanders St. Portland, OR 97209 Dear Ms. Channell: The Safe Routes to School National Partnership, working in Oregon via the Pacific Northwest Regional Network, is a national non-profit that works to advance safe walking and bicycling to and from schools, to improve the health and wellbeing of kids of all races, income levels, and abilities, and to foster the creation of healthy communities for everyone. Our charge is to build policies and secure funding in the region to support students and families to be able to walk and roll to and from school and in their communities, and we work to ensure that those in our community who have the fewest options for transportation are given the most opportunities for better ways to get around. We are ever mindful that new or improved transportation opportunities must not negatively impact the health and wellbeing of the people in our communities, but rather seek ways to improve lives through transportation. For us and those we fight for, the fundamental questions we ask in 2019 of the I-5 Rose Quarter Project: what transportation approach best relieves congestion while not ignoring the social and environmental impacts of past and current transportation projects? What transportation approach best supports our economy while also supporting the health and community of those living, working, playing, and praying nearby? HB 2017 directed ODOT to invest in congestion relief and freight mobility in the Rose Quarter in order to benefit the economy as measured by congestion and reliability. Past planning processes at ODOT took that directive and brought forward the proposed I-5 Rose Quarter Project as we see it today through the lens of this Environmental Assessment (EA). In our view, the past planning, needs, and intentions of this project have not been brought up-to-date with current and future considerations, including not only congestion and economic needs, but also co-benefits to climate emissions reductions; air quality, health, and safety improvements; and other local, regional, and state goals such as reducing vehicle miles traveled. In its current iteration, the I-5 Rose Quarter Project utterly fails on environmental justice remediation, air quality, health, and safety, and appears to not even achieve the outcomes it is charged to address, namely congestion relief. Urban congestion relief has never been achieved by freeway expansion, auxiliary lanes or otherwise, because of induced demand the EA itself indicates the congestion relief sought will not be realized. Specifically, we are deeply concerned by the lack of depth of analysis on environmental justice, air quality, and environmental/climate emissions impacts: 1) Harriet Tubman Middle School, with more than two-thirds students of color, sits directly adjacent to the stretch of I-5 in question. Students, their families, the nearby community, and Portland Public School Board have raised grave and relevant concerns about their ability to be outside near their school, which would naturally include walking or bicycling to and from school, something encouraged for students living within 1.5 miles of a school. A PSU study found that the carbon emission levels are currently so dangerous that students shouldn't be allowed to play outside. The concern is that increased vehicle emissions and closer proximity of the interstate's footprint widening will decrease the air quality to the point that it will be even more unsafe for youth to breathe or be outside at all. African American children are nearly twice as likely to have asthma than White children, and seven times as likely to die from asthma related causes than the White population (Source: US Department of Health and Human Services, Office of Minority Health). People of color have a higher rate of asthma than White people in part because their communities are historically impacted by transportation emissions of high-volume roadways in their communities. The EA does not demonstrate the full impact on this school, and warrants further and deeper investigation. 2) There is a long and dirty history of environmental and social injustice to the historically Black community in the neighborhood that was once Lower Albina before it was torn apart by the construction of I-5. The community displaced will not ever have their neighborhood back, and no level of congestion relief nor freight mobility will allow this community to realize their needs, because this project doesn't allow them to build what they need, including the creation of infill development that bridges I-5 and connects Albina to existing active eastside neighborhoods, not to mention breathable air. The EA does not demonstrate the full impact on this environmental injustice, nor how it will be mitigated, and warrants further and deeper investigation. 3) We were shocked by the audacity of the claim that this project will be better for the environment. It is well established that transportation is the largest source of greenhouse gas emissions in the United States and accounts for half of the total increase in U.S. emissions since 1990. The ways in which transportation can make improvements to the climate and environment include transit service, frequency, and reliability improvements, reduction in vehicle miles traveled, safe facilities that enable high uptake of walking and bicycling, and vehicle electrification including rapid shifting of diesel trucks and fleet vehicles. Adding lanes and allowing for induced demand on I-5 will only increase climate emissions directly along this corridor, adding to environmental and air quality concerns. The EA does not demonstrate the full impact on the environment, and warrants further and deeper investigation. After review of the EA, we are left with the questions unanswered: What transportation approach best relieves congestion while not ignoring the social and environmental impacts of past and current transportation projects? What transportation approach best supports our economy while also supporting the health and community of those living, working, playing, and praying nearby? Seeking solutions for congestion relief in this corridor must include serious discussion about the fact that there is more than one way to relieve congestion. It must include serious consideration of the climate, health, and environmental justice impacts of transportation. The corridor is congested today not because there are not enough travel or auxiliary lanes, but because those who seek to travel through it</p> | 2019 0402 Karianne Schlosshauer ATT |

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|                          |                |                  | <p>don't have enough reliable options to do so: Options such as congestion pricing have not been fully explored in the context of this project, and worse, have been set aside as not relevant to this project; opportunities such as advisory speed limits and transit- and freight-only lanes, which could meaningfully provide positive solutions for freight and the regional economy, are not meaningfully considered; ODOT facilities within the City of Portland with far greater safety needs go unfunded, as do nearly \$250m in Safe Routes to School infrastructure needs around Portland schools. We recognize that funding was allocated to make improvements on I-5, but congestion and this project do not exist in a vacuum it must be recognized that the reason so many people must rely on a private vehicle to get around, and why so many low-income families spend a majority of their income on owning and operating a car, is because the options available to them are not safe, not convenient, and not sufficient. Just as businesses are reliant on government agencies to invest in infrastructure to support a healthy economy, families across the city and region are counting on government agencies to invest in crucial infrastructure that will make their communities safe to live and travel in. We urge ODOT to lead the region in a sincere and comprehensive conversation about how to spend limited transportation dollars in a way that will fundamentally benefit our transportation system, our climate, and our communities; provide options that truly work for all; and tackle, not repeat, the many societal issues we face today because of past transportation decisions. There are too many uncertainties about whether this project meets its intended goals, and far too many questions about health and environmental justice impacts left unanswered. We join with others in requesting ODOT conduct a full Environmental Impact Statement that fully investigates and addresses the numerous air quality, climate, and environmental justice concerns. Sincerely, Kari Schlosshauer Senior Policy Manager, Safe Routes Partnership Portland, Oregon</p> |                          |
| 2019 0310 Karla Gostnell | Karla Gostnell | No More Freeways | <p>Hello, I live in the Eliot neighborhood. I recently returned with my family to my hometown of Portland after 30-some years in Seattle and New York. I was drawn home by our city's reputation for forward-thinking urban planning and environmental consciousness. We bought our first home in the Eliot neighborhood, reflecting our embrace of urbanism, walkability, living near work and relying on alternative modes of transportation. With the I-5 expansion project, I am dismayed to witness the City's willingness to favor the regressive transportation policies of the last century (expanding motor vehicle infrastructure) over forward-thinking investments in alternative transportation modes. As I walk and bike in the Rose Quarter area, I am constantly aware of the improvements that are sorely needed for the safety and comfort of pedestrians and cyclists in this bustling central-city area - and yet the City supports a half-billion dollars to widen I-5? If Portland intends to live up to its progressive reputation, this money should be used to further the safety goals of Vision Zero, and to aim for Oregon's goals for reduced carbon emissions. I am concerned for the air my child breathes in our neighborhood, and I am concerned about our City leaders' allegiances - whether it is to the interstate trucking industry or to addressing Portland's poor air quality and the very real global crisis of carbon-fuel emissions and climate change. Please put this project on hold until alternative methods such as congestion pricing on I-5 have been tested. Thank you.</p>   |                          |
| 2019 0312 Karla Gostnell | Karla Gostnell |                  | <p>Thank you for that very quick accommodation. I have to get my son home to dinner. I live in the Elliott neighborhood, which is the neighborhood that's bisected by I-5 at the area where this expansion is being discussed. I'm a native Oregonian and I recently returned to Portland with my family after living for years in larger American cities with strong systems of public transit. I was drawn home by Portland's reputation for forward-thinking urban planning and environmental consciousness. We moved in to the close-in Elliott neighborhood because of our embrace of urbanism, walkability, and relying on all sort of alternative modes of transportation. With the I-5 expansion project, I am dismayed to see the City's willingness to favor the regressive transportation policies of the last century by expanding motorcycle infrastructure over forward-thinking investments in alternative transportation modes. As I walk and bike in this bustling central city neighborhood, I'm constantly aware of the improvements that are desperately needed for the safety and comfort of pedestrians and cyclists. If Portland wants to live up to its reputation, this money would be better spent to further safety goals of Vision Zero. To invest in mass transit alternatives and to aim for Oregon's stated goals for reduced carbon emissions. I'm concerned for the air my child breathes in our neighborhood. I'm concerned about Portland's poor air quality and the very real global crisis of climate change caused by carbon fuel emissions. Please put this project on hold until alternatives such as congestion pricing have been tested. Thank you so much.</p>  |                          |
| 2019 0402 Karla Kim      | Karla Kim      | No More Freeway  | <p>When I heard that the kids and staff at Harriet Tubman Middle School would be exposed to high levels of air pollution due to the I-5 Rose Quarter expansion, it brought back some not so fond childhood memories. I attended an elementary school in Los Angeles that when the air pollution levels were high, we would have "indoor recess" instead of playing in the school yard and enjoying the outdoors. The valley air was so polluted and unhealthy, we were denied the right to play and exercise at so we could accommodate the growing car culture and congestion of LA. How do you explain to a child that they cannot go out and play on a sunny day? No child or adult should be denied the right to breathe clean air in their communities. It's time we stop catering our lives and health for the car. It makes me scratch my head as to why ODOT wants this I-5 Rose Quarter expansion since we have templates and historical references of how freeway widening does not improve commuting and congestion as well as impacting the air quality in communities. Los Angeles County is a good point of reference of how not to continue this process of spending billions on fruitless efforts of freeway expansion. As a former LA commuter on the 5, 10, 210 and 405 freeways, there was no significant improvement in my daily commute when we had a freeway widening project or enhancement. Angelenos STILL have to endure endless traffic, vehicle accidents and construction that never seem to be reduced by freeway expansion and supposed</p>   |                          |

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|                               |                  |                          | highway improvements.It's time we take on a better strategy of moving more cars off the road and enhancing our transportation infrastructure. Portland should be a leader and innovator in enhancing our public transportation and making it safer to bike and walk in our communities. Portland, we can do this!   |                                |
| 2019 0319<br>Karma Delaney    | Karma Delaney    | No More Freeways         | Rather than spending money on a road expansion why not invest the funds into a more reliable subway system? I personally would prefer to take public transit to and from work everyday but the because everytime I've taken the MAX it's been mostly late and there isn't any subways that are anywhere near my work also the bus would take HOURS with traffic. I feel like I have no choice but to drive. To be completely honest driving does scare me. Not because I Think I'm not a good driver, but because I don't trust anyone else on the road. Increasing accessibility to reliabile public transportation would encourage more people to take it. Meaning less people on the road and less accidents. Which in turn will also help the environment. I strongly encourage you to think more about what will benefit us as humans in the long run. The future IS better and faster public transportation.  |                                |
| 2019 0308<br>Karstan Lovorn   | Karstan Lovorn   | No More Freeways         | What a colossal waste of time and taxpayer money. I live and drive in Portland and use this section of highway regularly. I've often been stuck in traffic on this section and have even been rear-ended (fender bender) in this exact stretch this project is proposed for. And I'm still against it. A half-billion dollars could radically alter transportation in Portland, making it safer, faster, and more efficient for everyone (sidewalks, public transit, bike lanes, etc.). But instead you (ODOT) are proposing to essentially throw it away on this project that will literally accomplish none of your claimed goals. This whole thing is a massive boondoggle. We're in the middle of a climate crisis. Please spend this money more wisely.  |                                |
| 2019 0000<br>Kasandra Griffin | Kasandra Griffin | Community Cycling Center | Hello, thank you for being here. My name is Kasandra Griffin. I'm the executive director of the Community Cycling Center. We're a 25-year-old transit justice organization. My office is at Northeast 2nd and Schuyler in the middle of the project area. I am also the parent of a two-year-old, and lose sleep at night about climate change.First, I wanted to echo Commissioner Sam Chase and others in recognizing that institutional racism inherent in the history of this area, and also echo others, including Dr. Lopez, prioritizing the Albina Vision in whatever we move forward in here.Next I wanted to skip past bikes and talk about baseball because I figure a lot of people are talking about bikes and things. In the early 2000s, I was on a softball team, and the softball team's name was Triple Convergence. And that was a pun because my softball teammates were all urban students -- urban planning students. We thought it was a good pun because, you know, in softball triples are a good thing, but three strikes and you're out is a bad thing. So it was a good pun but nobody got it, but we thought it was really funny.20 years ago introductory urban planning students knew the concept of triple convergence, which is that people adjust where, when, and how they travel based on the availability of travel lanes. If there is more freeway space, more people will travel. If there is less freeway space, fewer people will travel the freeway. There has never been a freeway widening project that has actually decreased the traffic or decreased emissions. It is absurd of ODOT to claim that this will do so. We all know that won't. And I urge you to oppose the freeway widening project and redirect the funding to solving actual life-safety problems on other ODOT facilities. Thank you.   |                                |
| 2019 0402<br>Kasandra Griffin | Kasandra Griffin | Community Cycling Center | The Community Cycling Center would like to add ours to the chorus of voices opposing the proposed I-5 Rose Quarter freeway widening project.The Community Cycling Center is a 25-year old transportation justice organization. Our mission is to broaden access to bicycling and its benefits. Our vision is to help build a vibrant community where people of all backgrounds use bicycles to stay healthy and connected. We believe that all Portlanders "regardless of income or background" should have the opportunity to experience the joy, freedom, and health benefits of bicycling.Our office is right in the middle of the project area, at 1805 NE 2nd Avenue, so we have a direct stake in the project as a local business. Additionally, here is a short list of our major concerns about the project:1. Low income individuals and communities of color who live or work near the freeway will be impacted by the vehicle emissions associated with higher traffic volumes. Asthma and autism are just two of the many diseases associated with exposure to the exhaust and particulate matter from freeways. We do not think it is worth it to impose those burdens on people so that (a) a few people have faster trips, or (b) more people can commute from Oregon jobs to Washington homes.2. Low income youth and youth of color who attend school near the freeway will also be impacted by the increased vehicle emissions. This is most notable for the students at Tubman Middle School.3. Low income individuals and communities of color throughout Portland, Oregon, the country and the world will bear the primary impact of the climate change that is exacerbated by every freeway expansion project.4. The African American community of Portland, historically based in the Albina neighborhood, is working to create their own vision of an Albina neighborhood revitalization project, and this proposal does not take that into account.5. Cyclists moving through the Rose Quarter will be affected by massive multi-year disruptions, which will not be justified by the actual eventual bicycle facility improvements in the project.Instead of repeating the mistakes of the 20th century and exacerbating pollution and climate change, our preferred alternative is for you to scrap this project as currently conceived, and instead do the following:1. In keeping with your claim that safety is your #1 goal: Reallocate ODOT funding to prioritize safety improvements for vulnerable road users on ODOT's many high-fatality corridors, instead of trying to justify this freeway expansion with claims of reducing fender-benders.2. In keeping with your claim that reducing congestion is your #2 goal: Implement a strategy that will actually work: decongestion pricing. Freeway widening projects never actually decrease congestion for more than a trivial amount of time. The concept of triple convergence means that people's choices of mode, time, and destination will always converge to fill up available space on a road. Decongestion pricing, on the other hand, can incentivize people to make | 2019 0402 Kasandra Griffin ATT |

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|                                  |                     |                                     | different decisions, and subsidy programs for people living on low incomes can maintain or even improve equity as compared to the status quo. What serves the people of Oregon best is a transportation system that prioritizes safety, especially for vulnerable road users, and that is actively working to minimize and mitigate the disastrous impacts of climate change. Freeway widening projects do the opposite. If you are unwilling to take that bold step (yet,) we urge at least the following: 1. A full environmental impact assessment 2. Inclusion of a robust congestion pricing system as one of the alternatives 3. Complete project forecasting that does not rely on any currently unfunded projects being completed   |   |
| 2019 0329<br>Kasey Zimmer-Stucky | Kasey Zimmer-Stucky | No More Freeways                    | I absolutely oppose the I-5 freeway expansion as proposed. A project with an impact as great as this, should be voted on by the people who will be most affected i.e. taxpayers and Portland residents. Please do not rush into this project the same way you rushed into approving the numerous cheaply made, unsightly, uninhabited, overpriced, newly constructed apartment buildings that have taken over our city.   |   |
| 2019 0307<br>Kate Kavanagh       | Kate Kavanagh       |                                     | 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 and 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.   | I5RQ Open House Completed<br>Comments_03072019_File 2 |
| 2019 0331<br>Kate LaForge        | Kate LaForge        | No More Freeways                    | As a new citizen of Portland I can enthusiastically say that Portland is the best city I have ever lived in for biking. It's a pure joy -- the infrastructure is incredible and the ease of use and safety makes it the clear transportation choice for me. In spite of this, many people still have unsafe journeys around the city on bike. Biking infrastructure can always be improved and as wonderful as Portland's is it could be better. This infrastructure can also always be supplemented by public transit, the MAX, bus system, and light rail. At the end of the day we're all just trying to enjoy our commute and get wherever we're trying to go in a reasonable amount of time. The I-5 expansion will not deliver this to anyone. It will take much needed transit resources and redirect the city's attention towards vehicles for years. The amount of money going into this project would be much better used transit options that are more efficient, environmentally friendly, and are more enjoyable. I strongly oppose the expansion of the I-5 corridor and sincerely hope Portland realizes that the city is growing and that should be accommodated but this expansion is misguided and will ultimately just make things worse.  |   |
| 2019 0329<br>Kate Marshall       | Kate Marshall       | General Public                      | I OPPOSE the \$500 million upgrade to I-5 in Portland's Rose Quarter area . After reviewing news releases and project information, I do not believe it will accomplish the named goals. Relying on a non-existent CRC bridge or even project results in misleading projections. I do not believe it addresses responses that could reduce carbon impact on the climate. Adding more auxiliary lanes in short-distance between I-84 and just north I-405 does not relieve the congestion created by users going to Washington. I urge ODOT to do a full environmental impact statement and to reassess other options.  |   |
| 2019 0401<br>Kate Mill           | Kate Mill           | Central Eastside Industrial Council | Kate Mill from Central Eastside Industrial Council. I have a question about current design as it relates to an easement at the Eastbank Esplanade. We've had several presentations but this is the first time we've heard about the easement. If you could give me a call my number is XXX-XXX-XXXX. Thank you. Bye.  | 2019 0408 PHONE MESSAGES                              |
| 2019 0401<br>Kate Rafter         | Kate Rafter         | No More Freeways                    | I oppose the Rose Quarter Freeway Expansion. I'm a daily driver and I understand that expansion will not alleviate traffic congestion. The \$500 million needs to be invested in public transportation instead to get more cars off the road.   |   |
| 2019 0000<br>Kate Walker         | Kate Walker         |                                     | <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> <li>- 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.</li> </ul> |   |

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|                                |                          |                  | <p>Thank you for consideration of my viewpoint on this matter. I believe I-5 freeway expansion through Rose Quarter to be an important issue.</p> <p>Best,<br/>Kate Walker<br/>kateewalks@gmail.com</p>  |                          |
| 2019 0402<br>Katherine Ballash | Katharine Ballash        | No More Freeways | I am against this freeway expansion because I believe that it is being rushed through without significant attention to the citizen's concerns, I.e. Increased pollution near Harriet Tubman school, disruption of bike routes, and increased noise pollution. Furthermore, we need to consider the idea of congestion pricing to encourage those who use the freeway to pay their fair share. I am tired of seeing Washington state licensed cars cutting through my neighborhood. That is infuriating especially after they voted against paying their share of the new bridge across the Columbia.   |                          |
| 2019 0325<br>Katherine         | Katherine                | No More Freeways | I love the city of Portland and was lucky to be able to go to college in the city. One of the main reasons that I love Portland is because it is one of the only cities that seems to value public transit more than freeways. Now that I live in the LA area I see the real negatives of a city that is made up of mostly freeways. It is a horrible mess of traffic and makes it impossible to get around without a car. I would like to strongly voice my dissent to the plan to widen the freeway. Thank you.  |                          |
| 2019 0329<br>Katherine Anne    | Katherine Anne Stansbury | No More Freeways | <p>I oppose the proposed Rose Quarter Freeway Expansion and urge you to act on the following facts and reject this project. (Borrowed from <a href="http://nomorefreeways.com">nomorefreeways.com</a>) Congestion won't improve. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent \$1.6 BILLION on a "freeway bottleneck" widening project only to find it made traffic worse. Increase in air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue " 40% of Tubman's students are Black, and 73% are identified by PPS as vulnerable populations. Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation " as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. ODOT is hiding the data. The entire traffic projection information on which ODOT's claims about the purported benefits of this project are based have been made largely inaccessible to our community groups to independently verify. Our coalition has brought on traffic engineers to review the information that should have been available to them, but ODOT still hasn't released numerous data sets and appendices that would allow our community groups to independently verify ODOT's assertions that this project would lower carbon emissions, improve air quality or lower traffic congestion. ODOT's strategy is to tell the public "trust us, this is good for the community," and isn't providing any of the materials available for us to double-check their dubious claims. Our coalition wrote a letter on March 4th asking for this information and we still haven't received it. How can ODOT claim to be providing meaningful public engagement with the project when they won't even make the data available for the public to review? Opportunity Costs: Even if ODOT can manage to keep this project under \$500,000,000 (pretty unlikely, given the agency's track record), it's an enormously expensive undertaking whereas the revenues could be spent on a litany of other projects and needs across the region. \$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief. Widespread Community Opposition: Despite ODOT's claims that this project "reconnects the community," there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed "elids" over the freeway won't be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations (we wrote a letter to Portland City Hall last year articulating the ways the surface-level street changes are not an improvement to the community). Decongestion Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't solve the traffic problems on the corridor without sinking half a billion dollars into the expansion? ODOT's studies of traffic patterns of the proposed freeway expansion completely ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion. (There are meaningful, valid concerns about how to implement decongestion pricing fairly " we've explored that in letters to the Oregon Transportation Committee last year) Ask for a full Environmental Impact Statement. ODOT's truncated Environmental Assessment document simply isn't focused enough on the significant impacts to health</p> |                          |

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|                                  |                     |  | and public safety this project represents. Asking ODOT to more fully study alternatives (including decongestion pricing!) to this expansion with a full Environmental Impact Statement should be an immediate priority..  |  |
| 2019 0227<br>Katherine Camp      | Katherine Camp      | No More Freeways                                       | I commute to Rose quarter nearly every day and therefore see the congestion surrounding the area. But investing in another highway expansion will just invite more cars to fill the lanes. Instead investments should be made to improve the efficiency and reach of public transportation. I take a bus to work which takes me nearly 4 times as long as it would to drive in a car, but by doing so I know I am decreasing traffic congestion and CO2 emissions caused by lament that they would take public transportation if it didn't increase their commute time so substantially, so perhaps we should look at that solution before adding more cars to the road ways.   |  |
| 2019 0303<br>Katherin Jones      | Katherine Jones     | General Public   | ODOT needs to do an honest environmental and health impact study on the expansion's effect on Harriet Tubman Middle School. The project should be halted until this is completed. This is the school that my children will attend, it is unacceptable to sacrifice their well being for a project that doesn't have clear benefits for the citizens of Portland.  |  |
| 2019 0326<br>Katherine McGee     | Katherine McGee     | No More Freeways                                       | As a resident within a mile of the current I5 freeway, I am already at increased risks from excess air pollution due to heavy traffic. Adding more lanes to the freeway will not address the need to reduce our use of cars and cut back on single occupancy trips. We should be a city on the forefront of climate protection transportation planning. Instead we have planners willing to spend \$500 million to add lanes to a freeway where they do not live. More and more people living in cities are choosing not to own cars, seeking more environmentally sustainable transportation options. Where is the bus rapid transit? The carpool lane? The tolling for driving and polluting our air? Then there is the additional scar on a neighborhood that was ripped apart with the first freeway construction. Destruction of street bridge crossings that are used by cyclists in one of the busiest biking route in the city. And cutting closer to a public middle School which only just installed an air filtration system to handle current freeway pollution. This expansion is unacceptable and against the standards and goals of the residents of Portland. I urge oversight to reconsider continuing to fund this project.   |  |
| 2019 0307<br>Katherine Mulles    | Katherine Mulles    |  | Please do more research into the well-documented phenomenon of "induced demand." More lanes does not reduce traffic issues.   | I5RQ Open House Completed Comments_03072019_File 1 |
| 2019 0401<br>Katherine Schultz   | Katherine Schultz   | City of Portland Bureau of Planning and Sustainability | The Portland Planning and Sustainability Commission (PSC) welcomes the opportunity to comment on the Environmental Assessment of the I-5 Rose Quarter project.<br>After hearing your presentation at the March 26, 2019 PSC meeting and reviewing the comments of the City's Bicycle, Pedestrian and Streetcar Advisory Committees, as well as those of the Portland Parks Board, we have the following significant concerns:<br>-The surface street improvements are inconsistent with our Transportation System Plan (TSP) that prioritizes pedestrians, bicyclists and transit users. Instead the project appears to impede these modes while it supports the flow of vehicular traffic. The final design should give priority to walking, biking and transit in accordance with Policy 9.6 of the 2035 Comprehensive Plan.<br>-The key land use objective of incorporating this project into the N/NE Quadrant Plan, relinking Albina in general and the Blanchard site in particular with the other parts the Rose Quarter, does not appear to be accomplished, with a single, auto-oriented (10 percent grade) street added as an East/West connection.<br>-We are skeptical of the project claims that proposed freeway travel improvements will not induce new demand, which would effectively erase or reverse claimed reductions in air toxins and greenhouse gas emissions.<br>We join the City's Bicycle and Pedestrian Advisory Committees in calling for a full EIS and would specifically request consideration of a congestion pricing alternative. | 2019 0401 Katherine Schultz                        |
| 2019 0226<br>Katherine Sherman   | Katherine Sherman   | No More Freeways                                       | We need efficient, affordable, accessible public transit. NOT more freeways. More freeways will not solve our congestion problems and are against our values of social and environmental justice.   |  |
| 2019 0401<br>Katherine Wilkerson | Katherine Wilkerson | General Public   | Makes no sense to spend huge amounts of money on a project that creates more problems of congestion, pollution, and doesn't resolve traffic problems. Oregon is losing a common sense denominator. As a 5th Generation Oregonian I am saddened many times with decisions that create more confusion and concerns. Find better solutions!  |  |
| 2019 0401<br>Kathleen Youell     | Kathleen Youell     | No More Freeways                                       | As a mother that has to take her son to Randall Children's Hospital for pediatric cardiac appointments, I have ridden right past Harriet Tubman Middle School. I cannot believe that a school is so close to a school when we know better! We know that transportation exhaust is the biggest contributor to Climate Change. We know that air pollution can increase asthma rates. We know better! ODOT should be leading the way with a plan to get the drivers  |  |

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|                                      |  |                    | AWAY from schools, not trying to induce demand. This is shameful.<br>I work hard to bike and bus my kids around, to bike or walk to do all my errands, and to only rent a car if we are going out of the Metro area. I'm not the only parent who is willing to do this work -- to completely change our lives and how we live them -- in order to safeguard my children's future. I'm sure the parents who have children attending Harriet Tubman want their kids to be able to breathe as much as I want mine to. You need to stop this widening plan that connects I-5 to a new bridge across the Columbia. There is no funding for that bridge, and there is no reason for adding more lanes and drivers to this area. It won't help lungs or traffic or the planet. It is truly a no-win situation  |                                 |
| 2019 0225<br>Kathryn Midson          | Kathryn Midson                           | No More Freeways   | Expanding lanes on I5 makes no sense. By the time the expansion is completed in 2025, we will be living with the pretty well known effects of planet warming, and the expansion would be one more sad joke. If we are to survive and prosper on this planet, we need to think strategically. We shouldn't be building for the yesterday that got us in this predicament. Use some of the money to repair existing roads, but invest most of it in expanding public transit. You claim this expansion would reduce pollution, but wouldn't the eventual bottleneck of the Columbia River bridge just slow traffic, albeit further on, moving the idling pollution into different neighborhoods? I walked through a parking lot belonging to Fred Meyer on SE 26th. I would estimate 10 to 15% of cars had Washington plates. That's easily a bus full. Why not encourage businesses to provide bus service from Vancouver park and rides? Lots of larger employers could make it attractive, and Trimet could run the bus service getting around liability issues. I'm sure there are lots of good ideas to get the Vancouverites to their jobs and home again, and they are a significant portion of the congestion problem. Lastly, no one sensible believes the expansion could reduce pollution. Trains and buses do. Put our, OUR, money where real pollution reduction is. |                                 |
| 2019 0315<br>Kathryn Reynolds        | Kathryn Reynolds                         | No More Freeways   | I strongly oppose the proposed expansion of the freeway in the Rose Quarter. As the parent of a child who will soon be entering elementary school, I'm feeling suddenly very aware of the issue of air quality (and water quality for that matter) in our schools--and it is not only short-sighted but completely INJUST to dump even more pollutants into the lungs of the kids at Harriet Tubman Middle School. Let's put this investment into safe neighborhood routes for kids to get to school, and into community projects that support climate resilience, instead!   |                                 |
| 2019 0329<br>Kathryn Sunderman       | Kathryn Sundermann                       | No More Freeways   | Freeway expansion is just stupid. It is the latest "bridge to nowhere" plan for this city. Grow, grow, grow. Let be Seattle when we grow up. For goodness sake, commit to public transit, sufficient bicycle routes, greenways and other future oriented methods of travel.   |                                 |
| 2019 0301<br>Kathryn Levine          | Kathryn Levine                           | Portland Streetcar | Thank you -   |                                 |
| 2019 0329<br>Kathy Casey             | Kathy Casey                              | No More Freeways   | I am extremely concerned about the proposed freeway expansion minutes from my home. Portland should be looking at ways to reduce traffic flow not increase it. We are becoming LA north. We don't need more freeways we need to be imaginative in convincing people to get out of their cars. Freeway expansion will impact the quality of life in NE Portland, most especially air quality. I am strongly opposed to this proposal. Thank you for your time. K Casey   |                                 |
| 2019 0312<br>Katie Ash               | Katie Ash                                | No More Freeways   | Message: I am deeply troubled by this \$500 million investment in fossil fuel infrastructure for our city. Not only will this project NOT improve traffic congestion, it is poisoning some of the most vulnerable children in our city--the kids at Harriet Tubman Elementary School, a community that has been disenfranchised by urban renewal projects for decades. With all of the research about climate change and the urgent need to cut fossil fuels and carbon emissions IMMEDIATELY, it is absolutely irresponsible and reprehensible to move forward with this project. I am currently pregnant with my first child, and I am terrified of the world that my son will be growing up in. A world with scarcity of food and water, with climate change refugees, rising sea levels, and unpredictable weather patterns. This is happening within our lifetimes and certainly within the lifetimes of our children. We must prioritize the environment, invest in public transit, bike lanes, walking paths, and alternative forms of transportation. Please halt this freeway expansion immediately and redirect these funds to sustainable uses that will better serve our city and future generations. Thank you, Katie Ash  |                                 |
| 2019 0318<br>Katie Mello             | Katie Mello                              |                    | 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.  |                                 |
| 2019 0329<br>Katrina Scotto di Carlo | Katrina Scotto di Carlo                  | General Public     | I'd like to add to the comment pile requesting that the city does not move forward with this plan. Apart from transparency concerns with the process, we need to be moving away from concepts like freeway expansion and towards concepts that recognize the growing crisis of climate change.  |                                 |
| 2019 0401<br>Katy Kolker et al       | Katy Kolker, Chris Palmer, Jessie Maran, | 350 PDX            | 350PDX would like to thank the Oregon Department of Transportation (ODOT) for the opportunity to provide public comment on the I-5 Rose Quarter freeway widening project.<br>350PDX works to build a diverse grassroots movement to address the causes of climate disruption through justice-based solutions. We understand that the  | 2019 0401 Katy Kolker et al ATT |

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|                | Jesse Lopez |              | <p>climate crisis is upon us and that climate change is a threat to every Oregonian. Its effects are being felt immediately and severely by the most vulnerable Oregonians -- children, people of color, people with low-incomes, and people with disabilities. Immediate impacts in Oregon range from extended and intensified wildfire seasons to diminishing and uncertain water supplies to inhospitable marine ecosystems and rising sea levels. Changes in weather patterns and increases in extreme weather events are a costly threat to essential infrastructure and are forecasted to cost Oregon businesses billions of dollars in lost revenue.</p> <p>The source of this climate damage is not some faraway event -- climate change is the sum result of every-day actions and our responsibility is to immediately and collectively cease contributing actions. We must make immediate and significant steps to eliminate existing sources of greenhouse gas (GHG) emissions, including eliminating the use of fossil-fuel vehicles.</p> <p>"If we ended GHG emissions tomorrow, climate change effects would persist and worsen for decades to come. ... Our children, and theirs, will be living for decades with the worsening consequences of our failure to take timely action when we knew we should. Bad as that is, further delay only makes it worse."<br/> --2018 Biennial Report to the Legislature for the 2019 Legislative Session, Oregon Global Warming Commission</p> <p>Transportation emissions already comprise 40% of Oregon's greenhouse gas emissions. Despite increasingly rigorous GHG emissions requirements for cars and light trucks, the transportation-related GHGs contribution to the State's GHG emissions rose from 35% in 2014 due to increased vehicle-miles travelled. The region's population is forecasted to increase by 390,000 people by 2050, and it is imperative that we develop a transportation network that accommodates these new residents without any additional vehicle miles traveled and any increase in associated emissions. Incredibly, the environmental assessment (EA) of the project claims that the project will not increase vehicle miles traveled and will result in decreased GHG emissions! Such bold claims require exceptional evidence and ODOT's description of methods, results, and data in the EA to justify these findings is inadequate. To decarbonize our transportation sector, we must fully redirect our resources towards investments in walkable communities connected by frequent, reliable public transportation. As many local transportation advocacy organizations have pointed out, this project actually worsens commute times for the transit lines that pass through the neighborhood. It's simply disingenuous to invest half a billion dollars in a transportation project in the center of Oregon's densest city and claim that this project has any benefits to carbon reduction.</p> <p>When the I-5 corridor was constructed six decades ago, the Lower Albina neighborhood was destroyed and the predominantly African-American neighborhoods centered in North Portland were savagely split. The opening of I-5 initiated a cycle of decreased air quality, suburban sprawl, increased traffic and emissions, and demand for additional vehicles lanes, in turn inducing additional demand and restarting the cycle. This proposed I-5 Rose Quarter freeway widening project amplifies the same core cycle of destroying the fabric of the city for the convenience of suburban motorists travelling through the city. But now, the project cynically uses the co-opted language of environmental sustainability, active transportation, and environmental justice to describe a freeway expansion project as a boon to pedestrians, bicyclists, transit users, and motorists while "repairing" the historical neighborhood with construction leftovers.</p> <p>Given the large and growing role of transportation in the State's GHG emissions, the mandate to decrease emissions to 10% below 1990 levels by 2020 and at least 80% below 1990 levels by 2050, the inadequacy of the EA, and the history of damage to the adjacent communities inflicted by the freeway, it is the position of 350PDX that:</p> <ol style="list-style-type: none"> <li>1. ODOT should not move forward with the I-5 Rose Quarter freeway widening project based on the Environmental Assessment and should instead complete a full Environmental Impact Statement to evaluate the effects of the project.</li> <li>2. ODOT must include analysis of congestion pricing as both an alternative to reduce congestion and as a complicating factor to the build/no-build analysis. As of January 2019, ODOT has funding and permission from the Federal Highway Administration to study congestion pricing along the I-5 corridor as mandated by Section 120 of Oregon House Bill 2017. ODOT should also conduct the build/no-build analysis with the underlying assumption that a twelve-lane Columbia River Crossing is not built.</li> <li>3. ODOT should partner with the City of Portland, Metro, and TriMet to facilitate the development of a network of dedicated and priority transit and biking facilities on all facilities under its jurisdiction.</li> </ol> <p>350PDX appreciates this opportunity to provide public comment on the I-5 Rose Quarter freeway widening project. We urge you to recognize that the community is urging you to stop prioritizing the allocation of space and right-of-way to automobiles to the detriment of people walking, biking, or taking public transportation. Take this opportunity to build a positive legacy that contributes to the health, safety, and welfare of the Portland Metro Region, the State of Oregon, and the whole of the I-5 Corridor.</p> <p>Sincerely,<br/> Katy Kolker, 350PDX Interim Executive Director<br/> Chris Palmer, 350PDX Volunteer &amp; Communications Coordinator</p> |                          |

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|                              |                    |   | Jessie Maran, 350PDX Volunteer<br>Jesse Lopez, 350PDX Volunteer  |   |
| 2019 0326 Katy Liljeholm     | Katy Liljeholm     | No More Freeways  | Our cities exist in a valley. I was shocked by the poor air quality when I moved here. And it absolutely affects my family's health. When my husband started working downtown, he developed asthma. In his thirties. Now my youngest has it, too. I am deeply concerned that freeway expansions would increase pollution. It would simply be yet another highway that cars are idling on during rush hour. Adding a highway will do nothing to alleviate traffic congestion. Please engage in a better, evidence-based project.  |   |
| 2019 0307 Katy Wolf          | Katy Wolf          |   | 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.  | I5RQ Open House Completed<br>Comments_03072019_File 2 |
| 2019 0312 Katy Wolf          | Katy Wolf          | Boise Neighborhood Board Land Use and Transportation committee member | My name is Katy Wolf. I serve as a Boise Neighborhood Board Land Use and Transportation committee member, and I'm adamantly opposed to this project continuing forward. This is a kind of backwards thinking paradigm that other smarter cities have already rejected. And it's Orwellian marketing language that gaslights you into thinking it's a good idea. Don't be fooled. This project's environmental assessment report is strikingly lacking in transparency. None of the math behind their glowing traffic congestion, air pollution results are shown. Remember in math class when you had to show your work? Why wouldn't we require ODOT to show their work on a half a billion dollar project? How are we to believe that by adding square footage to the freeway, thereby increasing traffic. There's a well-known and proven concept of induced demand that we would not be worsening air pollution and toxic air emissions from diesel fuel. It's insulting. A study last year showed that Oregon's air emissions are steadily increasing. Transportation being the largest factor. This project markets itself as improving safer street-level infrastructure for bikes, pedestrians and transit, but grass-roots experts like economist Joe Cortright and Jonathan Maus, founder of Bike Portland, examined this project and found it is not actually doing any of these things and would make these problems worse. And who will get hit first and worst by this increased pollution? Oh, yes, children of color. The children of Harriet Tubman School will have this freeway right in their backyard. Right now it's unsafe for them to even play outside at recess. ODOT claims you can mitigate the increased air issues with a freeway wall covered in some plants. That is not social and environmental justice. That us just sad. The most fatal flaw of this environmental assessment is the glaring omission of congestion pricing as a project alternative. Other cities that have tried freeway expansion are now turning to congestion pricing, the only proven method of improving congestion. Maybe we can learn from their mistakes. This environmental assessment is a marketing sham and should be a wakeup call to anyone who thought this project might have some merit. At the very least, a full environmental impact statement should required to address these issues. But if we have any backbone, we should be telling ODOT to put a hard pause on it while we wait for congestion pricing to take effect and be studied. At any time there are plenty of ways to actually improve safety in this area without pitching our right. It's a disastrous project. |   |
| 2019 0331 Kavan Bahrami      | Kavan Bahrami      |   | 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.  |   |
| 2019 0331 Kayci Murray-Balto | Kayci Murray-Balto | No More Freeways  | Hi ODOT, As a born and raised Oregonian I am proud of our history of environmental justice and valuing the climate. Last year I decided to move my new son and husband from Boston back to Portland. I am very disappointed to have learned that Oregon wants to spend \$500 million dollars on a highway project making it easier for people to drive. This is not the future I want for my new son. We know that global warming is a real immediate concern. Making it easier for people to drive is not the solution. We need to invest in transit and bike lanes so dependency of driving can be drastically reduced. I am also the Health teacher at Harriet Tubman Middle School. My classroom looks out over the highway and my students spend time looking out of the window often. They frequently comment about the pollution from the trucks and cars. I often have to take questions from the students asking me what the health impacts are of having a highway so close to the school building. I don't have many resources to reference, to answer their questions. If ODOT would decide to do an Environmental Impact Assessment I might have a better tool to use to answer their questions. Sadly, ODOT has not done a EIA for this project. My students know when they are being lied to and right now I feel like this whole school community is being lied to. What are you hiding? Finally, my husband rides his bike daily and we don't own a second car because it is safe enough for him to ride. However, as a new bike rider I don't feel like there are enough safe places for me to ride. I would like to ride more because of the health and environmental benefits.   |   |
| 2019 0212 Kaylee Griffin     | Kaylee Griffin     | Local 196 Piledriver  | I am for this proposition because it will create jobs for construction workers and stimulate the economy. This will reduce travel time and increase safety for bicyclists and merging traffic.   |   |
| 2019 0319 Kayleigh O'Hara    | Kayleigh O'Hara    | No More Freeways  | It's extremely concerning that ODOT is considering expanding I-5 in the Rose Quarter, and I am strongly opposed to this decision. The first issue is air pollution and its health impacts. Air quality in the area is already so poor that students can't enjoy a normal recess break ( <a href="https://s3.amazonaws.com/arc-">https://s3.amazonaws.com/arc-</a>  |   |

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|                              |                 |                  | <p>wordpress-client-uploads/wweek/wp-content/uploads/2018/07/05143206/Tubman-PSU_HTMSReport_Phase1-Outdoor-Monitoring_Final.pdf). Expanding the freeway would only increase the current, unacceptably high level of pollution. Who would pay to mitigate that? Who would pay for increased healthcare costs for children (and other sensitive groups) in the area?Second, we have less than 12 years left to ease the worst impacts of climate change. Given that transportation is a huge source of emissions in Oregon, we should be adding sidewalks &amp; bike lanes and expanding access to public transportation. We should NOT be expanding freeways.Third, widening I-5 wouldn't help with congestion issues (<a href="https://www.portlandmercury.com/news/2018/03/07/19724128/a-new-report-shows-highway-widening-wont-solve-portlands-congestion-woes">https://www.portlandmercury.com/news/2018/03/07/19724128/a-new-report-shows-highway-widening-wont-solve-portlands-congestion-woes</a>). If this project isn't actually solving a problem, and is instead exacerbating existing problems, what's the point?</p>  |                          |
| 2019 0331<br>Kayleigh O'Hara | Kayleigh O'Hara | No More Freeways | <p>Please, please reconsider the proposed Rose Quarter freeway expansion. I've submitted one comment already opposing the expansion, but upon learning that the traffic projections cited to justify the expansion are inflated and inaccurate (<a href="https://www.opb.org/news/article/odot-used-long-dead-i-5-bridge-replacement-to-plan-rose-quarter-upgrade/">https://www.opb.org/news/article/odot-used-long-dead-i-5-bridge-replacement-to-plan-rose-quarter-upgrade/</a>), I wanted to speak out again. We simply cannot afford this project! For those of us who spend time outdoors around Rose Quarter, all of the traffic pollution has a noticeable impact on respiratory health. I have felt my nose and lungs burning after a run in the area, and not the good kind of burn one expects from exercise. It's my only route to the esplanade, though.Beyond the everyday health impacts, the climate implications of this project are disastrous. The transportation sector is one of the biggest sources of greenhouse gas emissions in our state. Increasing those emissions is the last thing we should be doing. As someone whose generation will be the among first to see the worst impacts of climate change begin, I'm already terrified. We have to do everything we can to stop climate change NOW, while there's still time, and that includes preventing any more freeway expansions. Tolling, bike lanes, pedestrian routes, and public transportation are all better, cheaper, and healthier alternatives for our communities and the world.</p>   |                          |
| 2019 0401<br>Kaytee Arnold   | Kaytee Arnold   | General Public   | <p>While the traffic in Portland has become rather frustrating, building yet another freeway, spending money, increasing our fossil fuel footprint and having yet another construction project around Portland is not the answer. We should be focusing on making the bike lanes/paths safer and getting the word out about biking, walking and public transportation. It is time to think outside of the box instead of the recycling the same ideas of just building more and expanding as this is no longer the best answer for the city. If Portland truly has all this money to spend on a useless road that will solve 0 problems, it can be invested in so many other great outlets like after school programs, the arts, more bike paths, etc.<br/>It's time to start thinking critically about these problems and how we can truly improve the city rather than jumping to the easiest but the best solution. I hope you will challenge yourselves to be better than this.</p>   |                          |
| 2019 0307 KC<br>Eisenberg    | KC Eisenberg    | No More Freeways | <p>My daughter will be entering kindergarten this fall. Like many parents, I feel tremendous anxiety about her safety as she makes this important transition. But my fears aren't limited to the unpredictable threats of school shootings or the risks to her health from attending public schools in polluted areas. No, the biggest threat facing my daughter is predictable, inescapable, and entirely catastrophic: It is climate change. According to a report released by scientists at the UN Intergovernmental Panel on Climate Change last October, we have only twelve years to curb carbon emissions enough to avoid the worst effects of global warming. So by the time that today's first-graders are graduating from high school, the opportunity to make enough changes to avert global climate chaos will be over. My daughter, two years behind these students, will graduate from high school and emerge into a world where her fate has been written by the people making decisions about carbon-polluting projects today. Will today's decision-makers choose to build a world that enables her to live with the same security and stability that we currently enjoy, a world where she can enjoy watching her own children grow? Or will they decide instead to increase carbon pollution, setting my daughter up for a life of instability, food and water shortages, and resource competition that history indicates will lead to major conflicts and quite likely global war? These are the anxieties facing the parents of small children today.It is because I want my daughter to enjoy a future of stability and safety that I strongly oppose ODOT's plan for expanding I-5 in the Rose Quarter. All evidence indicates that this misguided attempt to alleviate congestion will increase carbon pollution, in both the short and long term, while doing little to address the traffic problems it purports to solve. According to data from other ODOT expansion projects on I-5, and from many other freeway widening projects in other American cities, this project will have either no impact or a negative impact on the very problems it says it will solve. There are many ways that our state can spend \$450 million of our taxpayers' money. Improving mass transit and accessibility in underserved areas, expanding light-rail systems to connect urban and suburban areas, improving pedestrian and bike infrastructure and safety throughout the state—it doesn't take much imagination to find better ways to invest this money. And however it is spent, our elected officials should ensure that it results in a net decrease of carbon emissions in our state.It is unconscionable, with the evidence we have about climate change and the threat it poses to us and our world, that ODOT would even propose a freeway expansion project. In an era of rampant corruption and misspent tax dollars, a person can't help but wonder what back-room deals between ODOT officials and their wealthy contractor friends this proposal is really meant to fulfill. It is for these reasons that I strongly oppose ODOT's I-5 expansion project, and I hope that this ill-advised project is brought to an abrupt close.</p> |                          |

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| 2019 0312 Keil Johnson    | Keil Johnson    | Friends of the Green Loop | Hello, my name is Keil Johnson. Thank you very much for the opportunity to speak here today. I'm the co-director and founder of the Friends of the Green Loop. Our mission is to advocate for the completion of the green loop through the central city. The green loop is a circular park from the Tillicum to the Broadway Bridge. The I-5 Rose Quarter project would go cross on Clackamas and will help the green loop and you mentioned it in your video. The Friends of the Green Loop do not support this project because it will continue I-5's legacy of environmental injustice, and we urge you to start over. Around 40 percent of our greenhouse gases that are burned in the state come from transportation. We cannot afford to build transportation projects that do not dramatically reduce this number. According to your own environmental assessment, this project would only reduce our emissions by .2 percent. To all of the people in this room who are working on this project, I ask you to consider what you will tell your children or your grandchildren when they ask what you did to stop climate change. Will you be able to look them in the face knowing that you helped spend \$500 million on a transportation project which does so little to reduce our greenhouse gas emissions? Building this project would continue the death of our future and we have no alternative but to fight you for it. The green loop is about Portland's commitment to sustainability. This project is about a bureaucracy and its leaders who are stuck in the past. We already tried building freeways through our cities and it does not work. We need transportation leaders who understand the challenges of the future and do not continue to build out some 1950's fantasy. To those of you who pushed for this project, know that your time in power is coming to an end. The young people in this room and the state are smarter and better at organizing than you, and we will eventually win. We will win because we have nothing to lose. Your failure to lead on pressing issues we face leaves us no other choice. We only get a few chances in our lifetime to invest this much money in how we move around. Let's start over and make sure we get it right. |                          |
| 2019 0401 Keil Mueller    | Keil Mueller    | General Public            | Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces.   |                          |
| 2019 0326 Keith Alnwick   | Keith J Alnwick | No More Freeways          | Good day to you, I'm writing to express my heartfelt opposition to the Rose Quarter freeway expansion. I've lived in Portland for 20 years and I've seen congestion get to extremes that I left other cities to avoid. But expansion is not the answer. Even if there is a short term reduction on emissions due to logjams, long term analysis suggests we will only be in the same place, or worse, a few years down the line. If you have money to spend, spend it on truly transformational initiatives. Fund improved mass transit services up and down the I-5 and I-84 corridors. Fund affordable housing in our city that will alleviate congestion, pollution, promote livability, and true 20 minute neighborhoods as mandated by the PDX 2040 plan. Consider a single user vehicle toll and/or congestion pricing to incentivize alternate transit options and ride-sharing. Find better ways to route industrial and freight traffic outside the city center. Incentivize businesses to develop flex time and work from home initiatives. And before you spend a dime on the RQ, consider it will all be meaningless if you don't build a multi-modal and earthquake resilient bridge system over the Columbia and Willamette. It may be simpler to not involve our neighbors to the north in your development plans, but it doesn't make it a wise use of our resources. I love this place dearly and I want it to be a model to the world, and a center of innovation as we all face massive challenges. Don't think like Robert Moses, be like Tom McCall. Do this the Oregon Way.  |                          |
| 2019 0217 Keith Liden     | Keith Liden     |                           | 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.  |                          |
| 2019 0402 Kelcie Fletcher | Kelcie Fletcher | General Public            | Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces. Expanding a freeway in 2019 is climate denialism.   |                          |
| 2019 0226 Kellee Anderson | Kellee Anderson | No More Freeways          | Come on, ODOT. This is not a good solution. Everyone knows it, and you likely do too. Back to the drawing board. Find a better way. Thank you for your time.   |                          |
| 2019 0307 Kelley Gardiner | Kelley Gardiner | General Public            | I'm a homeowner in East Portland, a driver, and a parent of two small children. We don't need any freeway expansions. We need sidewalks. When all the research shows that creating more capacity just increases the number of cars, why is this even a question? As a East Portland resident who doesn't commute every day, I'd love to see the addition of some express buses to my neck of the woods. Safe, attractive transit hubs for transfers would make the experience better, too. Dedicated bike lanes are great, too. I might just get my bike out of storage if it felt safer to travel that way. But what I'd love to do most with precious transportation dollars would be to add sidewalks in my neighborhood. It's a challenge to talk less than half a mile to the bus stop with my toddler and preschooler, because we have to walk three blocks out of our way or negotiate a dangerous walking situation along a busy street with no sidewalk. More sidewalks for kids. Fewer freeways. We need safety and community, not car capacity.   |                          |

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| 2019 0331      | Kellie Russ    | No More Freeways | I live in Tigard, but I work in North Portland. I travel I-5 every day. I do not want the widening project as it will affect the neighborhoods of the people I serve. I would rather have to take 45 minutes to get home than widen the freeway. It is a temporary solution that will be outdated by the time it is completed. Encourage more bus use, expand the MAX into SW, and stop destroying our city and our urban neighborhoods in the name of more \$\$\$.  |  |
| 2019 0302      | Kelly Brignell | No More Freeways | Portland MUST reconsider freeway expansion plans in the light of our CLIMATE CRISIS ....IMMEDIATELY. The expansion of any fossil fuel reliant infrastructure is a DISASTROUS MISTAKE. Alternative - fossil free -solutions to transportation deserve these dollars - NOT FREEWAY EXPANSION that is extremely harmful on multiple levels!Thank you for your commitment to a fast track for a GREEN OREGON. The next US President will undoubtedly mandate emergency climate remediation and Oregon will not have wasted precious funds on obsolete and dangerous fossil fuel reliant infrastructure - but rather been insightful and committed to progressive solutions for our future.Thank you.Kelly Brignell - Portland  |  |
| 2019 0401      | Kelly Francois | No More Freeways | When I moved my family to Portland from Louisiana 5 years ago, we were looking for a different lifestyle. What attracted us to Portland was the tremendous active and public transit culture. Coming from a car dominated city (Baton Rouge) we were enthralled with the idea of exploring a city that had other transportation options other than a personal vehicle. I was thrilled to hear about how innovative Portland was with finding a way to spend highway funds to build a light rail system! Now, in a sad comparison, Portland and my hometown of Baton Rouge are both attempting to solve traffic woes by building more car infrastructure (Rose Quarter highway expansion). I know that Baton Rouge will make the ill informed choice to spend hundreds of millions to create induced demand. I'm hoping that wisdom will prevail here in Portland, and the \$500 million will be invested in projects that will actually help alleviate climate change, will encourage more people to find alternatives to getting around (other than private vehicle) and will make all of us safer. Expanding the Rose Quarter interstate will only add MORE cars, will induce demand for more traffic, will spend a tremendous amount of our limited resources and worsen our air quality. Let's not be like Baton Rouge, let's learn from how disastrous car culture is to our environment, and let's invest in changes that will actually help our city! |  |
| 2019 0307      | Kelly McNutt   |                  | Neighborhood has been a growing area for a while and proposed changes will continue to propel it into positive change.   | I5RQ Open House Completed Comments_03072019_File 4 |
| 2019 0226      | Kelly OHanley  | No More Freeways | Let's tackle climate chaos.  |  |
| 2019 0329      | Kelly OHanley  | No More Freeways | Let's invest in public transportation. Not more freeways. Thank you.   |  |
| 2019 0328      | Kelly Reed     |                  | 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.   |  |
| 2019 0327      | Kelsey Baker   | General Public   | My name is Kelsey Baker and I live in the Eliot neighborhood in North Portland. I'm contacting you to request that you complete a full Environmental Impact Statement for the I-5 Rose Quarter "Improvement" Project, to more candidly inform the public of the project's impact. Currently, the shorter Environmental Assessment has too many holes and loose ends to provide a clear picture of how our neighborhood will be impacted. The current report fails to include the use of CRC traffic data in the environmental assessment that was released last month.Thank you for considering the residents of this neighborhood as you move forward in the process for this project.  |  |
| 2019 0401      | Kemper Shrout  | No More Freeways | We need to focus on infrastructure that focuses on improving and expanding mass transit and on protected bike lane and expanding and roads that are motor-vehicle free. Our world is getting hotter and CO2 emissions NEED to be reduced drastically and quickly.  |  |
| 2019 0307      | Kent Boden     |                  | 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.  | I5RQ Open House Completed Comments_03072019_File 1 |

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| 2019 0402 Kerry          | Kerry          | No More Freeways | I do not support this project based on the information in the Environmental Analysis. I believe that the data that the EA is based on is not sufficient enough to move forward with this project. An Environmental Impact Statement is needed to provide more information to the local community based on traffic, air quality, health impacts, and other topics  |                          |
| 2019 0401 Kerry Aszklar  | Kerry Aszklar  | General Public   | Hello - I am writing to express opposition to the I-5 Rose Quarter "Improvement" Project. This project and its environmental assessment do not address the issues that it claims to. Expanding the highway will only induce demand and increase the number of cars that use it, which will lead back to the original "issue" of safety on I-5. This EA also does not examine other alternatives such as congestion pricing. Additionally, the build option of the EA makes bold assumptions of automobile traffic based on the building of many, many transportation projects in the area, which does not make sense. For one, it assumes that all projects in Metro's 2035 Transportation System Plan will be constructed, including the Columbia River Crossing project, which has died years ago and has not been revisited thoroughly for this project to make assumptions on. The air quality aspect to this EA is not robust. It assumes that fleet emissions will be cleaner from AVs and electric personal cars, but this is assuming too much. Additionally, I-5 is used by many industrial trucks that run on diesel, which does not help air quality. Lastly, bicycle and pedestrian "benefits" from this project are not thorough and do not help the experience of those walking or bicycling. As a regular bicycle commuter, I know that this project will not help. A full environmental impact statement is needed for this project. Thank you, Kerry   |                          |
| 2019 0331 Kevin Burke    | Kevin Burke    | No More Freeways | I oppose freeway expansion. We have twelve years to cut carbon emissions to avoid a hellscape of fire and flooding. Widening freeways will worsen carbon pollution and air quality. Please go back to the drawing board and figure out more ways to get people out of cars and onto buses and bikes.  |                          |
| 2019 0402 Kevin Chambers | Kevin Chambers | G                | I write as an Oregonian and Portlander who is concerned that ODOT's environmental assessment for its I-5 Rose Quarter Improvement Project fails to adequately describe the impacts of the project or sufficiently evaluate alternatives to alleviate congestion in the project area. The EA focuses on benefits for car and highway users and does not properly address potential negative impacts for other road users in the area. It also does nothing to undo the historical damage wrought by the original I-5 construction. At a time when it's increasingly critical that we curtail the transportation sector's production of greenhouse gases, the EA does not consider the very real possibility that other more effective tools exist that will maintain community mobility, reduce congestion, and also reduce carbon emissions. These options include more robust transit and a well-designed tolling scheme during periods of peak highway use. I believe what is needed is a deep reworking of this project so that it can successfully meet several critical outcomes: reduce congestion, with a particular focus on prioritizing freight over commuters who could be served by transit; reduce carbon emissions; improve access and mobility in the larger project area, with priority given to pedestrians and users of high-efficiency, small-footprint vehicles such as bicycles; actively address the historic damage done to the lower Albina neighborhood, for example through creating infrastructure that can support the return of a high density residential neighborhood as described by the Albina Vision.   |                          |
| 2019 0319 Kevin Johnson  | Kevin Johnson  | No More Freeways | A freeway expansion locks our state into a car based world for the rest of your and our lifetimes. When we could imagine spending \$500,000,000 on freeway expansion or a host of things that would have greater, longer, and more powerful multiplier effects in terms of people and our long term health, it seems FOLLY and IGNORANT to spend it on roads, not people or other infrastructure that is far more meaningful. This is one of the defining choices our state will make. Let's not squander the choice.   |                          |
| 2019 0000 Kevin Johnson  | Kevin Johnson  |                  | 1-5 Ramp Comments<br>1. I regularly bicycle and drive for business through this area. After studying the maps, I fail to see anyplace close to \$500 million in value in changes.<br>2. A highway dependent city is not the city that will attract the kind of industry and employers we need and want. Like with the legacy of Robert Moses in New York, so many regret his highway projects. The damage that kind of planning and its negative effects played out for decades and still drive uncomfortable and expensive choices. This sort of project seems like it has some (too much?) of his DNA.<br>3. It's sad but the Albina neighborhood as it was has been destroyed. It's done. Statistics documenting displacement, gentrification, and change demonstrate that conclusively. Despite the wrong that was done, a highway project won't bring that back - ever. Money put in very different kinds of projects could be a start. Building streets or ramps as some sort apology seems like fake empathy or faux apology.<br>4. The other project aspects seem to be minor carrots. Funds could be more effectively used elsewhere with more power and impact.<br>5. This is a waste of taxpayer dollars. To allege it would bring all sorts of wonderful benefits is to ignore the opportunity cost and how one might actually spend \$500 million in a far more meaningful and impactful way.<br>6. We have not tried congestion pricing. If successful, we won't need this project. That seems a far more prudent plan and next step. Having lived in other cities that built new freeways to ease congestion, things seemed better for a month or two, then things were as worse, if not much worse in regard to traffic and delays.<br>7. NO. |                          |
| 2019 0329 Kevin Kaufman  | Kevin Kaufman  | No More Freeways | Freeway expansions are NOT where we need to put our investment dollars. Spend the money on housing.   |                          |
| 2019 0330 Kevin Oleson   | Kevin Oleson   | General Public   | After reviewing the website on this project, I support it. I-5 hasn't seen improvements in this area since I was a kid in the 60's. Time to make I-5 safer.   |                          |

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| 2019 0327 Kevin Rudiger   | Kevin Rudiger   | No More Freeways | I strongly oppose the widening of I-5 in the Rose Quarter. Our State talks a lot about stepping up to take on climate change. Widening a freeway just moves us in the wrong direction. What's more, this won't solve congestion, as freeway expansions across the country and the world have shown us. We can and should tackle the issue of congestion - through continued investment in transit, bike infrastructure and other alternatives. Widening our freeways is not the way forward.  |                          |
| 2019 0327 Kevin Schaper   | Kevin Schaper   | No More Freeways | I oppose freeway expansion. We have known since the 50's that it will only induce demand. Climate change necessitates that we stop spending money to increase the movement of cars and instead spend it on the efficient movement of people. My family is making the choice to sell our ICE car for a low range electric knowing that when we go to Portland we'll go by train and use bikes and transit when we get there. Stop building like it's the 1960s and recognize what the future holds.  |                          |
| 2019 0401 Kevin Vandemore | Kevin Vandemore | General Public   | Hello, Thank you for allowing me the opportunity to provide written testimony on the proposed Rose Quarter Freeway Expansion. Upon consideration of the proposal I must respectfully, but forcibly, register my firm opposition to the current plan. We in the Portland area (and Oregon in general) have been blessed to find ourselves living in areas of abundant beauty. We have easy access to nature, our environmental quality is (comparably) high, and our communities are held up (rightly so) for the livability and high quality of life they afford. I'm afraid this project directly challenges those very things that have helped to make our home so desirable. I, along with many others, have seen first-hand how we have struggled to accommodate the growth in population. And I, along with many others, am often frustrated by the congestion that plagues our community. There is a real desire "and need" to do something to alleviate congestion, but we know that expanding freeways is not a good answer to our problems. Expanding the freeway will lead to more automobile use which will have a direct and measurable impact to our environment, our communities, and our treasured way of life. Climate change is real, and at a time when we see our state literally burning "and more and more so each year." I cannot believe this push to expand this freeway has gone as far as it has. To say nothing of the existential threat of climate change, we have problems with air quality in inner-Portland, where I live, and I am afraid expanding auto use will certainly in the long-run lead to increased pollution—for me, my neighbors, and the community, to say nothing of the students and teachers at Harriet Tubman Middle School. In addition to the environmental impact of expanding freeways, even if climate change were not real, or if the adoption of zero-emission vehicles was rapid and sudden, who wants to live surrounded by a freeway mega project? Building such infrastructure isn't conducive to a good quality of life, and I believe it will lock future generations into a built environment of auto-dependency and urban sprawl. In the 21st century, there are proven alternatives to combat congestion and traffic. Before we plunge head-long into this expansion, please tap the brakes and let's consider this thoughtfully. Please perform a full Environmental Impact Statement, and please consider what impact decongestion pricing would have on the Rose Quarter. Decongestion pricing is a reasonable, fiscally responsible market-based tool that will help ensure that those who want to use our roadway resources, pay for that resource. We may find, when we're done, there is no need for this costly project at all. My perspectives and opinion come from being a long-time resident of the Portland area. I've a genuine love for our community and I'm greatly concerned about the type of legacy this Project, if it were completed as proposed, would leave to future generations. Although much more can be said, I hope the above will suffice. Thank you for the opportunity to provide written testimony on the Rose Quarter Freeway Expansion. |                          |
| 2019 0330 Khanh Pham      | Khanh Pham      | No More Freeways | This freeway expansion will clearly increase pollution and not even solve our problems. We need to spend \$500 million on increasing access to public transportation. We've got 11 years to make drastic changes in how we move around, and this is moving us in the exactly wrong direction. Please listen to the community.   |                          |
| 2019 0326 Khris Soden     | Khris Soden     | No More Freeways | As someone who is very concerned about combating the effects of climate change, I feel very strongly that the I5 Rose Quarter expansion plans should not happen. We should be using alternatives such as congestion pricing to reduce unnecessary auto trips on this section of the freeway. Even outside of the environmental damage that this project would cause, this is a massive amount of public money that would be of a benefit mainly to auto users, with minor to no benefit to people that don't use cars for transportation.   |                          |
| 2019 0307 Kiel Johnson    | Kiel Johnson    |                  | Try congestion pricing first!!! Here 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.  |                          |
| 2019 0329 Kiel Johnson    | Kiel Johnson    | General Public   | I am writing to comment on the I-5 Rose Quarter project. I do not support this project and am very concerned that you used traffic data that included a new and wider Columbia River crossing bridge in your assessment. Completing a similar project at Rose Parks has not reduced congestion (especially Northbound). We need to try everything else in the tool book before we start widening freeways. Implement Congestion Pricing first, invest in better bicycling and transit, ODOT needs to be an active part in encouraging density which will result in shorter commutes and less congestion on our transportation system. This project will not solve our region's transportation problems and I hope you reconsider it.  |                          |
| 2019 0328 Kim Kauzer      | Kim Kauzer      | No More Freeways | Please do not expand the freeway! It will increase pollution and will not actually decrease congestion. Please spend that money expanding public transit or making more greenways. This will not solve the problem!   |                          |

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| 2019 0313 Kim Nurmi         | Kim nurmi         | General Public   | Comment: I strongly support your project on many levels but particularly regarding freeway access for ambulances going to Emmanuel as much traffic in north Portland will soon be diverted for bicycles. This lack of access could cost many healthcare dollars not to mention human tragedy. Thankyou for your good work. ,Manypeople support you but do not have the time the bike advocates have to testify.  |                          |
| 2019 0401 Kim Slack         | Kim Slack         | No More Freeways | This project will be a waste of money and will not alleviate traffic congestion. Use the money to improve bus lines instead.   |                          |
| 2019 0312 Kimber Nelson     | Kimber Nelson     | General Public   | I am very concerned that the proposed freeway expansion has not taken into account serious community concerns and likely does not provide enough community benefit to justify its cost. ODOT has failed to make the case for why this project should move forward. Expanding freeways does not reduce congestion or help decarbonize our transportation system. ODOT should fully evaluate proven strategies such as congestion pricing and investment in public transportation before spending a half billion dollars to expand a short stretch of highway. The project is entirely at odds with the City's Climate Agenda. As a public health nurse I am also concerned at the human safety issues that are not being addressed. The project will further worsen air pollution at Harriet Tubman Middle school, which already has some of the worst air quality in the state. And at the same time that ODOT is proposing to spend nearly half a billion dollars on expanding I-5, the region continues to neglect serious road safety problems in East Portland. There are much better uses of our money, creativity, and time. Kimber Nelson Brentwood-Darlington neighborhood   |                          |
| 2019 0401 Kimberly Nurmi    | Kimberly Nurmi    |                  | 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 emmisions due to idling cars. Thankyou  |                          |
| 2019 0227 Kimberly Williams | Kimberly Williams | No More Freeways | I oppose expanding any of our highways for many reasons. Primarily, more lanes will equal more cars which will not equal reduced carbon emissions. More highways means more concrete which means less trees which are the greatest asset this city has. They are the reason we moved here from Dallas. It's hard to feel human in that city. Don't turn Portland into a concrete jungle. Spend the money on improving existing roads and alternate modes of transit. For example, I would love to see Trimet trains have more lines.   |                          |
| 2019 0322 Kimmie            | Kimmie            |                  | My name's Kimmie, live in NE Portland. I strongly support this project partly because Emmanuel Hospital is there and they need access and without this project it could greatly hinder access. I recently had to take a friend to the hospital and it was a nightmare. We need to widen this for many reasons. If we don't widen I worry about access to the hospital. Partly because Williams and all other areas will be broken up with bike lanes and everything else. Because of the safety of Portlanders I support your project very much.   |                          |
| 2019 0330 Kippahs Yourway   | Kippahs Yourway   | General Public   | I took the liberty to browse through your website and realized that you have built a phenomenal website, however to get relevant traffic you need visibility on major search engines. Most importantly, SEO touch is required in order to make it more famous and popular over internet. We will be taking the complete responsibility of your website starting from error fixation, updates on websites, keywords ranking, Social media presence, etc. We excel in promoting and increasing the visibility of awebsite in various search engines, which directly helps in increase revenue for the website. Our Team strictly follows White-hat techniques so that major search engines won't get a chance to penalize your website. The works are done manually and organically so that our clients will get organic and natural results. Please find some of the major steps performed by our Team while promoting a Site: In-depth analysis to find out the technical errors. Competitor & keyword analysis to find out best set of keywords for your Site. Content based link building process will be initiated. Both on-page & off-page will be carried out to make your website more productive and spam free. Regular updates on various social media networks will be incorporated for brand promotion. We offer several other services for your website which will help you to get better visibility and online presence. Feel free to write us back for any further queries or details. We will be looking forward to your response.   |                          |
| 2019 0401 Kirk Paulson      | Kirk Paulsen      | General Public   | Hello, I would like to provide public testimony from my perspective as a resident within the City of Portland, independent from my employer and independent from any involvement I've had with the project in the past. 1) I urge the project to take into account the recent requests from Albina Vision Trust (such as providing a full Environmental Impact Statement) to explore ways of designing the freeway caps to allow for multi-story buildings to be developed atop the structures, to partially remediate past issues of destroying a neighborhood and community as it was known at the time, that took place during the initial construction of I-5. I believe it is crucial that we work to fix this community problem in a meaningful and substantial way, to reconnect the community more so than what's currently proposed. 2) In the name of traffic safety, and at a time when transportation funding is a limited resource, I personally believe it's in the best interest of our community to reallocate the funding for this project to instead be used on implementing safety features along existing ODOT roadways that travel through the urban fabric of the city (e.g. 82nd, Powell, Lombard, etc.). Such roadways are statistically much more dangerous to all roadway users, as compared to the segment of I-5 that is part of this proposed project. The ability to provide safety improvements on such roadways to allow for a jurisdictional transfer with PBOT to take place would be more in line with the city's adopted goals, in my opinion. Thank you for |                          |

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|                            |               |                  | taking into account my preferences for this project as a resident of NE Portland.   |                          |
| 2019 0306<br>Kirsten Davis | Kirsten Davis | No More Freeways | Dear ODOT,I am writing to comment on the proposed Rose Quarter Freeway Expansion project. I'm amazed that in this day of serious climate change realization you are actually planning such a project. This project is just a knee-jerk business-as-usual plan of action when what we really need is a new paradigm with cars no longer at the center of how we function as a society. Instead of more money and space devoted to freeways, we should be spending the money on: a terrific, comprehensive and efficient public transit system, truly safe and efficient bike infrastructure and pedestrian infrastructure. These modes of transport are the ONLY potentially sustainable ways of moving from one place to another in the future. Anything else is blindness, foolishness and wishful thinking. Cars have been the scourge of our society for a long time. They promote aggressive, entitled attitudes in people, are dangerous and fundamentally non-democratic, as everyone is sealed away from each other in small, alienating compartments. They cause tremendous pollution. They have displaced many neighborhoods, typically neighborhoods of color when freeways are planned. In fact, this expansion will impinge on the Harriet Tubman school as well. As such, car culture has promoted inequity. They promote a ridiculously expensive infrastructure, one that we cannot keep up with-as the numerous potholes and poor pavement quality throughout the city testify. Bike paths and train tracks, on the other hand, would require less and less expensive upkeep. Ever more extensive pavement devoted to cars has damaged our ecosystems as valuable land has been paved over for them.People are less physically and mentally healthy when they commute via car. They are more sedentary, stressed, lonely and alienated as they struggle through rush-hour gridlock. If we had an amazing public transit system that way of getting around could be incredibly time-efficient and simple, but we would need to be "all in" because a partial public transit solution wouldn't serve people's real-life needs sufficiently to be used in a serious way. With public transit and bike/pedestrian infrastructure, it's "all in" or "all out". And THIS is where our money should be spent.Quite honestly, you may not realize it, but this isn't really a choice. It never has been, but now we are really seeing clearly that this way of proceeding isn't viable if we are to attempt to address the existential threat that is climate change.So, for the record, I am 100% against this freeway expansion plan, for many, many reasons. Such a plan runs counter to my hope and vision for our society. I hope to see us addressing our needs much more creatively than just spending millions and millions of dollars on projects that we must begin to acknowledge are huge mistakes, and ones we can no longer afford to make.Thank you in advance for cancelling this project and focusing instead on other modes of transportation.Sincerely,Kirsten Davis |                          |
| 2019 0331 Kitty Davis      | Kitty Davis   | No More Freeways | The Rose Quarter widening project will not solve congestion, it will make it worse. Induced demand is a concept that has shown repeatedly that increased space simply fills with more cars. Removing the ramps into and out of the Rose Quarter would have far bigger improvements to safety in the Rose Quarter and along I-5. Tolling I-5 is the only proven method to reducing congestions. The Rose Quarter project does not include HOV lanes or any transit improvements. In addition to reducing SOV trips, encouraging transit and making walking and biking safer will help reduce congestion. This project does nothing for transit and the proposed improvements will be less safe for people biking and walking. This project should be paused immediately until congestion pricing can be implemented and our needs re-evaluated. We risk spending an enormous sum of money on a project that won't work and that we may never need. Oregon should prioritize safety and saving lives and focus on proven strategies like congestion pricing over proven failures like widening.   |                          |
| 2019 0331 Kitty Davis      | Kitty Davis   | No More Freeways | too small and disconnected from each other and the surrounding urban fabric to be functional open spaces. These relatively small open spaces will be surrounded by busy roads and freeway ramps making them hard to access and unpleasant to be in. Because the lids are not connected, the loud freeway will dominate and the air quality will be horrible. In our Mediterranean climate, which is getting hotter and drier every year, any vegetation over the lids will need permanent irrigation. Will ODOT commit to paying irrigation fees in perpetuity? PBOT no longer maintains any of the outdoor public spaces it owns, and PP&R does not have the operating budget to pay on-going irrigation and maintenance fees for a public openspace that is of such low value. Without direct connections to successful commercial or residential spaces, these leftover lids will not be successful plazas. If they are not continuous to block noise, and irrigated, they will not support plant life to become quiet oases. The lids are being constructed as temporary staging areas, and ODOT has done a poor job of showing them as being repurposed, but from an urban design perspective, this will not work. These spaces will become derelict open spaces, unwanted and unloved, more of a detriment than a benefit. If this project were to take a serious look at addressing the urban design challenges, it would begin on the surface with a continuous cap that could support buildings. It would consider removing the ramps to and from Broadway, or at least minimizing them by making them one lane, and having them intersect Broadway at right angles to slow angles and create short crossing distances for pedestrians. Transit and bike would be well integrated with the Flint crossing restored, no bi-directional, out-of-direction travel like what is proposed for Vancouver-Williams. Parks and plazas would have meaningful connections to community assets. The freeway is a blight on this neighborhood, and this proposal does next to nothing to ameliorate that. The financial cost is too high for a project that will lade the neighborhood with worse traffic, derelict spaces and worse air and noise pollution.  |                          |
| 2019 0331 Kitty Davis      | Kitty Davis   | No More Freeways | The Rose Quarter project will take up to 5 years to construct. During that time, critical bike routes, bus and streetcar routes, and walking routes will be interrupted. In addition to the permanent substandard roads and sidewalks this project proposes, the extended construction window is disruptive enough  |                          |

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|                            |                  |                     | and long enough to have long-lasting negative impacts to walking, biking and transit user patterns. Portland needs to be doing everything it can to bolster alternatives to single-occupancy vehicle trips, and this project will drive people away from those alternatives during the years it takes to build, and in the subsequent years due to unsafe and unpleasant proposed changes such constructing intersections with large radii to facilitate high speed turns and making crossing distances unnecessarily long.  |                          |
| 2019 0331 Kitty Davis      | Kitty Davis      | No More Freeways    | I oppose the Rose Quarter highway expansion. Although the project comes at a very high cost to Oregonians, it will not deliver the benefits we need in Portland or the state; the local benefits are not good enough and the improvements to the interstate will not materialize as advertised. Portland has many urgent transportation needs, many on ODOT-controlled rights-of way, and those should be addressed before the time and money on widening the freeway in the Rose Quarter. Oregon should be focusing on improving safety/reducing traffic fatalities, and working hard to meet our climate change goals, our Vision Zero goals and improving our atrocious air quality- this project moves the needle in the wrong direction for all of those areas. Not addressing air quality is clearly an equity issue that this project is glossing over.   |                          |
| 2019 0309 Krista Reynolds  | Krista Reynolds  | General Public      | I oppose the Rose Quarter highway expansion. I am deeply concerned about climate change, and making it easier for single passenger drivers to commute is not a part of the solution to reducing carbon emissions. Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation, as a recent Oregonian article pointed out, Oregonians need to drive a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities.I also oppose the project for the following reasons:Congestion won't improve, as discussed in this news report. <a href="https://www.portlandmercury.com/news/2018/03/07/19724128/a-new-report-shows-highway-widening-wont-solve-portlands-congestion-woes">https://www.portlandmercury.com/news/2018/03/07/19724128/a-new-report-shows-highway-widening-wont-solve-portlands-congestion-woes</a> Increase in air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue: 40% of Tubman's students are Black.Respectfully submitted,Krista Reynolds, NE Portland resident       |                          |
| 2019 0301 Kristin Eberhard | Kristin Eberhard | Sightline Institute | Please add me to the notification list.  |                          |
| 2019 0331 Kristin Flemming | Kristen Fleming  | No More Freeways    | This proposed freeway expansion is both an absolute boondoggle and completely against the values that Portland purports to live by. It is a complete waste of money that is desperately needed in many other infrastructure projects, it is bad for the environment, it will do nothing to improve the traffic situation and it will have a truly horrifying effect on the air quality near an elementary school. I see no reason whatsoever to go forward with this project, and am ashamed that so many of my current representatives are supporting it.   |                          |
| 2019 0221 Kristen Gross    | Kristen Gross    |                     | We need a proper EA that has not yet been provided. We don't need wider free ways. 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 bike/ped improvements are subpar.I oppose the I-5 Rose Quarter Expansion Plan.  |                          |
| 2019 0221 Kristen Gross    | Kristin Gross    |                     | 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.   |                          |
| 2019 0329 Kristina         | Kristina         | No More Freeways    | Freeway expansion along I-5 will continue to increase traffic from throughout Portland and will be a further incentive for Portland workers to live in Vancouver. Tolling the freeway is an inequitable solution to pay for the construction. Portland wages still have not caught up with increasing rent and housing prices. If we want to create a sustainable solution, money should go towards supporting the expansion of trimet services. The highest deterrent of utilizing transit is poor transit options - busses need to run more frequently and added lines to serve the Portland metro area.Bus rides typically take 45-60 minutes each way, this is because of indirect lines, traffic, and transfers that are not timed properly causing riders to wait 15-30 minutes at transfer stops (could be solved with increased service and decreasing the number of transfers). Please consider boosting trimet instead of freeways. There is only so much that will change by adding pedestrian and bike transit - we live in the PNW, not everyone is capable of (or interested in) biking 5-10 miles to work or into town when it is cold and raining. We cant change the weather, but we can change our public transit. Expecting Portlanders to increase biking or walking excludes individuals who are not capable of utilizing this luxury. Please provide a service to all Portlanders by increasing our public transit - support TriMet. |                          |
| 2019 0402 Kristina Frye    | Kristina Frye    | No More Freeways    | Expanding our highway system will not relieve congestion. This money could be better put to use by fixing the roads that we already have or implementing congestion pricing. Portland does not want this!  |                          |
| 2019 0219 Kristy           | Kristy Overton   | No More             | I am writing to express my opposition to the freeway expansion. In this age of climate crisis, we need to be doing everything we can to _decrease_ freeway   |                          |

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| Overton                        |                   | Freeways         | usage. This is a LOT of taxpayer money at stake, and I would so much rather see it go to climate-forward actions that obviate the need for a wider freeway in the first place.  |                             |
| 2019 0225<br>Krystal Eldridge  | Krystal Eldridge  | General Public   | The proposed expansion of I-5 in Portland recklessly disregards the reality the climate change must be aggressively fought at every possible opportunity, and ignores worthwhile studies that have found that expanding traffic lanes merely increases the amount of cars on the road. I am a resident of Portland and have been for nearly my entire life, and I do not support your plan to expand the freeway. It is an inequitable use of power and further entrenches car-centric living. The money would be better spent, and our futures better secured, by putting the money solely toward improving public transit options, and I request that you do so.  |                             |
| 2019 0401<br>Kyenne Williams   | Kyenne Williams   | General Public   | I am writing as a native Oregonian and long-time Portland resident, who votes, works in the transportation field and uses public transit as her sole means (other than feet and bicycle) to navigate this metropolitan area. Once again (see I-5 Bridge replacement project) is watching a poorly thought out, wildly expensive, unoriginal boondoggle try to grow wings and attempt flight.<br>NEWS FLASH: Expanding freeways is not an effective strategy for reducing congestion.<br>WHY are we not trying something new? History shows we don't learn from the past (heaven forbid) and we could do something DIFFERENT and implement strategies such as congestion pricing! Or put MORE money in public transportation and see it grow (King County).<br>IS THE STATE CONSCIOUSLY TRYING TO SPEED UP CLIMATE CHANGE: this project is entirely at odds with the City's Climate Agenda. 40% of Oregon's emissions are from the transportation sector. Of course maybe the real plan is to increase air pollution, decrease air quality and kill enough of us off to reduce congestion? Hmmm.<br>WANNA SPEND MORE MONEY?: try transit or address EQUITY for a change (see serious road safety problems in East Portland).<br>I'm so disappointed in ODOT's short-sighted, hugely expensive plan to fix NOTHING. We'd get more permanent employment from congestion tolling and transit.<br>RE-THINK before you make things worse.<br>Gratefully,<br>Kyenne Williams |                             |
| 2019 0329 Kyle<br>Downs        | Kyle Downs        |                  | I've been a lifelong Oregon resident, moved away for a few years, but part of the reason I moved back is because Oregon has straightforward, common sense solutions to difficult problems. I want to register my disapproval of the I-5 expansion. I know traffic and congestion has serious economic costs, but it doesn't seem to me that this is a practical solution. I think we should do everything in our power to encourage expansion of public transit options and as well as minimizing congestion in city center. This seems to do the opposite to me, as well as implications to the residents that live near the freeway. It seems to me that we can find another way to encourage longer term thinking in the way we deal with congestion that is both more environmentally friendly as well as more beneficial to local residents and the state as a whole.  | 2019 0408 PHONE<br>MESSAGES |
| 2019 0326 Kyle<br>Helland      | Kyle Helland      | No More Freeways | This freeway widening project will not benefit Oregonians. It will hurt us. Induced demand, closures, delays, and a focus on auto traffic is not visionary for our 21st century problems. I support the 'no build' option for the I-5, Rose Quarter project.  |                             |
| 2019 0312 Kyle<br>Stephens     | Kyle Stephens     | No More Freeways | I'm a Portland resident who commutes from North Portland to the Lloyd Center daily, using a mixture of bike and car. I drive a few times a week and I almost always encounter the I-5 bottleneck at the Rose Quarter. Yet I 100% oppose this proposed freeway expansion, or any freeway expansion in Portland. Please stop planning for single occupancy automobiles!<br><br>The State and City must shift their funds and priorities to mass transit and non-single automobile occupancy forms of transportation. Vancouver, WA is growing and Portland is growing and adding a little freeway capacity isn't going to do a single thing to reduce congestion. Instead, you will induce more single occupancy automobiles into the road, resulting in the same congestion and MORE greenhouse gas emissions. Please, think outside the box and don't apply historic freeway planning methods when we need to be implementing future ideas. We need trains, buses, and more infrastructure to support biking and walking.   |                             |
| 2019 0401 Kylie<br>Bettencourt | Kylie Bettencourt | General Public   | Good afternoon, I am writing to urge you to stop the Rose Quarter Freeway Expansion project. I am a SE Portland resident and the proud member of a single-car household. Making the decision to become a single-car household was nerve-wracking, but it was an important step for my husband and I to uphold our values. My husband and I both work in Tigard. Most of the time we work different schedules, so sharing one car gives us the opportunity to use additional modes of transportation. For me this includes biking, using TriMet and walking. Often, my commute utilized a combination of all three. While this is not always easy, it has benefited me by giving me the opportunity to exercise, connect with members of the community, save money and occasionally save time when cars are stuck in traffic. The personal benefits I have seen from biking, walking and using TriMet far outweigh the benefits of   |                             |

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|                |                |                  | driving car. For the city these benefits are even greater. Taking a car off the road not only helps to relieve traffic congestion, it helps to improve air quality and reduce climate change. I can not stress enough the importance of this. We need to act quickly and aggressively to reduce carbon emissions, and while I can only make decisions for my family, one car at a time, you have the opportunity to influence thousands of drivers and invest in infrastructure that prioritizes improving public transportation and building walkable, more bikeable communities. As a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. Please, change your plan and invest in a clean and healthy future for the city of Portland.Sincerely,Kylie Bettencourt  |                             |
| 2019 0220      | Kylila         |                  | No comment included  |                             |
| 2019 0401      | Kyna Rubin     | General Public   | Dear ODOT:I am writing to express my opposition to the I-5 expansion. The enormous cost will not provide the desired results. In fact, adding an extra lane will only attract more traffic and pollution that run counter to everything Portland is trying to do to reduce air pollution and traffic congestion. This expansion is ill-conceived, as there are non-polluting and much, much less expensive alternatives to dealing with highway traffic congestion. What a total waste of taxpayers' money. Surely you can do better.Sincerely,Kyna RubinNE Portland   |                             |
| 2019 0401      | Lacey Friedly  | No More Freeways | Induced demand means that building more freeway lanes is an infinite upward struggle that will only keep compounding the problem. Building more freeways is NOT the solution we need. Green transportation infrastructure is the only thing we should be building in the 21st century, given that we already know it's better for public health, climate change, and personal well-being for residents of Portland. Instead of widening the freeway we should be looking at more ways to shift people's transportation mode away from SOVs.  |                             |
| 2019 0328      | Lance Comfort  |                  | Portland desperately needs an expansion of the interstate 5 freeway through downtown. The heavy congestion through the area increases air pollution and by slowing travel creates a costly barrier to both people and goods travelling through our area.   |                             |
| 2019 0401      | Lance Lindahl  |                  | Over the past 15 years, I have had the privilege of having worked on the planning, engineering, and construction phases of a wide variety of transportation projects in the Portland Metropolitan Region. This includes Portland to Milwaukie Light Rail, the Portland Streetcar Central Loop, and the development of the Madrona Studios Apartments. Although I have worked on a wide variety of projects both in the Rose Quarter District and within the I-5 right-of-way, I am at a complete loss as to what the public benefit of constructing the I-5 Rose Quarter Improvement Project will be. ODOT's own calculation of improved travel times have been justly called into question by the fact that the travel modeling assumes that the Columbia River Crossing will be constructed as currently designed. It also fails to take into consideration the reduction in traffic that is certain to happen once the recently approved tolling plan for I-5 is implemented. I also have no idea how this current project can legally proceed without the completion of a full Environmental Impact Statement. The Madrona Studios Apartments provides transitional housing for some of Portland's most vulnerable residents and will be directly impacted by this project. It is also my understanding that widened ramps and freeway bridges will be built on and over the north end of the Vera Katz Eastbank Esplanade. This is linear park is a signature public attraction, one of the few public greenspaces located in the Central Eastside Industrial District, and a key link in the bike and pedestrian network in the Central City. Any impact to this public resource needs to be carefully studied. Although I applaud the idea of adding highway covers to this portion of I-5, those in the current plans are poorly placed and designed. Ideally, these should be built in conjunction with the development of new commercial and residential projects on top of them. Without this, these caps will be an ongoing maintenance and policing nightmare for both ODOT and the City of Portland. They are otherwise too small and too isolated from the surrounding built environment. Without active programming they will be overtaken by illegal camping and for the dumping of trash and debris, not unlike how much of the surrounding public right-of-way is used today. The Clackamas Bicycle & Pedestrian Crossing will likely create more harm than benefit as well. Its "U" shape means that by design it will not provide any time or distance benefit for those that will use it. Even worse, its grade separation from the surrounding streets will make difficult for "eyes on the street" monitoring by the public and to be effectively patrolled by the police. If this portion of I-5 is to be reconstructed, common sense says that it should include the following improvements as well: 1) Highway covers that are strong enough and placed in the correct locations to allow for future redevelopment consistent with the Albina Vision Plan; 2) Faster public transportation through the exclusive use lanes for Portland Streetcar and TriMet buses; 3) Separated bike facilities that work to both improve safety and to reduce bicyclist travel times; and 4) Enhancements that shift the current noise and visual blight of I-5 away from the Vera Katz Eastbank Esplanade and not towards it. As currently planned, the I-5 Rose Quarter Improvement Project will provide little public benefit to either the Rose Quarter District or to the Portland Region as a whole. The public would be better served by abandoning these current plans and by working instead to improve both the urban environment and the travel times of those traveling by foot, bike, and transit. If a freeway expansion and/or reconstruction project is to be pursued in this area, it MUST include a full Environmental Impact Study so that its negative impacts are more closely understood and mitigated. | 2019 0401 Lance Lindahl ATT |
| 2019 0301      | Landon Isabell | No More Freeways | Please protect our environment! No freeway expansion!  |                             |

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| 2019 0224 Lane Collins    | Lane Collins    | No More Freeways | Please do not waste this funding on a counterproductive expansion to I-5. This is not what Portland needs or wants. We need to invest in expansion of our public transit systems, particularly the Max. If the Max were more expansive and had a line through inner Southeast, I would absolutely get rid of my car. No study shows that expanding a freeway will help our traffic issues. We need to be smarter and refuse to make the same mistakes other cities have made. Thank you.   |                          |
| 2019 0314 Larry Griffith  | Larry Griffith  |                  | 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.   |                          |
| 2019 0226 Larry Lohrman   | Larry Lohrman   | No More Freeways | Quit building FREEWAYS!!!!   |                          |
| 2019 0325 Lars Petticord  | Lars Petticord  | No More Freeways | I am against building this freeway expansion. It won't solve congestion and makes lots of things worse, like global warming. 1/2 a billion dollars is a lot of money in my opinion. It could go a long way towards projects that make a difference in people's lives rather than contributing to global warming.   |                          |
| 2019 0304 Laura Alexander | Laura Alexander | No More Freeways | Please do not move forward with the Rose Quarter Freeway Expansion plan. As a resident of inner NE Portland (and a regular freeway commuter), I feel that the air and overall environmental quality of our neighborhoods - in addition to the ongoing departure from a fossil fuel-based economy - are more important than this band-aid fix to address the problem of traffic congestion. Portland schoolchildren should all have the opportunity for recess time out of doors, and we as a city should be leading by example in spending this enormous sum of money in a way that is more forward-thinking (improving and expanding public transit, and investing in more infrastructure to promote alternative forms of transportation). Thank you for considering our input.   |                          |
| 2019 0328 Laura Bradley   | Laura Bradley   |                  | I am writing to request that a full environmental impact study be performed before the Rose Quarter I-5 expansion project is allowed to proceed. As a resident of the Eliot neighborhood who lives very close to the Rose Quarter and regularly walks through that area on the way to work, I would be directly impacted. I don't want to see the traffic in my area increase with a related increase in the air and noise pollution. Please take the time to do what is right for the people who live and work near the Rose Quarter who will be the most affected.   |                          |
| 2019 0401 Laura Content   | Laura Content   |                  | It's time to take a step back and consider the I-5 Rose Quarter project at the level of detail it requires. Enough concerns have been raised about the project's potential impacts, costs and effects that a full Environmental Impact Statement is clearly warranted. Decision-makers and the public deserve a full accounting of what this project could mean for neighbors, taxpayers and people who travel through the Rose Quarter area, whether on surface streets or I-5. The EIS should include a thorough, independent assessment of congestion pricing as an alternative, and also thoroughly explore the potential for induced demand to affect the project's ability to relieve congestion.  |                          |
| 2019 0302 Laura Dunn      | Laura Dunn      | No More Freeways | I oppose the freeway expansion. Oregon needs to put its money where its mouth is in terms of leadership in climate change, climate justice and equity, and public transit. This will not even reduce congestion, yet it will affect the health and well-being of young people (many of them of color), bike commuters, and our ability to say we are doing our utmost about climate change. Let's use the money to fund our transit system, so it will be more comfortable and convenient to take transit than drive.  |                          |
| 2019 0327 Laura Feller    | Laura Feller    | No More Freeways | Public record shows that the current plan for the I-5 Rose Quarter Freeway widening project is predicated on the assumption the region ALSO spends \$3 billion on building a new Columbia River crossing. Without factoring that into the plans, any environmental action statement is patently false; fabricated by ODOT to advance an agenda that seems to do nothing other than "shift" traffic woes without any thought towards sustainability. Given the level of obfuscation, these plans cannot proceed without a full Environmental Impact Statement that takes the potential long-term effects on our community into consideration. ODOT cannot justifiably sink 500 million dollars into a skewed study. To do so would be to ignore that the Portland metro area desperately needs to work on dealing with traffic within the city; whether that be adding sidewalks/bike lanes to large swaths of Portland that need them, adding 4-way stops or lights to intersections too busy to handle less than that, or making strides to improve public transit. We cannot risk the lives and communities that exist here on a project based on a faulty premise - nothing can move forward until an independent party fully studies the environmental impact. |                          |
| 2019 0401 Laura Hall      | Laura Hall      | No More Freeways | Please study alternatives to the freeway expansions. I'm convinced that decongestion pricing or even decommissioning the freeway to create more green spaces that would unite the area. I strongly support the Albina Vision project for this area. My family and I long for a greener, more connected city that supports multiple modes of transportation, and I'm even more excited for the potential of a space that prioritizes pedestrians and bicycles. Investing in such a thing would be an incredible gift for the city's future.   |                          |

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| 2019 0226 Laura Hanks    | Laura Hanks    | No More Freeways | I oppose freeway expansion in Portland. Transportation emissions account for 40% of greenhouse gas emissions in Oregon, so why would we invest \$500 million dollars in a project that would add capacity for traffic? New transportation infrastructure projects must address our crises with climate change, air quality, and equity, not make them worse. Unfortunately, the proposed I-5 Rose Quarter Expansion Project-- like all other freeway expansion projects-- will increase traffic congestion, carbon emissions, and air pollution, and do so right in the backyard of Harriet Tubman Middle School where the pollution is already so bad that public health experts recommend students forgo outdoor recess. This project will only make things worse. Thank you.  |                          |
| 2019 0311 Laura Hanks    | Laura Hanks    | No More Freeways | I am strongly opposed to any freeway expansion in Portland. Congestion wont improve. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOTs own hired consultants admit that this project wont address recurring traffic congestion on this corridor. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSUs researchers recommended that students forgo outdoor recess. This is an environmental justice issue -40% of Tubmans students are Black.Freeway Expansion is Climate Denialism. 40% of Oregons carbon emissions come from transportation as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities.ODOT is hiding the data. As of Friday, March 8, ODOT still hasnt released numerous data sets and appendices that would allow our community groups to independently verify ODOTs assertions that this project would lower carbon emissions, improve air quality or lower traffic congestion. ODOTs strategy is to tell the public "trust us, this is good for the community", and isnt providing any of the materials available for us to double-check their dubious claims. Our coalition wrote a letter on March 4th asking for this information and we still havent received it. Opportunity Costs: Even *if* ODOT can manage to keep this project under \$500,000,000 (pretty unlikely, given the agencys track record), its an enormously expensive undertaking whereas the revenues could be spent on a litany of other projects and needs across the region. \$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief.Community Opposition: Despite ODOTs claims that this project connects the community, there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the citys most popular bike commuting routes), the proposed lidover the freeway wont be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations (we wrote a letter to Portland City Hall last year articulating the ways the surface-level street changes are not an improvement to the community).Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; its also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldnt solve the traffic problems on the corridor *without* sinking half a billion dollars into the expansion? ODOTs studies of traffic patterns of the proposed freeway expansion *completely* ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion. |                          |
| 2019 0330 Laura Hanks    | Laura Hanks    | No More Freeways | First things first. Portland has a traffic problem. Congestion is bad for our wallets, bad for human health, and bad for the planet. Unfortunately freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! Bigger freeways mean more people choose to drive and you end up with 4 lanes of bumper-to-bumper traffic instead of 3 lanes (it's called "induced demand"). The result is that you have the same traffic problem, but now with a dramatic increase in local air pollution and climate-frying carbon emissions, all for the pricetag of further racial and economic injustice to Rose Quarter communities, and \$500 million of taxpayer money. Instead we should be looking into other options that are proven to reduce congestion, like Decongestion Pricing, and further investment in our public transit systems and bicycle and pedestrian routes.  |                          |
| 2019 0327 Laura Lawrence | Laura Lawrence |                  | I do not support expanding freeways in any way. What happened to a forward thinking Portland that excelled in public transportation and a myriad of other ways to deal with travel in this town? When more people move here than the freeways can handle, then there will be traffic, regardless of how big the freeways are or how many there are! Can we fix 82nd Ave potholes instead? Freeways solve nothing. Oh and forget about setting up tolls also. Not that you asked, but it's coming up as well, and that is the worst idea ever. IF I have to pay to drive on our current freeways, I'm taking surface roads and going through neighborhoods instead.   |                          |
| 2019 0401 Laura Raney    | Laura Raney    | No More Freeways | Freeway Expansion is Climate Denialism.  |                          |
| 2019 0329 Lauren Adrian  | Lauren Adrian  | No More Freeways | It is unconscionable to put \$500 million into a project that does not align with our city and states goals of being a leader on climate change, reducing traffic deaths, and working for environmental justice. Use the money to improve Portlands active transportation infrastructure, improve safety at known  |                          |

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|                                  |                     |                       | dangerous road stretches, or just give it to Harriet Tubman Middle School, where students are ALREADY advised to stay indoors at recess because of bad air quality! Expanding a freeway in the heart of our city is not good for the people. Please be responsible and do not expand I-5!  |                          |
| 2019 0302<br>Lauren Bates        | Lauren Bates        |                       | My name is Lauren Bates (zip code of my residence is 97211). I oppose the I-5 expansion in Portland's Rose Quarter. Freeway expansions have long track records of being ineffective, despite their tremendous cost. Other American cities like Los Angeles and Houston have spent huge sums of taxpayer dollars to expand freeways, only to see induced demand for the expanded roads quickly cause them to have traffic as bad or worse than before the expansion. Houston expanded a stretch of I-10 to 26 lanes, and yet commute time increased from 47 minutes to 74 minutes within 6 years of the expansion (see Humes 2016). Just as pressing is the negative impact of additional cars and the pollution they produce on the environment. Any effort by ODOT to increase the flow of fossil-fuel powered vehicles is simply irresponsible. Instead, ODOT should begin making money by putting in place congestion pricing (AKA "decongestion pricing") on I-5 during rush hour in Portland. ODOT could then achieve reduced traffic while earning additional money to spend on other, climate neutral transportation solutions for Oregonians.  |                          |
| 2019 0331<br>Lauren Hackett      | Lauren Hackett      | No More Freeways      | The proposed freeway expansion will be detrimental to the community at large and to the environment. It is illogical to assume a freeway expansion in Portland will decongest the city, when it has never been proven to do so in other cities. Please listen to the community in finding a sustainable solution to the problem.   |                          |
| 2019 0327<br>Lauren Hall-Behrens | Lauren Hall-Behrens |                       | Good morning,<br>I am a resident of the Boise neighborhood and have been for the last 18 years. At first, I believed that the improved bicycle and pedestrian throughways would be good for our neighborhood but, it seems, cars have taken priority in the I-5 expansion plan. I am deeply concerned about the air quality impacts of this project to our neighborhood.<br>I ask that you please pause, and complete a FULL Environmental Impact Statement to fully inform the public of this projects impact. The shorter Environmental Assessment does not provide a full picture of how our neighborhood will be impacted.   |                          |
| 2019 0402<br>Lauren Hudgins      | Lauren Hudgins      |                       | I am a Portland resident. Generally speaking, highway improvements should be limited to seismic upgrades or facilitating the passage of public transportation. Making it easier to drive simply allows people to drive more. I do not support any highway expansion that does not include buildable caps.  |                          |
| 2019 0304<br>Lauren Mitchell     | Lauren Mitchell     | No More Freeways      | As a community member I strongly ask you not to go through with this project. It's detrimental to the environment, to the neighborhoods you would alter to complete this construction, and to the ideals of stewardship that Portland is so well known for. As my city continues to grow, I want us to live in a place that puts its money where its mouth is and prioritizes public transit over interstate expansion, walkable/bikeable neighborhoods over car use. How many buses could this money buy? How much sidewalk and street repair could it finance? Freeway expansion is the least sustainable solution -- come back to us with something that works better for our community.  |                          |
| 2019 0329<br>Lauren Russel       | Lauren Russell      | No More Freeways      | I have spent more than my fair share of time stuck in traffic in major cities around the country - New York, Boston and Los Angeles have some of the worst traffic in the country, and freeway expansion projects have done nothing to improve upon this. Portlanders will see no benefits from any type of freeway expansion, and instead suffer the environmental and financial consequences associated with the project. NO MORE HIGHWAY EXPANSIONS!!   |                          |
| 2019 0312<br>Laurie Gonor        | Laurie Gonor        | Local 1503 Carpenters | My name is Laurie Gonor. I'm a resident of Gresham, Oregon. I'm member of the Local 1503 Carpenter's Union and I'm speaking in favor of the project with one reservation, which I will get to. It's my understanding that when the trades people who built the city we live in hack across town, they may be expected to pay, either as individuals or as a company for the privilege of building your city. And that confused me a little bit. So we're going to just maybe say that and let it go. I'm also a person who has commuted as far as Vernonia, Estacada, McMinnville, and to Beaverton to Intel, and that mess right there is - - it needs to be fixed. We all have very passionate views about cycling and I actually quit riding my bicycle in Portland because I was concerned about my safety, so I get that. But I'm still not convinced that having to slam on my brakes right in that area is a good plan. I don't like it. And I'll get really quickly to my one concern. I understand there is a great school called Harriet Tubman Grade School and they are very concerned about air quality. I was fortunate enough not to grow up in a city next to a freeway. I grew up in South Beach, Oregon, which is five miles south of Newport. I ran wild all summer and we did drive to the city, Newport, to put me in high school and grade school. Pardon me, grade school and junior high, but I didn't have to do it next to a freeway. So I'm really hoping that somewhere there's a really solid, good positive in helping people not have to leave there. Okay, kids go inside now. You can't spend any more time running around like I got to when I was a kid. I yield the rest of my time to the public. |                          |
| 2019 0325<br>Lauriel Amoroso     | Lauriel Amoroso     | No More Freeways      | I do not support the plan to widen the freeway at the Rose Quarter. I live and work in Portland (near the Rose Quarter) and commute via automobile, public transit, walking, and cycling. I understand that when I drive I am contributing to an increase in air pollution and greenhouse gases and work hard to avoid this transportation option whenever I can. I will often commute over an hour on the MAX to avoid driving as I understand the human and environmental cost of this method of transportation. I understand that the best data available has concluded that widening freeways does not improve congestion and therefore this plan puts money into a solution that does not solve the problem, which also takes resources away from modes of transportation that do. I am   |                          |

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|                |                  |                  | also a low income community member, living just above the federal poverty line and do not believe that widening the freeway will help low income residents. I support congestion pricing and a community wide shift to increasing access to and expansion of public transportation as well as pedestrian and cycling infrastructure. The future is not with automobiles and ODOT needs to be part of the solution, not contributing to the problem.  |                          |
| 2019 0212      | Lea Peace        | LU 1503          | I commuted @ the onramp for 8 months while working in NW from Chinatown. Every morning it was super scary to get into the correct lane. We need to make it safer.  |                          |
| 2019 0326      | Leann Warren     | No More Freeways | am a native Oregonian and have lived in Portland since 1987. Now is not the time for old school solutions. We need to be courageous and forward thinking. Trying to cram more traffic onto roads is only going to make things worse. I get that many people long for the days when it was easy to get around in Portland in a single occupancy vehicle pretty much anytime of the day. I remember those days, too. But that's a bygone era. Spending an enormous amount of money on a freeway project is only going to make things worse. It's time to accept that things have changed. We need to focus our efforts on more efficient ways to live whether it's mass transit, alt transportation, remote work, etc. It's time we accept that we are the traffic that we hate. Each of us needs to be willing to change our behavior and find different solutions for transportation. Please, no more freeways.  |                          |
| 2019 0227      | Lee Chapman      | No More Freeways | We need more metro, not more car infrastructure. Portland should continue to lead the movement towards a future without burning fossil fuels. Please dont build bigger freeways, build more subways and designate more lanes to carpool. Those who drive solo will have to choose to wait in traffic for their luxury of one person per car lifestyle.   |                          |
| 2019 0000      | Lee Shaker       |                  | I'm writing to comment on the proposed 15 Rose Quarter construction project.<br>After reviewing the proposal, its rationale, and its proposed impact, I can't help but feel that \$500 million of taxpayer money could be better spent elsewhere. The project as proposed seems like a very expensive package that solves the wrong problems.<br>Moving freight through Portland on truck faster by minimizing merging traffic (and the accidents it causes) is a very short-sighted goal. First, why do we want freight to go directly through downtown Portland? Surely, there's a better path that trades a direct route for a variety of quality of life benefits.<br>Second, why do we think that truck freighting will not change materially in the near future? Anybody following technology knows that driving is rapidly approaching an inflection point at which time sensors and artificial intelligence should rapidly alter existing traffic patterns and interactions. Third, why is ODOT cravenly slathering on spending for ancillary projects like freeway caps and multimodal paths above 195? If such a level of public bribery is necessary to win the support of Portland and its elected officials, maybe the underlying plan lacks merit.<br>I understand that Oregon is growing and that highways are a critical part of our transportation infrastructure. But for \$500 million, can't we get more than this? Surely there's a better way to both improve the flow of freight and enhance Portland's city streets. Trying to combine these two goals seems both unnatural and expensive. |                          |
| 2019 0401      | Leeor Schweitzer |                  | Please do not move forward with this project. At this time we need to expand capacity for transit and light impact transportation within the City of Portland, not capacity for cars and trucks that cuts a gash through the center of Portland. This project resolves none of the stated concerns, but there are many other solutions that may.   |                          |
| 2019 0402      | Lefty Sally Mays |                  | As a resident of the Eliot neighborhood, I strongly oppose the Rose Quarter freeway expansion due to the negative impact on the environment and safety of our community.   |                          |
| 2019 0327      | Lenny Anderson   | No More Freeways | Where to start?!? Such an ill-conceived and worthless project!<br>With a warming earth, the last thing we need is investment to make it easier to get around by private motor vehicle. Just the opposite is needed, the sooner the better...transit, bike, walk are our future.<br>Is freight movement the issue? It has been shown over and over that the obstacle to moving freight in the peak hours is too many SOVs!<br>Urban freeways are toxic rivers, a major source of deadly air quality in our city. They should be removed or at least covered and emissions filtered, but never expanded.<br>Not even the Nazis built highways through the middle of cities! On the opposite bank from the center of Frankfurt am Main sit a row of a dozen museums...Portland has a dozen lanes of traffic. Sad. ODOT should put its resources to designing our exit from urban freeways, a huge 20th century mistake.<br>Put a toll on it, and use those proceeds to advance alternatives to private motor vehicle transportation...transit, bike and walk.<br>Lenny Anderson<br>Project Manager, Swan Island TMA 2000-2014<br>Member, Governors' I-5 Task Force, 1999-2002   |                          |

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| 2019 0219<br>Lenny Dee     | Lenny Dee        |                     | With climate change we need to reduce driving, not induce more demand. This project shouldnt go forward without congestion pricing in place.  |                          |
| 2019 0305 LEON<br>m OSWALT | LEON m<br>OSWALT | No More<br>Freeways | Hi. Please don't widen the freeway. It will be a waste of dollars. It will not eliminate congestion. It will increase pollution. We need to spend that money in ways to lessen the miles driven in cars and trucks. Lets be creative. Lets move forward. Lets come together for our future.   |                          |
| 2019 0301 Leon<br>Porter   | Leon Porter      |                     | I am writing to oppose most aspects of the I-5 Rose Quarter Project. Here are my concerns:1) There is abundant evidence that the project will reduce neither traffic congestion nor the crash rate at the interchanges. As Joe Cortright pointed out in his excellent recent CityLab article "Backfire: How widening freeways can make traffic congestion worse": "When ODOT widened I-5 between Lombard and Victory Boulevard a few years ago, it only managed to funnel more traffic more quickly into the I-5 Columbia River bridge chokepoint. The result: the bridge actually carried less peak hour traffic than before...[and] the crash rate actually increased after the freeway was widened." ODOT had promised that this earlier freeway widening project would reduce congestion and crashes, but it actually had the opposite effect. There is every reason to expect the same results from this I-5 Rose Quarter Project. Removing a traffic bottleneck creates induced demand, which increases traffic volume and thereby worsens other bottlenecks nearby. 2) Even ODOT's own Environmental Assessment does not predict that the project will significantly reduce carbon emissions or other forms of air pollution. And the Environmental Assessment relies on the unrealistic assumption that the project will improve traffic flow. As explained above, the I-5 Rose Quarter expansion will almost certainly result in more traffic and more congestion--just as every recent freeway expansion everywhere in the United States has done. ODOT's Environmental Assessment should be completely redone based on realistic assumptions derived from actual data about the effects of other freeway expansions. It seems likely that revising the Environmental Assessment to reflect empirical reality would show vastly increased air pollution and carbon emissions from the increased traffic volume, congestion, and crashes that the Rose Quarter Project would induce.3) The project costs will certainly be much higher than the predicted half billion dollars, for two reasons: large infrastructure projects almost always cost far more than projected, and long-term infrastructure maintenance costs are not included in the half billion dollar estimate. So this project would lead to a vast amount of wasteful spending of public funds. Oregon has many more urgent needs those funds could be better spent on. Until the current infrastructure is adequately maintained and seismically reinforced, and until all more socially beneficial public projects have been fully funded, no freeway expansion can be rationally justified.4) Decongestion pricing could produce all the alleged benefits of this freeway expansion project at far lower cost, and would result in a net gain of revenue rather than an enormous loss.5) Local neighborhood organizations all oppose the freeway expansion, and rightly so. It would greatly worsen children's exposure to air pollution at the Harriet Tubman school and also at the Grandma's Place Daycare on N. Flint. 6) The N. Flint overpass is a nice way for pedestrians and bikes to travel between the Rose Quarter area and Albina. Please don't remove it. 7) On one positive note: it would be pleasant to have the freeways capped. I live near the Lloyd Center and often walk to NW Portland via the Broadway Bridge. I would be happier not to struggle through the unappealing, pedestrian-hostile area where Broadway and Weidler cross the freeway. But I'm not sure whether or not the benefits of capping the freeway in that area would justify the expense. It seems that the cost of a freeway cap might be more justifiable if the cap were strong enough for multifamily buildings to be constructed on top of it, as proposed in the Albina Vision plan. |                          |
| 2019 0330 Leon<br>Porter   | Leon Porter      |                     | I was distressed to read the Oregon Public Broadcasting story about how your Rose Quarter Freeway Expansion Environmental Assessment relied on the bogus assumption that the Columbia River Crossing will also be expanded. Please redo the environmental assessment correctly, based on realistic assumptions. Deceptive Robert-Moses-style data manipulation won't work in Portland in this day and age--we're paying attention.I'm even more distressed to read about your scheme to make the freeway overshadow the Eastbank Esplanade, and your plans for an easement that will allow you to close the Esplanade as frequently and as long as you see fit. I'm sure a lot of Portland's residents would be extremely unhappy about this if they knew. You should have released this information immediately, not concealed it until the very end of the public comment period. If you have any shred of moral decency, you will extend the public comment period for another several months and hold additional public hearings so that this new information can be discussed openly before any decisions are made.  |                          |
| 2019 0322<br>Leopold Jung  | Leopold Jung     | No More<br>Freeways | ODOT's solution to relieve traffic and for being such a "progressive" state, this manner of thinking if greatly archaic. I do not know the backgrounds of the planners involved with this project, but you might want to consider their experience and not going by textbook examples. It appears the planners have not lived or experienced traffic in bigger cities in the US or abroad. Commonsense would be to do a study of where exactly are these single occupant drivers are going at peak times (obvious answer is the biggest employers in Portland and out of Portland to Salem.) You would think to relieve the traffic is to build facilities around the most significant destinations. It baffles me that there is not a consistent running train running between the Salem, Eugene, and Portland with connecting buses to and from the stations. That 500 million would be better spent on a service (that is not single occupant vehicles) providing daily single occupant commuters to their places of employment. And the use of a daily commuter train could work with the implementation of congestion pricing via tolls on the corridor, encouraging most of the users to use the service. The expansion near public schools is appalling and with the most recent   |                          |

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|                          |                |                  | news that the Portland Public Schools were not even consulted appears to a huge F.U.The 500M could be allocated to more progressive projects and some cash grab by some local lobby, union, and contracting firm.Just my taxpayer thoughts.  |                          |
| 2019 0219 Leslie Spector | Lesley Spector | No More Freeways | I am writing to voice my opposition to the Rose Quarter freeway expansion. I have lived in NE Portland for over 20 years, and this community has already experienced enough environmental degradation and poor air quality issues. We already have I 5 running straight through our neighborhood, and expanding it will only lead to an increase in use and emissions that poison our air.Research shows that freeway expansion has never solved traffic congestion, in any North American city, anywhere. ODOTs own hired consultants admit that this project wont address recurring traffic congestion on this corridor.This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSUs researchers recommended that students forgo outdoor recess. I am a PPS teacher, and I can tell anyone that we already have a crisis of students with asthma and other air quality related health issues. A recent Oregonian article states that 40% of Oregons carbon emissions come from transportation Oregon cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities.Even if ODOT can manage to keep this project under \$500,000,000 (pretty unlikely, given the agencys track record), its an enormously expensive undertaking. I believe this money can be much better spent on other projects which would enable POrtlanders to drive less. \$500 million could be a solid down payment towards the proposed underground light rail tunnel, or be applied to improve our public transportation system. Unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief.Congestion Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; its also proven to improve air quality and reduce carbon emissions as well. Why is ODOT investing in this expensive freeway expansion without first implementing congestion pricing to see if that mechanism wouldnt solve the traffic problems on the corridor. This is a proven way to reduce carbon emissions and far cheaper.I strongly oppose this project and demand that ODOT consider applying this money toward projects that will make Portland more livable and lower carbon emissions in our city.. I would much prefer a public transportation system that would enable my community and I to get to our jobs without cars, in a reasonable amount of time. |                          |
| 2019 0401 Leslie Alwiel  | Leslie Alwiel  | No More Freeways | One of the reasons I moved to Portland was the push for Smart Cities and more climate friendly transportation solutions. I have lived in may major metropolitan areas around the world and have experienced traffic congestion and all the negative impacts. Expanded freeways only lead to more traffic. We need less cars period. I live in Eliot and hate to see the demise of the Flint flyover and the increased pollution to the local schools. My recommendation is congestion pricing - tolls and increased cost for driving into Portland during rush hours. These have worked well in London, Washington DC and are to be instituted in New York City. People drive solo when it is cheap and easy. Continue to improve your great TRIMET system - public transportation that is cheap, convenient and covers major commuting routes is the way of the future. Be true to Portland beliefs - you know I am right!  |                          |
| 2019 0401 Leslie Corless | Leslie Corless | No More Freeways | Please do not expand I-5 in Portland. This would be an enormous and unwelcome waste of money at a time when we could instead expand options for public transit and livable spaces.   |                          |
| 2019 0326 Leslie Hickey  | Leslie Hickey  | No More Freeways | As a ten year resident of North Portland, I am deeply concerned about a freeway project moving forward without a thorough environmental impact statement. As time is quickly running out on our ability to address climate change without the most dire and catastrophic consequences, I believe that this project is taking our city and state in the complete wrong direction. As a cyclist, I also think that ODOT should not be removing an important connection for cyclists to get downtown -- I hope that the word "transportation" in ODOT doesn't only mean car travel. As countless studies have shown, adding freeways does not improve traffic in the long run -- the only effective intervention is congestion tolling, which is something that should be implemented before freeways are expanded. This is the wrong project for today. The state of Oregon has been a leader on environmental matters before (for example, let's not forget that we were the first state to pass a bottle bill in 1972), and it's time to fight against the status quo and really think about what kind of city (and what kind of future) we want to live in.   |                          |
| 2019 0402 Leslie Poston  | Leslie Poston  | No More Freeways | It has been well established that freeway widening does not reduce congestion. Instead, it induces more demand and creates more pollution, and at the expense, in this case, of two of our more vulnerable Oregon communities (people of color and children), and in direct opposition to the Albina Vision project. Additionally, it eliminates a well used green throughway bridge, used by both bikes and pedestrians, and completely does away with the esplanade on the east side of the river. Do not widen this freeway.  |                          |
| 2019 0327 Libby Martin   | Libby Martin   | No More Freeways | This would be yet another unsupported, ineffective, and disenfranchising bad planning decision. While I agree that something needs to be done to reduce traffic, giving MORE room for traffic has never, NEVER been shown to achieve that. ODOT needs to take a step back and refocus what your values are and what kind of environment we could truly achieve in this region with more progressive and community focused projects.  |                          |
| 2019 0314 Lina Sylvae    | Lina Sylvae    | No More Freeways | I am writing to express my deep opposition to the freeway expansion project. It is shocking to me that in a city as progressive as Portland, that ideas like this still prevail. we need to reduce how much we drive and greatly expand public transport. This project is sending the wrong message and putting children at  |                          |

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|                          |                 |                  | risk with the increased pollution! Please reject this proposal and put that money to good use creating infrastructure for a fossil free world!!!  |                              |
| 2019 0401 Linda Elliott  | Linda Elliott   |                  | I am a Portland resident and I strongly oppose this freeway widening project because it will only make it easier to drive through central Portland and increase congestion through induced demand. Furthermore the increased traffic will increase air pollution for neighborhoods along that section of the freeway. In addition, changes to the cycling infrastructure on Williams Ave. and Vera Katz Esplanade will make it harder to bike and less pleasant from the increased shadow over the greenway and re routing of several routes. This freeway project is the opposite direction we need to take as a community to combat climate change and move towards a greener future with more investment in alternative transportation including transit and bikes. In order to properly evaluate the impacts of this project a full Environmental Impact Assessment is needed. I strongly urge ODOT to move forward with an EIS. Please consider redirecting these funds to these sources instead. Portland and the state of Oregon have a chance to lead by example with transportation solutions and this project can be that impetus for change. Thank you for your consideration.   |                              |
| 2019 0326 Linda Jue      | Linda Jue       | No More Freeways | Expanding the freeway(s) only adds more pollution/noise to the areas they are built in. There have been comments that do not support this from experts . . . listen to them.<br>Look at what San Francisco did after the last large earthquake - they tore down a damaged freeway that cut through a neighborhood. Today, the neighborhood is full of sun and the area where the freeway was is now a walking/park.   |                              |
| 2019 0304 Linda Knudson  | Linda Knudson   | No More Freeways | Tolls are perhaps the only intervention that will stop people from using their cars instead of public transportation when available. Also, people will start planning when to use the freeways and people from Vancouver might actually stop coming across state lines to buy their food and other purchases instead of staying in their own state and paying taxes. If you drive the freeways, much of what you see is Washington license plates. Some of these people work here, of course, but MANY of them cross the bridge to avoid Washington taxes, and then Vancouver voted AGAINST a new bridge! The climate actually should be our first concern. There are deniers, but that means that they are not educated or concerned about keeping our planet habitable!!! This is a very short sided idea with no science behind it unless you count the scientists who say we have about eleven more years to save this planet. THIS WILL NOT HELP OUR PROBLEM!!!!!!   |                              |
| 2019 0326 Linda Knudson  | Linda Knudson   | No More Freeways | I oppose this project. What I would rather see are four things:<br>1) new efforts to encourage staggered times for starting work in Portland on a daily basis. Right now, too many people are using the roads at the same time every day.<br>2) Tolling the present bridge and building another. FAR too many Vancouver residents are coming to Portland to avoid sales taxes and working here and living in Vancouver to avoid high income taxes in Portland. They represent MANY of the people who shouldn't even be on our roads during rush hours.<br>3) Strongly incentivise companies to work on car pooling of their employees so we don't have 90% of cars with only ONE person in them. Get them on public transportation too!<br>4) And lastly, make the Port of Portland work on reopening and renegotiating with opposing parties in the labor dispute so we get these trucks off our roads and their goods into ships so we get these horrible polluting trucks who NEVER stay in the right lane and drive way too fast OFF OUR ROADS!!!!!!!!!!!!!!!!!!!!!!  |                              |
| 2019 3030 Linda M Wysong | Linda M. Wysong | No More Freeways | I am writing state my strong opposition to the I5 Rosequarter Project. This is not a project that is want or needed by the residents of Portland. As a bicyclist who commutes regularly and uses the Flint Avenue crossing, the idea of making more room for fossil fueled vehicles and less for bikes, seems a very bad idea. The project will cost over \$500,000,000 of our tax dollars that could and should be used for pedestrian and bike improvements and public transportation. This proposal is not an improvement but a step backward. It seems to be planned for those passing through and will not benefit the residents of Portland. Stop this project now!   |                              |
| 2019 0330 Linda Magnuson | Linda Magnuson  | No More Freeways | This is not a time to expand the freeway. This is exactly the wrong direction. Please stop this expansion right now.  |                              |
| 2019 0401 Linda Robinson | Linda Robinson  |                  | This letter is written for two purposes: 1. To request that ODOT prepare a full Environmental Impact Statement for this project, 2. To urge ODOT to cancel this project. An Environmental Assessment is not sufficient for a project of this magnitude and with so many impacts on the community. A full EIS is needed, and the EIS needs to use traffic data that is NOT based on the assumption that the cancelled 12-lane Columbia River Crossing has been/will be built. Also, the EIS must include a No Build option. I have many concerns about the overall project, including the following: Worsens air quality impacts for students and teachers at Harriet Tubman Middle School; Negative impacts on the Eastside Esplanade; Improvements likely to move the congested area to another segment of I-5; In conflict with the Portland's Climate Action Plan; Fails to live up to promises in the I-5 Broadway Weidler Facility Plan; Preliminary design of the freeway cap does NOT provide space consistent with the Albina Vision; Proposes to remove a good functioning bike/pedestrian bridge and replace it with another that is less direct; Results in very little improvement in travel time for vehicles on the highway; Reduces congestion for only a few years once completed; Huge disruption of travel by transit, bike and pedestrians during the 5-year construction period, without satisfactory plans to mitigate the | 2019 0401 Linda Robinson ATT |

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|                |                   |                  | disruptions;Funds could be better used to reduce safety hazards on ODOT streets in East Portland.Unless these concerns can be addressed, I urge you to abandon this project.  |                          |
| 2019 0331      | Linda Wysong      |                  | As a long-time Portland resident who has since the gentrification of the NE Portland, I am appalled by the plans for I5 Rosequarter Project. Urban planning and highway improvements have devastated the Afro-American Community in the past and now your new plan is in opposition to the Albina Visioning Plan. This is not an improvement. It is another wound to the community as well as being harmful to the air we breathe and the climate.  |                          |
| 2019 0330      | Linda Wysong      | No More Freeways | I am writing state my strong opposition to the I5 Rosequarter Project. This is not a project that is want or needed by the residents of Portland. It is a plan that is short term, short sighted and rooted in a 1950's transportation philosophy.<br>It will increase air pollution that effects the children at Harriet Tubman Middle school and all the area. Our density is increasing, more and more people are moving into the neighborhood, everyone breaths and everyone is impacted by climate change.<br>Please study more fully alternatives (including decongestion pricing!) to this expansion with a full Environmental Impact Statement, Congestion is not solved by freeway expansion. This project is using our tax dollars wisely. It is only creating more problems, not solving them.<br>Do not move forward with this project!   |                          |
| 2019 0329      | Lindsay Goldner   | No More Freeways | Please do not move forward with this project as planned. You only need to look to the recent widening of I-405 and the INCREASE in traffic and demand in Los Angeles to give you a prime example of why this would be a horrible idea. Increased traffic, not decreased, leads to increased emissions, and declining health standards for anyone living near the highway. This money would be far better used for improving our city's mass transit system; wouldn't it be fantastic to have mass transit that is admired instead of being the city that really *doesn't* work? I certainly think so.   |                          |
| 2019 0308      | Lindsay Pour      | No More Freeways | There are so many ways to improve and invest in transportation in our community. Expanding freeways has been shown not to help with congestion and, for the price tag, closes off an enormous amount of possibilities for other investments in safety, mass transit, and less-polluting transportation options in currently underserved communities. Increases in noise and pollution near minority communities - via an expansion that won't help traffic congestion, and via massive public investment - should be rejected at face value. We need to improve mass transit accessibility, service, reach, and safety - not invest in massive carbon projects.   |                          |
| 2019 0313      | Lindsey Wise      |                  | To ODOT and project partners, I am writing to voice my opposition to the Rose Quarter Freeway Expansion project. As a lifelong Oregonian, longtime commuter in the Metro area, and current member of the SW Corridor Community Advisory Committee and the Tigard Transportation Advisory Committee, I understand that our growing population and aging infrastructure makes it difficult for people to get where they need to go. But I strongly believe that this \$500 million project to expand the freeway system in the Rose Quarter area is not the best way to address our transportation needs, and will in fact cause harm not just to the local neighborhoods but to our region.Climate change is no longer just a theoretical threat. The chemistry of our air and oceans is changing. We are already experiencing devastating fires, floods, and storms. It is irresponsible for us to be encouraging fossil fuel consumption and single-occupant driving by expanding freeways. I do not believe the ODOT claim that completing the Rose Quarter freeway expansion will lower carbon emissions, improve air quality or lower traffic congestion. There are numerous examples around the globe that increasing road capacity only encourages more driving and does not decrease congestion. This City Lab article from Sept. 2018 provides some great examples of hugely expensive road projects that did not lead to a decrease in traffic congestion and explains the concept of induced demand.PSU researchers have already recommended that kids at Harriet Tubman Middle School do not go outside for recess due to the levels of air pollution that they would be exposed to. It is irresponsible to increase this threat to a vulnerable population of kids, especially when a large percentage of the students are black, a population that historically has been ill treated by large development projects in Portland.If we truly want to help people get around the city more easily, breathe cleaner air, and meet our city's and state's climate goals, we need to scrap this project and refocus that \$500 million towards any number of more beneficial transportation projects, such as addressing the pressing safety concerns to pedestrians, cyclists, and people with disabilities on 82nd Ave., Powell Ave., and Barbur Blvd., building sidewalks and bike lanes, studying decongestion pricing, and increasing our bus and light rail network.Sincerely,Lindsey Wise |                          |
| 2019 0328      | Linny Stovall     | No More Freeways | Why are we ignoring LA's experience where expanding highways only created more traffic? Why are we ignoring a mandate to go electric and develop public transport?  |                          |
| 2019 0325      | Linore Blackstone | No More Freeways | Dear ODOT, many years ago I served on the Tri Met Board. At that time I served on a transportation committee along with ODOT. Very seldom did anyone speak to the ethical and environmental issues. What I do remember is one gentleman saying, "What I want to do is build a highway that sings to me." Now you are wanting to build more freeway. Verifying your data is difficult but as a human I can speak to the noise, the wild life displacement, the ugliness,the climate change emergency, and to all the practical, ethical and aesthetic issues that are always denied when building a freeway. What you do has a connection to suffering. Only humans have agency. All other life must adapt. The harm to the air we breathe, the sounds we hear, the life of the space we take over must be discussed. As the American poet, W.S. Merwin wrote in his poem, The Last One--rough paraphrase--well, they decided to be Everywhere   |                          |

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|                             |                   |                  | because/why not? Everywhere was theirs because they thought so. Might it be that you should not build another freeway?Examine your ethic. With urgency,  |                          |
| 2019 0326 Lisa Dodson       | Lisa dodson       | No More Freeways | No freeway expansion! This is no improvement. The proposed 500 million \$ expansion is a terrible use of scarce public money. Not only will any congestion alleviation be temporary but ultimately it is an invitation for more cars to enter the city. The environmental impact will be extremely negative, particularly affecting young children. The idea that this is the place for providing park space for the neighborhood is cynical at best. If that was a serious goal in this project there are many other locations and that should start with neighborhood meetings and consultation with public school leaders. I ask that you stop this process, regroup with environmental and neighborhood advocates and put this money to better use. Please feel free to contact me if you wish.  |                          |
| 2019 0329 Liz Gardiner      | Liz Gardiner      |                  | I write to oppose the current plans for the I5 - I84 project. Your approach is stuck in the 1970's. There are so many better ways to improve the efficiency of this interchange and, more broadly, the efficiency of the state highway system in the Portland metro area. Please recognize that in the 21st century, designs should optimize the operation of the whole system by incorporating human factors science into designs and should minimize the toxic impacts of the highway/freeway traffic on surrounding residential neighborhoods. Start over — and authentically engage the environmental scientists and the residents. resident of the Lloyd District   |                          |
| 2019 0225 Liz Trojan        | Liz Trojan        | No More Freeways | We need better, faster mass transit. We should not be spending taxpayer money on freeway expansions. Freeway expansions don't reduce traffic congestion nor do they reduce CO2 emissions. Just say "No" to the Rose Quarter freeway expansion.   |                          |
| 2019 0328 Lizzie Martinez   | Lizzie Martinez   | No More Freeways | Dear ODOT, As a frequent user of I-5 in this corridor, I appreciate your attempts to solve the problem. However, I strongly believe that the current approach of spending half a billion dollars on a project that your studies show will NOT improve traffic is a waste of my taxpayer dollars. I'm also concerned about the health and wellbeing of the students at Tubman Middle School. Given Oregon's disastrous history in treating its black citizens, we must consider their health. Expanding the freeway near their school is not only foolish, it's bordering on racism (intentional or not). Finally, as a bike rider and pedestrian, removing the current biking path to the Broadway bridge and replacing it with one that has a 10% grade makes it all but inaccessible for those of us who are not professional bike riders. To mitigate climate change, we must be encouraging people to get out of their cars and take bike, scooter, walk, not drive their cars. This project does not achieve any of the climate change goals set out by Portland city nor by the state. It also does not improve conditions for pedestrians. As a former resident of the Moda Center neighborhood, the Clackamas bridge is not a useful bridge. It will enable Moda Center fans to get back to their cars faster, but will not knit together the neighborhood. Please reconsider this project. My main suggestion is to consider implementing congestion pricing first before building the auxiliary lanes. Thank you for considering this viewpoint.   |                          |
| 2019 0322 Lloyd Vivola      | Lloyd Vivola      | No More Freeways | I am writing to voice my strong opposition to any and all freeway expansion in Portland, notably at this time, plans to widen the Rose Quarter I-5 in North and Northeast Portland. This \$500 million boondoggle would be a laughable anachronism if it weren't so stupid and catastrophic in the context of the times we live in. Have any of the staff that research and propose this project read even a mainstream newspaper or online news report in the last 10 years? Are you oblivious to air quality and health impacts caused by automobile pollution in our city and cities around the world? Are you so blindly beholden to a mindset that refuses to acknowledge that freeway expansion does not relieve congestion for essential traffic flow? Are you still so insensitive to the emotional and social upset that the Rose Quarter I-5 expansion will cause the local community, not least of all among the children of the community whose Harriet Tubman Middle School will become ground zero in this public works assault? Children in Portland and around the world recently registered their alarm and disgust at the way older generation policy-makers continue to ignore our ever more quickly degraded environmental sanity and integrity. Please send all plans for this freeway project to the dustbins of history where it belongs and begin addressing contemporary, alternative means for addressing traffic congestion. Promote the sort of public confidence and access that increases ridership on our comprehensive Trimet bus and light rail system. Stop pandering to the stuck-in-traffic whining of unessential automobile use and self-impeding auto traffic overflow. |                          |
| 2019 0212 Loana Austin      | Loana Austin      |                  | The safety improvements alone are enough for me and my 7 member household to support this project. I am also in favor of increased connectivity for pedestrian and bike safety in the neighborhood. I also support is project for the positive impact on the economy.  |                          |
| 2019 0328 Logan Egbert      | Logan Egbert      |                  | Dear ODOT,I beg of you, please, please do not go through with the planned I5 Rose Quarter Freeway expansion. At a time where we are staring ecological disaster due to climate change right in the face, completing a project to allow MORE automobiles on our highways is irresponsible at best. I want my child to have a Portland to live in.Thank you!Best,Logan Egbert  |                          |
| 2019 0327 Loran Lamb-Mullin | Loran Lamb-Mullin |                  | Greetings,<br><br>I oppose this project based on my strong concerns with ODOT's complete lack of regard for climate change. We must stop using single occupancy vehicle as   |                          |

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|                              |                 |                  | <p>our primary means of transportation NOW. To this end we need to NOT SPEND A NICKLE on freeway expansions, but rather EXPAND MASS TRANSIT and other alternatives to driving.</p> <p>I am sorry for shouting, BUT I FEEL VERY STRONGLY THAT ODOT ENGINEERS NEED TO UNDERSTAND THE TIME TO ACT ON CLIMATE CHANGE IS NOW!</p> <p>Respectfully yours,</p> <p>Loran Lamb-Mullin</p> <p>Native Oregonian</p>   |                          |
| 2019 0307<br>Lorence Long    | Lorence Long    |                  | <p>I live at the corner of Clackamas and 2nd Ave., where the proposed bicycle/pedestrian bridge would empty or crowdedly reduce 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 one end and bicycles on the other? How will bicycle traffic be controlled as it flows 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 which 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 4th Avenue and I-84?</p>   |                          |
| 2019 0312<br>Lorence Long    | Lorence Long    |                  | <p>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.</p> |                          |
| 2019 0212<br>Lori Baumann    | Lori Baumann    | Laborers Union   | <p>So much support for this project. Hoping it's all local workers, so that our communities w/local workforce can benefit from this project. I realize there are some concerns, but I really feel like continuing to do nothing about this bottleneck will continue to create even more problems for the area. This seems like a very productive design.</p>   |                          |
| 2019 0321<br>Lori Pesavento  | Lori Pesavento  | No More Freeways | <p>Please do not expand I-5 near the Rose quarter this will not solve congestion and will increase pollution as well as increase carbon footprint near Harriet Tubman school. Thanks Lori Pesavento</p>  |                          |
| 2019 0228<br>Lorraine Heller | Lorraine Heller | No More Freeways | <p>I am against more freeway expansions. I am worried about climate change and would like to encourage bike riding. I know from experience that building more freeway just means more cars. We need to make radical changes and one should be a moratorium on freeways. Sincerely, Lorraine Heller</p>   |                          |
| 2019 0226<br>Louise E Hoff   | Louise E Hoff   | No More Freeways | <p>Cities all over the world are closing off streets and only allowing pedestrians and bicycles, some streets allow taxis and handicapped cars, parking and tolls encourage people to take comfortable public transit (unlike the max, with human monitors on the trams to deter violent people from making it</p>   |                          |

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|                           |                 |                  | uncomfortable for others), plants, benches and trees are added for new landscaping. why on earth are we behaving like a third world country in revving up more space for SUVs?   |                          |
| 2019 0331 Love Johnson    | Love Jonson     |                  | Thank you for the opportunity to comment on the environmental assessment. I urge you to also complete a full Environmental Impact Statement and take note of the gaps in the EA pointed out by various agencies and community organizations:In previous debates, no TDM-only alternative was studied because it was stated that if a TDM-only alternative were built and someone then moved their trip off the freeway, a new driver would be there to take their place immediately. This is induced demand, and to model this project without it goes against previous approaches, research-based consensus in the field, and common sense.Calculat the increase in person delay that people riding bikes and buses will experience due to the street configurations "given that both are shown to be positive" in addition to the decrease in vehicle delay.Street design should make transit and bicycling work better, not simply maintain the status quo (or in the case of delay time, make it worse). The Columbia River Crossing should be remove from the assumed project list given the obvious lack of political feasibility of its construction.Congestion pricing should be added, given that its implementation is imminent.Consider the sound impacts on non-human animals in addition to humans. Though this funding and design timeline is common practice, the need to resolve funding before resolving design will lead to value-engineering out the most impactful components of street design. The covers are unusable for either development or park spac due to lack of the structural integrity needed to support buildings and noise and pollution people would experience in open space, and to pretend otherwise is misleading.I would also like to echo the points many others have made about:Impacts to Harriet Tubma Middle School and concerns about environmental justice and institutional racismHigher crash rates on othe ODOT-managed facilities, including 82nd AvenueStreet design that encourage speed coming off the freeway and crashes with people walking and riding bikesInduced demand is real, climate change is real, and climate leaders don't expand freeways - especially when the "sweeteners" of the deal aren't all that sweet. Respectfully submitted by a fellow planner,Love Jonson"Whenever I see an adult on a bicycle, I have hope for the human race." - H.G. Wells |                          |
| 2019 0329 Lowell Kissling | Lowell Kissling | No More Freeways | I do not support the I5 Rose Quarter project. The caps designed for it are a flimsy joke incapable of supporting any meaningful weight, which will inevitably lead whatever is on top of it to be an urban wasteland. The environmental impact to the surrounding area will be even worse than it is now, which is unacceptable especially for the nearby middle school. ODOT has not been honest with the public at any point in this project, conveniently omitting their assumption of a new I5 bridge when making their Environmental Assessment but including it when calculating traffic improvements. It will be horribly detrimental to cycling infrastructure in the city: blanketing portions of the Eastbank Esplanade and leading to its frequent shutdown for routine highway maintenance; replacing existing I5 crossings with a new one that has a preposterously high 10% grade; and shutting down widely used cycling paths and lanes for the many years it takes to complete this project. ODOT is not operating in good faith with this project, as they have refused to run an EIS, opened it to a ridiculously short public comment period, lied about the existence of design documents because they knew their release would endanger the project, and tried to slow-walk the release of those documents so they wouldn't be available until after the public comment period ended. For these reasons, I absolutely do not support the I5 Rose Quarter project.   |                          |
| 2019 0401 Lucas Haley     | Lucas Haley     |                  | I am writing to express my concern about going forward with the freeway expansion. Putting more cars through central Portland is not the way forward, in so many ways. That I'm sure you're aware of.<br>Please help keep Portland a livable city.   |                          |
| 2019 0401 Lucy Bellwood   | Lucy Bellwood   |                  | I'm writing to express my strong opposition to the expansion of I-5 in Portland's Rose Quarter.Repeated studies have shown that road pricing is the only proven way to reduce traffic congestion, and ODOT's own investigators have concluded that adding a lane to I-5 will not ease congestion in the area. Why jump ahead to this costly and damaging course of action? The impacts are far from hypothetical. Vulnerable students at Harriett Tubman Middle School are already suffering from the emissions pouring into their playgrounds and classrooms from highway traffic. An additional lane will only induce further traffic demand, increasing pollution in the area and harming our city's youth.Given these concerns, I'm frustrated that ODOT hasn't released a full environmental impact report for this proposed expansion, and fail to see how additions to I-5 will do anything but enlarge Portland's carbon footprint. At this critical juncture in our environmental history, we must take decisive action to reduce carbon emissions and support alternative modes of transportation in our communities.I firmly believe that the proposed \$500 million for this unwieldy and damaging project would be better spent on Rose Quarter improvements that prioritize cycling and pedestrian infrastructure, public transportation, and community wellness. Rather than falling prey to the long-standing and harmful myth that the automobile industry is the most valuable player in any civic environment, let's champion a bold new model for sustainability in Portland.Thank you for your time and consideration in reading these comments.Sincerely,  |                          |
| 2019 0304 Lucy Cohen      | Lucy Cohen      | No More Freeways | Hello, I am writing to oppose the I-5 freeway expansion through the Rose Quarter. Please, please! As a parent, as a member of our neighborhood, as a resident of Portland, as someone on this planet, I emphatically oppose this project. Not only is it silly to think that expanding I-5 will reduce congestion--decades of experience shows the opposite--but spending this much public money on infrastructure to make it easier to drive through the heart of our   |                          |

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|                           |                 |                  | neighborhood makes me want to cry. We need safe bike and walking routes and dedicated transit lanes, not more investment in cars and trucks. Climate change is real and happening and as a community and as a city and as a country, we need to look forward, not back. Air pollution at Harriet Tubman middle school is already too toxic. Invest in cleaner, safer public transit, biking, and walking, not in building MORE highway. Thank you.  |   |
| 2019 0226 Lucy Wong       | Lucy Wong       | No More Freeways | <p>Dear ODOT,</p> <p>Please don't continue with the plan to expand the Rose Quarter Freeway. I'm in my 20s and I think constantly about climate change and what should be done in order to protect our air, water, and land. Putting this kind of money behind freeway expansion makes no sense when it means investing in more infrastructure for cars. We know that promoting public transportation, biking and walking, and having people actually want to do those things because it's convenient and safe, are how we're going to fight over the impending climate disaster. It's already hit elsewhere, and we can feel it in our fires and in the summer months. Please reconsider and put that money somewhere that won't stoke the fire of climate chaos.</p> <p>Thank you,<br/>Lucy</p>   |   |
| 2019 0329 Lucy Wong       | Lucy Wong       | No More Freeways | I am writing to express my disapproval of the I-5 expansion. I've read statements of opposition from many local advocacy groups and even PBOT's own advisory committee and am sorely disappointed that so much money is being proposed to not only not improve surface street public transit and pedestrian infrastructure, but will likely lead to induced demand! I bike on the Flint Ave bridge five days a week and to hear it's going to be removed, but no other reasonable alternative put in place, makes no sense. This is a project that will put more cars on the road, lead to worse air quality, and all without even first looking into congestion pricing. Please, at the very least do a full Environmental Impact Statement. Thank you, Lucy   |   |
| 2019 0224 Lydia Swagerty  | Lydia Swagerty  | No More Freeways | Widening the freeway will only bring more cars into the city at a faster rate and still be congested. It would be smarter to invest that money into express commuter buses or expanding and improving the other public transportation options to make them more appealing to the masses.  |   |
| 2019 0311 Lyle Funderburk | Lyle Funderburk | No More Freeways | Don't widen the freeway for more cars. Instead work on projects that help expand public transit, cycling and walking. Projects need to attempt to reduce, not increase pollution. And school students nearby need to have outdoor recess as currently they are told that there is too much pollution for them to do so.   |   |
| 2019 0331 Lynn Dorman     | Lynn Dorman     |                  | 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 :(  |   |
| 2019 0329 Lynn Peterson   | Lynn Peterson   | Metro Council    | The I-5 Rose Quarter Improvement Project has a significant place in our region's history and presents an opportunity to address a unique set of land use, economic and transportation challenges with impacts that will ripple across greater Portland. It is with this lens that the Metro Council appreciates the opportunity to submit public comment on the Environmental Assessment for this project. Metro staff are also submitting a letter with more detailed technical comments on the Environmental Assessment (attached). The Metro Council urges leadership and staff of the Oregon Department of Transportation (ODOT) to explicitly acknowledge and consider the significant historical context surrounding the Rose Quarter area during project evaluation, planning and implementation. In the 1950's the Oregon Highway Commission razed the predominantly black Albina neighborhood displacing hundreds of families and destroying black-owned businesses and community to build I-5. These actions, along with other government policy decisions have made a lasting detrimental impact on the African-American community of Portland. It is our collective responsibility to address these wrongs through a community-centered approach to project development to help limit further harm and provide new opportunities for healing and growth. Specifically, in accordance with the regional policies included in the Regional Transportation Plan, the Metro Council would like to see the following elements of the project continue to stay at the forefront of ODOT's attention as it moves forward: <ul style="list-style-type: none"> <li>- Create opportunities for consistent and continuing dialogue between ODOT, impacted communities and the city to ensure the most viable opportunity for redevelopment;</li> <li>- Look at alternatives and align urban design elements of the project and the lid to create active, safe, and usable spaces supportive of community visions such as the Albina Vision;</li> <li>- Features like walkability, access to affordable housing and local business growth potential for displaced communities should be central to design planning;</li> <li>- Ensure robust engagement with communities of color, especially the African American community, providing opportunities to impact decision-making on project outcomes and objectives;</li> <li>- Consider project elements that recognize the impacts of the freeway's construction and attempt to reconnect the neighborhood space with a focus on people, cultural, and community amenities and cohesion over convenience to the automobile;</li> <li>- Continue to advance the surface street improvements proposed in the plan to address pedestrian and bike safety, mobility and transit access;</li> <li>- Monitor and invest in systems and plans that</li> </ul> | 2019 0329 Lynn Peterson ATT; see also 2019 0401 Elissa Gertler ATT which is referenced in this comment. |

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|                              |                       |                  | decrease greenhouse gas emissions and diesel particulate effects on the surrounding schools and neighborhoods and seek other strategies to improve air quality; and Work towards a thoughtful and comprehensive value pricing system that contributes to decreased trips and less congestion throughout the corridor. As you know, I am convening a task force to advise the Metro Council on a 2020 measure to invest in much-needed transportation solutions across our region. Funds from such a measure could be used to advance equity, safety, and climate resiliency in conjunction with the project. The Metro Council and I appreciate the work that ODOT has done thus far and want to emphasize our interest and willingness to stay engaged as the project moves ahead and to ensure that the final design accommodates neighborhood needs and desired outcomes including authentic community building, increased pedestrian and biking safety, transit access, enhanced urban development capacity and a commitment to reduce greenhouse gas emissions.   |                          |
| 2019 0219 MB                 | MB                    |                  | The resolution for the congestion and crashes on I-5 is to make it a standard interstate highway like all other cities. What other city has a major interstate that has only two lanes in its densest area? None! From Swan Island through the 1-205 connector near Nyburg, I-5 needs to be three lanes. From Swan Island until past the Terwiliger Curves, at a minimum, 1-5 needs to have a beltway with a three-lane highway. You can accomplish this by either a double-decker highway over the existing 1-5. This would keep the existing 1-5 for surface street access to the Rose Quarter/Downtown Portland area. The upper deck would serve the majority of the thru-way traffic that has no reason to stop in the Rose Quarter or Portland. The current highway creates these ridiculous bottlenecks for this reason (in addition to death-defying entrance/exit ramps that are too close together that you will be addressing). I've never seen these kinds of ramps and I've driven in metro areas in 44 states. What other city Portland's size or larger has a major interstate that has only two lanes? All of the crazy 'Exit Only' lanes force drivers to merge into two lanes. I've never seen this before and it's dangerous and creates a lot of pollution for all the stuck traffic. Please examine cities like Cincinnati, Des Moines, Atlanta, Indy and others that use a beltway or circular loop to divert thru-way traffic. Sorry, Portland, but I rarely have a need to visit you or the Rose Quarter. I always get stuck sitting in this traffic when I need to go well beyond downtown Portland, and this is true for the majority of the drivers. |                          |
| 2019 0226 M. Lee             | M. Lee                | No More Freeways | stop encouraging more cars on highways while there's still time to save the money and trouble.   |                          |
| 2019 0401 Mabelle Stupfel    | Mabelle Stupfel       | General Public   | Stop using the money for light rail it serves a minority of the state. Fix and make i5 larger. It is inefficient and frustrating, the state is outgrowing the road systems. All feeder streets are a mess, 205 and 84 are not safe, way too much traffic .   |                          |
| 2019 0331 MacKenzie          | MacKenzie             |                  | No thanks to the expansion, we'll find another solution.<br><br>Sincerely,<br>MacKenzie  |                          |
| 2019 0302 Madaleine Peterson | Madaleine Peterson    | No More Freeways | Invest in other methods of transportation! We do not need to create more incentives for car transportation!  |                          |
| 2019 0327 Madi Carlson       | Madi Carlson          | No More Freeways | I am a single mom of two and we are able to get around Portland without a car. We bike, walk, take transit, and when we want to leave town we take the bus to the train station or MAX to airport. Twice a year we end up carpooling somewhere friends have invited us along to, but this is a city easy to travel within and away from without needing a car of one's own and without ever using Uber/Lyft.<br><br>Portland doesn't need to make things easier for people to drive who don't realize this...NOT TO MENTION widening a freeway has never once relieved traffic! Congestion pricing would most definitely encourage so many drivers to look at their very easy alternatives and would actually relieve traffic.<br><br>Ignoring the health effects this would have on the students of Harriet Tubman Middle School is criminal. My kids attend Woodstock ES and Hosford MS, but that doesn't mean I don't care about the health of their peers at Harriet Tubman.   |                          |
| 2019 0402 Madisen Lattanzi   | Madisen Lattanzi      | General Public   | To whom it may concern,<br>please do not widen i-5 in Portland. Please do not spend \$500 mill on roads that will significantly degrade public transit and public spaces.<br>Madsen Lattanzi<br>Portland, OR   |                          |
| 2019 0226 Madison Arnold-    | Madison Arnold-Scerbo |                  | 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  |                          |

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| Scerbo                             |                       |                     | 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  |                          |
| 2019 0326<br>Madison D<br>Hathaway | Madison D<br>Hathaway | No More<br>Freeways | I live near freeways and this expansion will only increase air quality problems. We need to expand public transportation and make it easier for people to use active transportation by improving bike lanes and pedestrian walkways. As a recent econ grad, I know that the opportunity cost of this project is very high. If we put money here instead of in decarbonizing to minimize the worst impacts of climate change our communities will suffer. I strongly oppose this freeway expansion, please act with my comments in mind and the thousands of other Oregonians who submitted public comment.   |                          |
| 2019 0401<br>Madison<br>Maschger   | Madison<br>Maschger   | General Public      | To Whom It May Concern,<br><br>Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces. Climate leaders do not expand freeways!<br><br>Madison Maschger<br>Portland, OR  |                          |
| 2019 0326<br>Maggie Gardner        | Maggie Gardner        | General Public      | I am a long-time resident of the Eliot neighborhood. I love my neighborhood and I love my neighbors. The sentiment that we have historically and consistently had our personal welfare overlooked for the sake of some potential "greater good" is not without justification. I am a multi-modal commuter to my downtown job; bike, walk, bus, carshare, drive most of which takes me over the Flint Ave bridge. My husband walks our neighborhood streets to his job near the Moda Center. Our older son is a recent grad of Boise Eliot Humboldt School, and walked there every day. We spend a lot of time with our toddler, walking our neighborhood streets and in our neighborhood parks including Lillis-Albina and Dawson Park. Our extended family lives in Vancouver, WA. We feel the impact of traffic delays on a regular basis, and it diminishes the frequency with which we can visit with them. But this construction project will not solve our traffic problems. What it will give us is an increase in air pollution and further the health risks for myself, my family and my neighbors. It will give us a huge financial burden, sucking resources away from long-term solutions that will work. It will negatively impact any trust in government officials and your ability to make sound decisions based on facts, and to make decisions that are in the best interest OF THE PEOPLE. ...all the while, leaving our roads just as congested as ever. At the very least, you owe us a complete and full Environmental Impact Study that does not attempt to misinform, and that can provide a clear picture of how our neighborhood and our lives will be affected. This proposed expansion is a band-aid (the cheap kind that falls off before it even does any good). Let's get to the root cause and find a true solution. I look forward to your decision to PUSH PAUSE on this proposal until a full Impact Study is complete, and a wider set of alternatives are explored. Thank you, Maggie Gardner |                          |
| 2019 0228 Maia                     | Maia                  | No More<br>Freeways | I live a few blocks from Harriet Tubman Middle School and the I5/84 freeways and I am extremely concerned about the poor air quality we already have. I don't see how adding freeway lanes will help decrease congestion and bring down the pollution levels when study after study has shown that freeway expansion only attracts more traffic. The exorbitant amount of money being proposed to spend on this project could be used to make the city easier to get into and around without a car. I am also a mother of a young child who would one day attend Harriet Tubman and with the current proposal I am seriously considering moving away so that we can escape both the poor air quality and what will likely be a long, traffic-inducing mess of a project. Please reconsider this proposal and take the time to explore options that truly discourage congestion and help us build the healthy, public-transit friendly city Portlanders really desire. Thank you.   |                          |
| 2019 0313 Maia<br>Dean             | Maia Dean             | General Public      | The Rose Quarter bottleneck has been a source of frustration and vehicle crashes for decades. Fix it now.<br>Sincerely,<br>Maia Dean   |                          |
| 2019 0312 Maia<br>McCarthy         | Maia McCarthy         | No More<br>Freeways | Research shows that expanding roads leads to more not less driving. The majority of the traffic is single occupant vehicles. This plan flies in the face of the work done on local streets and in neighborhoods to increase access to safe bike and pedestrian travel.   |                          |
| 2019 0313 Maia<br>Watkins          | Maia Watkins          | No More<br>Freeways | Freeway expansion has proven an enormous environmental and public health risk deemed acceptable for one perceived benefit: more timely transportation. Historically, this means transporting wealthy white families who live in suburbs or non-poor neighborhoods (to which they fled following desegregation) to and from the city center. The cost of freeway expansion, therefore, is often painfully felt by densely populated low-income neighborhoods. Why is it acceptable for this perceived "greater good"-- efficiency-- to be assumed by poor people? Because black, indigenous, and poc communities have always been deemed expendable by public policy. If we go forward with the freeway expansion, we are saying it is ok for poor people and people of color to continue to assume the burden of air & noise pollution and the demolition of their homes and communities. We are saying it is ok for the kids at Harriet Tubman Middle School, where over 40% of students are black, to be less healthy than kids in more affluent neighborhoods. Meanwhile,   |                          |

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|                                |                   |                  | freeway expansion doesn't actually reduce congestion. The only proven way to reduce congestion is to implement congestion pricing, or get people to use mass transit at higher rates. The first will again will be a small burden to affluent families and only serve to keep low-income families off the road, while the second offers a key to real, lasting solutions. Each morning, I use TriMet to get to work. At 8:00 am, my bus is always overflowing and must frequently forgo picking up additional passengers. I can only assume this problem will worsen as prices of food, housing, and medical care soar, and Portlanders become poorer. When we are facing widening income gaps, a warming climate, and immediate needs of poor people, why address transportation efficiency by using 500,000,000 public dollars to fund an ineffective plan that will only exacerbate inequity in Portland? Why not use it to expand mass transit infrastructure, subsidize transit costs to lower the price of transportation for passengers, mount a public service campaign to increase use of public transit, build more sidewalks and bikeways? Portlanders need access to affordable and timely public transportation, and it is time the city addressed real needs of the masses instead of a wealthier and louder few. I hope you will take my words to heart and stop this ridiculous project. Sincerely, Maia Watkins |                          |
| 2019 0401<br>Maitri Dirmeyer   | Maitri Dirmeyer   | General Public   | To whom it may concern, I am a Milwaukie resident that works in the LLOYD center area. I rely on multi modal transportation to commute to work including biking along the Vera Katz Eastbank Esplanade via Biketown. I strongly oppose this freeway widening project because it will only make it easier to drive through central Portland and increase congestion through induced demand. Furthermore the increased traffic will increase air pollution for communities along that section of the freeway. In addition, the cycling infrastructure on Williams Ave. and Vera Katz Esplanade will make it harder to bike and less pleasant from the increased shadow over the greenway and re routing of several routes. This freeway project is the opposite direction we need to take as a community to combat climate change and move towards a greener future with more investment in alternative transportation including transit and bikes. In order to properly evaluate the impacts of this project a full Environmental Impact Assessment is needed. I strongly urge ODOT to move forward with an EIS. Please consider redirecting these funds to these sources instead. Portland and the state of Oregon have a chance to lead by example with transportation solutions and this project can be that impetus for change. Thank you for your consideration. Sincerely, Maitri Dirmeyer                                  |                          |
| 2019 0402<br>Mara Gross        | Mara Gross        | General Public   | Dear ODOT,<br>Please do not widen I-5 through the middle of Portland. Our limited transportation dollars should be focused on expanding transportation options, increasing safety, solving the climate crisis, and addressing inequality. New auxiliary lanes are not an effective way to address these issues, and the project should be replaced with projects that reflect a positive vision for our community.<br>Sincerely,<br>Mara Gross<br>Portland, OR   |                          |
| 2019 0305<br>Mara Isbell       | Mara Isbell       | General Public   | Good afternoon, I'm reaching out as an Oregon resident to express my opinion and opposition regarding the proposed 1-5 Rose Quarter expansion. I strongly believe that adding more lanes and expanding highways will not diminish traffic, but rather encourage more people to drive. It is highly short sighted to expand highways when we are likely heading towards a very different method of transportation with the onset of automated vehicles and increased electric modes of transport. In the meantime, expanding highways makes traffic worse. The funds invested would be better spent on things that increase quality of life. This is important to focus on especially in a town that people move to for the quality of life. Let's invest in public transportation including buses and trains, while also prioritizing bike lanes and sidewalks. Let's be forward thinking and utilize the funds for electric vehicle charging stations and incentive programs and safety upgrades. I want less traffic, better air quality, and better use of millions of dollars of public money that improve quality of life and the livability of a city vs continuing to throw money at car infrastructure. All the best, Mara   |                          |
| 2019 0225<br>Marc Berezin      | Marc Berezin      | No More Freeways | This project solves no problems. It won't decrease congestion, reduce emissions, or improve traffic flow. \$500,000,000 could be much better spent upgrading mass transit infrastructure.  |                          |
| 2019 0401<br>Marc Czornij      | Marc Czornij      | No More Freeways | The Environmental Assessment done by ODOT does not fully address the significant impacts to health and public safety that this project represents. Please consider the many alternative pathways to addressing traffic congestion, including decongestion pricing, as well as expanding a full Environmental Impact Statement. Funds raised from decongestion pricing can and should be applied to public transit infrastructure and frequency. Why is Portland prioritizing the single occupancy vehicle driver over Oregonians who use the environmentally-sound decision of public transit or active transportation?  |                          |
| 2019 0401<br>Marcia Strickland | Marcia Strickland | General Public   | I am writing to express my opposition to the proposed freeway expansion project for the rosequarter. It is a huge waste of money when it will worsen air quality in NE Portland, take us further from our carbon reduction goals, and not even have a significant reduction in traffic. Furthermore, one of the biggest contributing groups to this traffic are commuters from Vancouver, Washington. So far, voters there have always rejected any effort to create more public transportation options which would be much better solution to the problem. Why should Oregonians pay for freeway expansion for them? Please reject this plan and use the funds for a better purpose. Sincerely,   |                          |
| 2019 0228                      | Marcus            | Pacific          | Good afternoon,  |                          |

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| Marcus Rodriguez                 | Rodriguez           | Northwest Regional Council of Carpenters | I am in favor of this project due to that fact that I would like to see the members of the Carpenters Union do the work and in turn put money in to their families pocketbooks. These hours would also reflect in the health of our Pension plan, which is ultimately one of our goals here at the Carpenters Union to see our members retire with dignity.<br><br>Thank you and have a nice day.  |                          |
| 2019 0331<br>Marcy Holmes        | Marcy Holmes        | No More Freeways                         | \$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief.  |                          |
| 2019 0329<br>Margaret Edera      | Margaret Edera      | No More Freeways                         | Please consider the fact that federal funding granted is no longer a guarantee of receiving it. Please take a longer view on this if possible. Yes, we need to relieve congestion quickly but perhaps there are solutions available that are have been taken off the table a long time ago.For instance: I live in the Maplewood neighborhood. Our Trimet service has been cut repeatedly over the years I have lived here. If I live in Multnomah Village or Hillsdale it is still possible to commute on Trimet although weekend and night service is very limited. Are there other easily recognizable neighborhoods that also have this problem?What would happen if you had more ways for residents to commute and to engage in evening events without single use cars?I write this is polite terms but part of me is shaking my finger and getting louder with every word I type.  |                          |
| 2019 0307<br>Margaret H Musgnung | Margaret H Musgnung | No More Freeways                         | It seems foolish to spend dollars on road development when the climate crisis is in full swing. The carbon emissions are a thing to reduce, not increase. Making better public transportation available to the city is a much more prudent and reasonable way to spend the dollars.  |                          |
| 2019 0328<br>Margaret Linn       | Margaret Linn       | No More Freeways                         | This is a slap in the face to the urgent need to focus on air, water and all climate change consequences. Overwhelming evidence speaks volumes of no for this gross installment. Please reconstruct the long look with some sense of reality. Thank you.   |                          |
| 2019 0329<br>Margery Mayock      | Margery Mayock      | No More Freeways                         | Please don't widen the highway! I drive, but I don't think this is the right way to deal with congestion. Lets try decongestion pricing. I care about the air quality for people in the nearby neighborhood. I care about equity- once again brown people are bearing more than their fair share of the suffering. I believe that we need to do more to stave off climate change- increasing highway access is not the best use of our funds!  |                          |
| 2019 0401<br>Maria               | Maria               |  | Dear Mr. Brown, I've lived in Portland's Eliot neighborhood for 23 years. Wow, this city and this neighborhood sure has changed over that time. The disruption and change has been painful for the neighborhood - a neighborhood that had already been traumatized in many ways as I'm sure ODOT is fully aware of. The neighborhood is getting its feet on the ground and some interesting / fun things are developing here now. My opinion on the proposed alterations to the freeway is that it takes our neighborhood and blights us with another ugly 'fix' to solve a perceived problem for people around the effected neighborhoods and for people driving through. We're all now aware of the adage: Freeway Expansion Has Never Solved Traffic Congestion. We are all in agreement, except for the most intellectually challenged, that climate change is happening. What can we do to be more forward thinking?I work in medicine and there's an expression "a surgeon will always want to do surgery" whether it will fix the problem or not. Sometimes the surgery can cause more harm. I feel this is the problem with ODOT and congestion.My hope is that something innovative and forward thinking could be brought forward to manage Portland's traffic woes. I am a palliative care nurse in the community and drive everyday from Eliot to downtown Portland and the Southwest hills to visit patients in their homes. Yes, there is congestion, but let's start with a tax on commuters and a lower trimet fare. There are so many people that are encouraged to drive - I personally just thought of 5 people in about 30 seconds - because they think it is cheaper than taking the bus. ODOT is in the business of building roads. Like a surgeon, you're stuck in that box.My plea to you is to pause and complete a full Environmental Impact Statement to fully inform the public of the project's impact.Thanks for your time. Maria |                          |
| 2019 0326<br>Maria Chuop         | Maria Chuop         | No More Freeways                         | Dear ODOT,As a resident of North Portland who travels from Southwest to North Portland almost daily, I strongly oppose the I-5 freeway expansion. The claim that an expansion of the I-5 freeway will improve commute times is supported by poor evidence and in fact, it has been shown that this would, over time, cause more congestion through induced demand, a concept supported repeatedly by highway expansions across the country. I believe that the leaders of Portland and Oregon can do better.   |                          |
| 2019 0219 maria nazzaro          | maria nazzaro       | No More Freeways                         | We need better more efficient public transportation not more freeways.   |                          |
| 2019 0307<br>Maria Opie          | Maria Opie          |  | I'm very concerned about the air quality in the Eliot 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 addresses discrimination, environmental racism, and is the best option for our environment.   |                          |

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| 2019 0326<br>Maria Opie  | Maria Opie  |                                      | I've lived in Portland's Eliot neighborhood for 23 years. Wow, this city and this neighborhood sure has changed over that time. The disruption and change has been painful for the neighborhood - a neighborhood that had already been traumatized in many ways as I'm sure ODOT is fully aware of. The neighborhood is getting its feet on the ground and some interesting / fun things are developing here now. My opinion on the proposed alterations to the freeway is that it takes our neighborhood and blights us with another ugly "fix" to solve a perceived problem for people around the effected neighborhoods and for people driving through. We're all now aware of the adage: Freeway Expansion Has Never Solved Traffic Congestion. We are all in agreement, except for the most intellectually challenged, that climate change is happening. What can we do to be more forward thinking? I work in medicine and there's an expression 'a surgeon will always want to do surgery whether it will fix the problem or not. Sometimes the surgery can cause more harm. I feel this is the problem with ODOT and congestion. My hope is that something innovative and forward thinking could be brought forward to manage Portland's traffic woes. I am a palliative care nurse in the community and drive everyday from Eliot to downtown Portland and the Southwest hills to visit patients in their homes. Yes, there is congestion, but let's start with a tax on commuters and a lower trimet fare. There are so many people that are encouraged to drive - I personally just thought of 5 people in about 30 seconds - because they think it is cheaper than taking the bus. ODOT is in the business of building roads. Like a surgeon, you're stuck in that box. My plea to you is to pause and complete a full Environmental Impact Statement to fully inform the public of the project's impact.   |                           |
| 2019 0308<br>Maria Schur | Maria Schur | No More Freeways                     | First, finding where to comment on your online forum is very difficult - every link you click on leads back to another link instead of a comment page. Second, the email address listed above bounces back. Here are my comments: *Improve the Flint Street bridge by removing motor vehicle access from it altogether* Save money by not building an entirely new bridge where more human users will be put at safety risk *Prioritize clean air and human safety over motor vehicle accommodation* Portland is a special place, please don't ruin it by making freeways bigger *Think of the Esplanade - that beautiful park, which is a cornerstone of Portland, was going to be a freeway until Tom McCall intervened. Thank you, Road User and Tax Payer   |                           |
| 2019 0327<br>Maria Schur | Maria Schur | General Public                       | Hi there,<br><br>You're probably aware of this article: <a href="http://cityobservatory.org/theres-a-3-billion-bridge-hidden-in-the-rose-quarter-project-ea/">http://cityobservatory.org/theres-a-3-billion-bridge-hidden-in-the-rose-quarter-project-ea/</a><br><br>Please accept defeat of a new Columbia River Crossing. If you build it, they will come. They will come in cars, thousands and thousands and thousands of cars, along with the traffic, road rage, stench, pollution and fatalities that come with it. Please no.<br><br>Thank you,<br><br>Maria Schur  |                           |
| 2019 0329<br>Mariah Dula | Mariah Dula | Northeast Coalition of Neighborhoods | The Northeast Coalition of Neighborhoods is opposed to the proposed I-5 Rose Quarter Improvement Project, as it will have significant negative environmental effects, specifically on nearby populations, without creating a long-term solution at immense cost to the public. While we cannot support this project in its current form, as an organization that represents more than 60,000 neighbors in inner Northeast Portland, we are highly invested in the outcome of any major development proposals in our district and request to be engaged as stakeholders in any future proposals developed by ODOT. According to the EPA, the majority of our NE district ranks among the 80- 90 percentile for diesel particulate and air pollution levels in air in the nation. Many of our neighborhoods either border or are in close proximity to the proposed freeway expansion project. Subsequently, residents in our neighborhoods will be highly impacted by the proposed project and increase in air pollution. Two of our schools Tubman and Boise-Eliot border on the Interstate 5 freeway and Portland State University scientists advise that children at these schools to avoid outdoor recess due air quality concerns. With already poor air and vulnerable populations near the proposed project we can little afford to increase harmful auto and truck pollution from increased traffic. We oppose this project on the grounds that it will produce:- Significant environmental impacts- The expansion would worsen air quality and noise, especially for vulnerable populations including children at Harriet Tubman and Boise-Elliot schools- Analysis based on similar projects show increased driving will worsen greenhouse gas and diesel emissions- No improvement in congestion and safety over the long-term- We are concerned that traffic congestion will increase due to latent demand, so the project will not resolve the regional bottleneck.- After ODOT widened I-5 north of Lombard crashes increased, so we do not believe widening I-5 in the Rose Quarter will increase safety- Cost to the taxpayers and greater areas of need- \$500,000,000 of Oregon taxpayer funds would be better invested in infrastructure elsewhere in project that supports the region's greenhouse gas emissions reduction and equity goals- Commissioner Joanne Hardesty opposes the project and has recommended that the funds be spent on walking and biking projects that increase equity in our region. In sum, as proposed this project will increase the burden on residents of Portland of poor air quality, noise, and increased traffic at an enormous expense to Oregon taxpayers without creating a lasting solution to relieve traffic congestion. We request that ODOT reinvest these funds in | 2019 0329 Mariah Dula ATT |

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|                                 |                    |                  | state owned roads that have been identified by Portland as High Crash Corridors, which include Lombard and MLK in our NE district. These investments would have significant safety and equity benefits for our neighbors. We urge ODOT to reconsider or revise this plan and request to be included as stakeholders in the planning process going forward. Sincerely, Mariah Dula<br>President of the Board<br>Northeast Coalition of Neighborhoods   |                          |
| 2019 0326<br>Mariana Lindsay    | Mariana Lindsay    | No More Freeways | I have spent nearly my whole life living in the North Portland Overlook neighborhood just blocks from I-5. Please do not spend \$500 million on a freeway expansion that based on your data will not combat climate change, will not substantially increase safety and won't make a significant long term change to traffic. There is so much needed in our city. There are many useful projects that could be completely covered by such a huge expenditure: Safe Routes to Schools, New Bus Rapid Transit Lines, expansion of dense affordable housing in inner Portland, so people don't have to commute nearly as far. I know these are challenging problems, but please, for the sake of Portland and the world's future, let's invest in data-driven solutions that will improve our climate, our community, and the communities that lost their homes to the first I-5. I am not opposed to any project or change, but I would want to see significant changes in this project and no expansion of the freeway.  |                          |
| 2019 0327<br>Marijane White     | Marijane White     | General Public   | I am writing to make my opposition to the proposed widening of I5 in the Rose quarter known. This is a backwards and wrongheaded project for Portland to pursue. I understand that the goal of this project is to increase the peak hour speed of traffic, the level of service. It is surprising and disappointing to see that planners do not understand that a freeway expansion will have the opposite effect. The phenomenon of induced demand is well documented and has played out in every freeway expansion project in the U.S. in recent history. Look at the 405 expansion in LA this past decade -- I've read that project improved congestion for about two weeks before traffic returned to previous levels, and now it's even worse than before the expansion. Building more roads does not reduce congestion, instead, it encourages more people to drive, which in turn increases air pollution. What Portland should be doing right now is pursuing projects and policies that discourage driving so that we can meet our goals of reducing carbon emissions and increase the overall livability of our city. The pollution increase this project will bring are particularly insidious when one considers the fact that air pollution is already so bad in this part of town that PSU researchers have recommended students at the nearby Harriet Tubman Middle School remain indoors. Portland Public Schools has identified a vast majority of Tubman's students as vulnerable populations, which means this is not just an environmental issue, it is an environmental justice issue. I've read that ODOT has not released the full environmental impact statement for the project. This alone is reason enough to not go forward with the project. It is also terribly sad to think that millions will be spent in a fruitless attempt to improve traffic conditions that last just a few hours a day, and that the roads will be underutilized the rest of the time. Meanwhile we will be stuck with higher maintenance costs to maintain more roads that will make other problems worse -- not just congestion and pollution, but the disruption of bicycle and pedestrian traffic in the area as well. From a systems thinking perspective, this project makes very little sense. There are legitimate ways to reduce congestion, like introducing road pricing and improving public transit, and it is difficult to understand why such approaches are not being considered, especially given Portland's reputation as a national leader in transportation policy -- a reputation that is already being tarnished by the news of this project. I know I am not alone in opposing this project. Many members of our community have voiced strong opinions about the undesirable outcomes of this project should it proceed. I implore you to listen to these voices, and make the decision to not go forward with the expansion. Thank you, |                          |
| 2019 0330<br>Marilyn Costamagna | Marilyn Costamagna | No More Freeways | Simply stated: For environmental, pollution, safety, fiscal impact, people's opposition, best solution to this problem plan and the lack of a full environmental assessment report reasons, I am OPPOSED to the Rose Quarter Freeway Expansion.<br>Even though I have driven on the Rose Quarter FWY several times, I am still against this proposed expansion.   |                          |
| 2019 0329<br>Marion Thompson    | Marion Thompson    | General Public   | Please Sent from my mobile device   |                          |
| 2019 0312<br>Marisa Morby       | Marisa Morby       | General Public   | The proposed freeway widening project is the wrong solution to a density and traffic issue. We are all aware there is increased traffic due to a growing population, but the answer is not to widen the freeway.<br>In reading the report that has gone out for the project, there was no mention of induced demand, which has repeatedly been seen in other urban areas where they increased the width of the roads. Widening the freeway will not solve congestion. It never has, and never will.<br>In addition to this, you're completely dismissing the children in the school next to the freeway. PSU did a study that showed the levels of pollutants were so high the children shouldn't play outside. And if they do play outside, you're knowingly putting those children at a higher risk of becoming ill. Widening the freeway will make the lives of these children worse.<br>And the final nail in the coffin is, of course, climate change. I assume you already know that transportation is the largest sector for greenhouse gas emissions. So adding more roadway will contribute to more greenhouse gases because more people will be on the road because there is more room (induced demand). Widening the freeway will accelerate us down an already dangerous path with our changing climate.  |                          |

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|                                |                   |                  | <p>Instead of funding this ridiculous freeway expansion, use those funds for cycling and pedestrian infrastructure and increased public transportation options. Start doing congestion pricing, like London and Stockholm have. They have populations of 9 million and 1.4 million, respectively. Portland had a population of around 700,000 in the last census (2016). If they can do this, so can we.</p> <p>To say that widening a freeway is even an option is ridiculous, short-sided, lazy, dangerous, and sad. We all need to be better and make better choices. This freeway is not a viable option. As a Portland resident, and person who can only live on this one planet, I oppose the freeway widening.</p> <p>Marisa Morby</p>   |                          |
| 2019 0401<br>Marissa           | Marissa           | No More Freeways | <p>I'm truly saddened and disappointed to hear about the proposed highway expansion. I live in NE Portland and if ODOT truly wants to serve the Portland community it would not fund the highway expansion project. The Albina community has already suffered from this highway for decades and this expansion would only increase the burdens this neighborhood bears: air quality issues, congestion in the neighborhood and decreased mobility through their own neighborhood. Please do not go forward with the expansion project. There are many community organizations out there with alternative solutions to the problems this city faces.</p>   |                          |
| 2019 0226<br>Marjorie Nafziger | Marjorie Nafziger | No More Freeways | <p>Please reconsider the Rose Qtr Expan. Project. In a time of acute climate needs, bolstering alternate transportation infrastructure, pulling back from fossil fuels, improving air quality (esp. for students in the impacted schools in the area, this seems like a huge step in the wrong direction. Our own ODOT's hired consultants admit the gains over congestion are temporary stop gaps over a recurring problem that now requires more out of the box thinking.</p>   |                          |
| 2019 0401<br>Marjorie Nafziger | Marjorie Nafziger | No More Freeways | <p>Please reconsider this ill-advised expansion that at best is barely a short-term solution for congestion. Expense and pollution (especially around schools!) is not Portland's best foot forward. Instead please invest in improved public transit that reduces the need for car travel.</p>   |                          |
| 2019 0401<br>Marjorie Skinner  | Marjorie Skinner  | No More Freeways | <p>Confronting climate change is the most important issue in our city, our state, our country, and the world. Sinking half a billion into an investment in fossil fuel-based transportation infrastructure is, in the long term, a waste of money, and in the immediate term a very expensive equivalent of sticking one's head in the sand.</p> <p>As the effects of climate change become more acute, we will be confronted more and more with the fact that marginalized people will be the first to suffer. Adding to the already shameful air-quality problems of a school with a high population of at-risk students is a desecration of Portland's purported progressive values.</p> <p>It's just sad.</p>   |                          |
| 2019 0320<br>Mark Miskiewicz   | Mark A Miskiewicz |                  | <p>Hi,I wish to comment FOR this project. I use that section of I5 at least once a week and it is always a mess. I am also one of the hundreds if not thousands who have been injured in this section of I5. I was rear ended in June 2017 when traffic went from 55 to ZERO in a few seconds. I wound up having 4 vertebrae in my neck fused and incurred over \$80,000 of medical costs. I also lost a year of my life recuperating and still have permanent damage. At age 63 a year of your life is priceless. You can't take back what happened to me but you can help prevent this from happening to someone else!</p>  |                          |
| 2019 0327<br>Mark Boswell      | Mark Boswell      | No More Freeways | <p>I strongly urge ODOT not to pursue this project. Widening highways has never been shown to alleviate traffic concerns. It also encourages more single-occupancy vehicle travel which works against conservation and climate change efforts, threatening our public well-being.</p>   |                          |
| 2019 0226<br>Mark Canright     | Mark Canright     | No More Freeways | <p>As an outdoorsman, I ask you to please not expand the Freeway any more. Thanks, Mark</p>   |                          |
| 2019 0311<br>Mark Canright     | Mark Canright     | No More Freeways | <p>As an outdoorsman, I ask you to please not expand the freeway. Let's instead invest in public transportation expansion!</p> <p>Thanks for your time,<br/>Mark</p>  |                          |
| 2019 0330<br>Mark Canright     | Mark Canright     | No More Freeways | <p>Greetings! I am a college student who cares deeply about protecting our environment. This project is an enormously expensive undertaking whereas the revenues could be spent on a litany of other projects and needs across the region. \$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief. There is widespread community opposition to this project: there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed lids over the freeway won't be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations (we wrote a letter to Portland City Hall last year articulating the ways the surface-level street changes are not an improvement to the community). Decongestion Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't</p> |                          |

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|                           |                 |                | solve the traffic problems on the corridor *without* sinking half a billion dollars into the expansion? ODOT's studies of traffic patterns of the proposed freeway expansion ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion. (There are meaningful, valid concerns about how to implement decongestion pricing fairly - we've explored that in letters to the Oregon Transportation Committee last year).I ask for a full Environmental Impact Statement. ODOT's truncated Environmental Assessment document simply isn't focused enough on the significant impacts to health and public safety this project represents. Asking ODOT to more fully study alternatives (including decongestion pricing!) to this expansion with a full Environmental Impact Statement is a very helpful ask for us.Thanks,Mark   |                          |
| 2019 0401 Mark Greenfield | Mark Greenfield | General Public | I am writing in support of the proposed improvements to I-5 between I-84 and the Fremont Bridge.The area in question involves three freeways. To get from the Fremont Bridge to I-84, one must merge over TWO lanes, then get back into the right exit lane following the I-5 south on-ramp from NE Broadway. This is not efficient, and it is particularly problematic given we are talking about connecting three freeways. There badly needs to be a third lane southbound from the Fremont bridge to the I-84 exit. It is long overdue.To my knowledge, no natural resource habitat areas would be affected by this. If pilings are needed in the Willamette, they would be far fewer than were needed to build Tillicum Crossing, and based on experience I had working on projects like the new I-5 bridge in Eugene and the Sellwood Bridge in Portland, such impacts can be adequately mitigated.As for congestion, I believe this improvement would relieve congestion rather than create more congestion because it will greatly improve access onto I-84 eastbound. This is not about adding a new travel lane from Vancouver, Washington to I-84, which I would strongly oppose. Any new capacity for moving traffic from Vancouver to Portland should be by light rail, not automobile. Rather, this is an improvement to facilitate the flow of traffic that is already in the Portland area, to get from the Fremont bridge onto I-84. Again, it just makes tremendous sense from the planning standpoint.I also do not buy the argument that this would run counter to local climate change goals. Currently, the area is one big bottleneck with cars idling in place or moving very slowly. This would improve that. Further, by the time the improvement got built, there would be far more electric and hybrid cars on the road, and cars using gasoline would run cleaner. I think this is an emotional argument without a lot to back it up.I have worked as a land use consultant to ODOT on a number of roadway improvements, including the Newberg-Dundee Bypass and the Columbia River Crossing, and I believe this project absolutely merits funding. I urge Metro and ODOT to go with what makes sense, to include this project in the RTP, and to provide it full funding.Thank you for the opportunity to offer comments.Mark Greenfield |                          |
| 2019 0330 Mark H Linehan  | Mark H Linehan  | General Public | As conceived, the project is too expensive for the promised benefits. The cost includes \$.5 billion of public money and 4-5 years of construction disruption. The benefit is somewhat easier entrance, exit, and merging on I5, and changes to the surface environment. The benefits are not worth the cost.* Congestion on the freeway will not get better. Congestion pricing is much less expensive and more likely to solve this issue.* Safety doesn't seem to be big problem on this highway stretch.* Air pollution and noise will not get better, certainly not significantly.* It is questionable whether cycling and walking routes through the area will improve. The 10% grade on the proposed Hancock/Dixon Bridge makes it unusable as a route for most cyclists. The out-of-direction turn at the west end of the proposed Clackamas Bridge makes it undesirable.* The fragmented surface areas created by the highway lids are not very useful as public spaces and not engineered to support major buildings.In summary, this project should be cancelled as a bad use of public money.  |                          |
| 2019 0218 Mark Harris     | Mark Harris     |                | 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 that widening a freeway? Ye gods, get your heads out of the sand and act responsibly!   |                          |
| 2019 0311 Mark Harris     | Mark Harris     |                | The earth is hurtling towards utter catastrophe while we enact business as usual. More cars, more roads, more pollution and more congestion. We should be putting that kind of money towards making downtown Portland car free, Start with one day a week that no cars are allowed downtown, Imagine the quiet and relaxation. People will love it.<br>Do you want more tourism in Portland? Just because we have a few more cyclists than many cities a lot of tourists come here. What if we had no cars downtown, Many more tourists would flock here.  |                          |
| 2019 0330 Mark McClure    | Mark McClure    | General Public | I stand with Oregon Walks, and others of like mind, and do not support ODOT's I-5 Rose Quarter freeway expansion project.I first learned of this project when it was proposed in 2010 as the City of Portland/ODOT N/NE Quadrant Project. At that time, I was a very active member of the Lloyd TMA (now Go Lloyd) Pedestrian Committee. I am not representing Go Lloyd in my opposition today.I have lived in NE Portland for 38 years. I currently work in the Lloyd District, where my spouse and I are considering moving to after we retire.Sincerely,  |                          |
| 2019 0330 Mark McClure 2  | Mark McClure    | General Public | Aaron,<br>RE: "Can you post a link to our No More Freeways website on your facebook, twitter, instagram, Next Door, local message board or google group for your PTA/Neighborhood Association?"  |                          |

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|                           |                 |                | I added your link to <a href="https://pnwphotowalks.com/about-mark-mcclure">https://pnwphotowalks.com/about-mark-mcclure</a> under section -- Supporting Public and Active Transportation --<br>PS: Thanks to you and others for your hard work fighting this boondoggle.   |  |
| 2019 0329 Mark Meininger  | Mark Meininger  | General Public | I write to oppose the I-5 Rose Quarter project in its entirety. The project is not justified even on the face of ODOT planning documents. Justifications for the project, built into ODOT planning documents, are based upon southbound I-5 traffic volumes that presume the Columbia River Crossing bridge project had been built. It was not. There are no existing plans to build that project. The existing and foreseeable southbound I-5 traffic volumes do not justify the I-5 Rose Quarter project. With reduction of congestion as a stated goal of the project, studies at-large and experience in the Seattle area have shown that peak load tolling could provide a greater reduction in congestion in the I-5 Rose Quarter area at significantly lower cost than the proposed project. As a result, the expense of the I-5 Rose Quarter project would be a waste of resources at a time when those transportation dollars could be used for other projects. Supposed environmental benefits touted in the ODOT planning documents are disputed and are not supported by the rigorous analysis of a complete Environmental Impact Statement. In the absence of a complete Environmental Impact Statement the supposed environmental benefits touted in the ODOT planning documents are conjectural at best and, at worst, amount to a "greenwashing" of the project that purposely overstates the environmental benefits of the project to tamp down opposition to it. The original construction of I-5 caused severe damage to several neighborhoods in northeast and north Portland. Although the I-5 Rose Quarter project as proposed includes features to address existing neighborhood transportation issues, the Pedestrian Advisory Committee and the Bicycle Advisory Committee in Portland have concluded that the proposed features do not significantly improve existing neighborhood transportation issues and recommend that the project not be built. Therefore, I oppose the I-5 Rose Quarter project in its entirety. Please let me know if you need any additional information or would like to discuss this in greater detail.  |  |
| 2019 0308 Mark Nacua      | Mark Nacua      |                | 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.   |  |
| 2019 0401 Mark robinowitz | Mark Robinowitz | General Public | Dear ODOT: I am writing to request that the I-5 Rose Quarter Expansion / "Improvement" / Project consider the following. Upgrade the Environmental Assessment study to a full Environmental Impact Statement. This project is a profoundly controversial proposal. It may cost a half billion dollars, or more (when cost overruns are considered). FHWA guidelines state that controversial approvals with high community impacts generally deserve an EIS, not a perfunctory EA. See FHWA Environmental Guidebook for details. FHWA policy also states that projects with major controversy must be approved by the national headquarters, not by the State office (in this case, the Oregon division in Salem). NEPA and FHWA regulations also state that if there are "new circumstances" relevant for a project's analysis they must be examined in a Supplemental Draft EIS. Acceleration of climate change, continued decline of conventional fossil fuels and the short term boom (and bust) of unconventional fracking are new circumstances that need full consideration in an EIS and / or a Supplemental EIS, not a Revised EA. The recent comment period for ODOT's effort to upgrade Portland to Eugene train service was two months, from October 19 to December 18, 2018. <a href="http://www.oregonpassengerrail.org">www.oregonpassengerrail.org</a> Surely an expansion of I-5 with more community impact than double tracking most of the rail line deserves at least this much comment time from the citizens who ultimately are the decision makers in an authentic democracy. Federal law requires that traffic levels two decades in the future are the consideration, not existing congestion. If energy depletion is included in your models, then it is likely that considerably less congestion may be expected by the late 2030s. It is anyone's guess how civilization will cope with the energy downslope as conventional oil wells continue to decline and the fracking boom turns to bust, but assuming continued availability of cheap oil is the least likely scenario. On November 30, 2018, Anchorage, Alaska experienced a magnitude 7 earthquake that damaged roads, buildings and other structures. If the epicenter had been further east or if it had been stronger, it is possible the Trans Alaska Pipeline System would have broken, which would have had severe impacts on Oregon and Washington energy supplies. Nearly all of the liquid fuels that power Cascadia's cars, trucks, trains, planes and boats comes from the five refineries in Puget Sound which are mostly supplied by tankers from the Valdez terminal. In 1964, a magnitude 9 earthquake in Alaska caused catastrophic damage in Anchorage and generated a tsunami that destroyed the port of Valdez (where the pipeline terminal is today). The tsunami also wrecked downtown Crescent City, California, causing additional casualties there. Privately, I have heard state and federal officials express their personal concern that we are totally unprepared for either the Cascadia Subduction Zone earthquake or the consequence of oil depletion. Strengthening existing structures, not | 2019 0401 Mark Rabinowitz_ATT1; 2019 0401 Mark Rabinowitz_ATT2; 2019 0401 Mark Rabinowitz_ATT3; 2019 0401 Mark Rabinowitz_ATT4; 2019 0401 Mark Rabinowitz_ATT5; 2019 0401 Mark Rabinowitz_ATT6; 2019 0401 Mark Rabinowitz_ATT7; 2019 0401 Mark Rabinowitz_ATT8; 2019 0401 Mark Rabinowitz_ATT9; 2019 0401 Mark Rabinowitz_ATT10; |

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|                         |               |                  | <p>building larger ones, would be part of the technical preparation for the seismic shock that will happen some day. Transportation triage - prioritizing transit, better trains, car sharing, relocalizing production (especially food) is part of what would be needed for the lowerenergy society that looms ahead, whether we believe in it or not.I personally have used solar PV panels since 1990. They are great, but they are not going to replace our "current" consumption, pun intended, especially this time of year. The reason we have all used fossil fuels is they are incredibly concentrated and living on our solar budget as they are used up will force us all to live very differently. Highway expansions as we enter the era of climate change and oil depletion are the wrong direction.Please include these comments and attachments for your NEPA process and add me to the interested parties list.Respectfully,Mark RobinowitzEugene OR 97405</p>   | <p>2019 0401 Mark Rabinowitz_ATT11;<br/>2019 0401 Mark Rabinowitz_ATT12;<br/>2019 0401 Mark Rabinowitz_ATT13; 2019 0401 Mark Rabinowitz_ATT14; 2019 0401 Mark Rabinowitz_ATT15; 2019 0401 Mark Rabinowitz_ATT16; 2019 0401 Mark Rabinowitz_ATT17; 2019 0401 Mark Rabinowitz_ATT18; 2019 0401 Mark Rabinowitz_ATT19; 2019 0401 Mark Rabinowitz_ATT20; 2019 0401 Mark Rabinowitz_ATT21; 2019 0401 Mark Rabinowitz_ATT22</p> |
| 2019 0327 Mark Settle   | Mark Settle   | No More Freeways | <p>Good lord, what are you thinking? The last thing this community needs is a wider highway cutting through neighborhoods, costing gargantuan piles of money, and polluting our environment. This project will only serve to drive up building in the exurbs and screw up the Portland I love. Focus on building denser housing, not turning us into Phoenix.</p>   |   |
| 2019 0401 Mark Whitaker | Mark Whitaker | General Public   | <p>I have several concerns about the proposed I-5 expansion through the Rose Quarter, and firmly believe that this project should not be built. The project plan is flawed and will not achieve its goals. Here are my main concerns: 1. The Environmental Assessment Is Misleading and Inaccurate. The Environmental Assessment states that this project does not add capacity. This is clearly not true. As Metro's Director of Planning clearly stated, "The EA states (section 3.2.2) that the project does not create new capacity or add substantial capacity to I-5. This statement is not objectively true and is potentially misleading; auxiliary lanes clearly add capacity." I have also learned that the project planners based their analysis on false assumptions about traffic, such as completion of a new Columbia River Crossing. I expect better.2. Freeway Expansions Do Not Relieve Congestion. Just ask the residents of Los Angeles, Seattle, Sacramento, practically any major U.S. metro area how much traffic has improved after decades of freeway expansion. We've learned and proven again and again that highway widening induces demand and is therefore provides just short-term relief.3. There Are Higher Priority Needs Across the City and State. ODOT is describing this as a safety project, and yet multiple traffic corridors around Portland (including some operated by ODOT) have more fatal crashes than this section of I-5. A public agency that is truly concerned about safety would prioritize those areas before investing in this project along a section of freeway that mostly has non-serious crashes. (And to add, calling this a safety project is probably also misleading as there is evidence that wider freeways induce speeding and more fatal crashes.)4. The Effects on Surface Streets and Especially on People Who Walk, Bike, or Use Public Transit Are Either Detrimental or Not Clearly Explained. The project prioritizes car drivers at the expense of those who walk, bike, or use public transit. The project appears to widen certain surface streets (Weidler, Broadway), which is incompatible with making the streets comfortable for non-automobile users. Some of the grades proposed are very difficult for non-automobile users. The effects of bringing freeway traffic closer to the Eastbank Esplanade are not explained. It is not clear how bike riders will navigate changes in alignment along Williams and Hancock. The analysis indicates that bus and streetcar performance will be slowed due to signal phasing changes. All of these things are unacceptable in a City that is attempting to reduce reliance on single occupancy vehicles and promote alternative transportation options.5. Climate Change. We should not be expanding freeways with the knowledge we have about the impending climate crisis. As noted above, this project prioritizes the throughput of cars and trucks at every instance, both on the freeway and on surface streets. There</p> |   |

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|                                 |                    |                  | <p>is almost no discussion of the Rose Quarter being a central hub of Portland's public transportation system. Expanding a freeway right in the middle of one of the City's major transit hubs and one of the City's best traveled bikeways is nonsensical. The City of Portland, Multnomah County, Metro, and the State of Oregon have pledged to be climate leaders. This is not how climate leaders act.6. Diesel Emissions. Portland has higher diesel emissions than many major metros. This project will bring the freeway even closer to the neighborhood middle school. Allowing more cars and trucks to travel through the center of the City is not going to help the health of students, bikers, walkers, and residents of the neighborhood.7. Lack of Transparency. Following this project in the press, it has been clear that ODOT has not been forthcoming with the data, drawings, and other materials that would be necessary to fully evaluate this project. It should not require public information requests to receive this information. This information should not be given out halfway through the public comment period. Once again, I expect better.8. Implement Congestion Pricing First. We know that expanding freeways does not reduce congestion. And we know that congestion pricing can reduce congestion. We should implement congestion pricing to relieve congestion prior to spending \$500 million on a project that likely won't reduce congestion. This project shouldn't be considered until other alternatives for reducing demand and traffic have been tested.I wish I had more time to expand upon my thoughts above, but I'm thankful that many other individuals and agencies in Portland are able to provide more detailed, expert, and passionate opposition to this project. Albina Vision Trust, Portland Public Schools, members of the Harriet Tubman PTSA, The Street Trust, Oregon Walks, Portland Bus Lane Project, the Pacific Northwest Chapter of Safe Routes to School, the City's Pedestrian and Bicycle Advisory Committees, AORTA, Oregon Environmental Council, Oregon League of Conservation Voters, Center for Sustainable Economy, Portland Audubon Society, 350 PDX, Sierra Club's Oregon Chapter, OPAL Environmental Justice Oregon, Neighbors for Clean Air the Eliot Neighborhood Association, and Irvington Community Association are examples of organizations that have raised concerns. On a personal note, my three children will attend Harriet Tubman Middle School. I commute by bus or on bicycle through the Rose Quarter every day. I want to see my government work to leave a better environment and more livable places for my children and future generations. We don't want more freeway lanes next to our school. Residents don't want more cars and traffic and pollution in their neighborhood. I don't want to have to cross multiple new intersections and dangerous alignments that prioritize cars when riding my bike to and from work. Please do not build this project. We owe it to our children and future generations to find a better way.Thank you,Mark WhitakerResident of NE Portland</p> |                          |
| 2019 0329<br>Marlene Winn       | Marlene Winn       |                  | Widening the freeway at the Rose Quarter will only create a bigger amount of congestion, pollute the area more, and cost a fortune. Definitely a bad idea.<br>Marlene Winn  |                          |
| 2019 0312<br>Marlen Warren      | Marlon Warren      |                  | <p>Okay. My name is Marlon Warren. I'm a long-time resident of Portland, 63 years. And I used live on Dixon, right near this project area with my grandmother back in the early '60s. And we used to play out front and everything like that. To make a long story short, the air now -- the air quality in this area is even better now than it was in the '60s. Because we used to go to the Broadway Bridge and watch parades and stuff. The air was pretty bad. Now when I walk across the Broadway Bridge, the air is fresh, it's clean. It's not bad and it's improved since the '60s. Also ODOT has done a good job of closing down, like, Harbor Drive. They built the Tillicum crossing bridge, and eventually they're going to make less lanes on the Naito Parkway. And I mean, they have done so much for cyclists. And I mean, you look at the Rosa Parks Way, I mean, you know, to make a long story short -- how much time do I have? Oh, one minute. Oh, I'm fine. So I'm saying that we all need to work together here and find solutions and not just stay in your own box, because Portland is growing. We got a new stadium that's going to come on line. People have to drive there, or walk there, bicycle. We just need to come together as long-term Portlanders and solve this because it's not going to go away. If we don't solve it today, it's going to be here in 50 years. And also, no one has addressed the earthquake conditions of the current overpass. When I look at those pillars, if there's a long earthquake, tough road for anyone, that's going down. So we're going to have to rebuilt it either now or tomorrow. Anyway, thanks for listening and I hope we can find a solution so we don't end up like the Columbia River crossing where no one came together. Thank you.</p>  |                          |
| 2019 0225<br>Marni Cohen        | Marni Cohen        | No More Freeways | The idea of expanding i5 is messy at best. Portland has an increasing traffic problem, and adding a lane to the highway won't fix anything. The only thing it will do is speed up our contributions to global warming. The money should be invested in public transportation.   |                          |
| 2019 0305<br>Maro Sevastopoulos | Maro Sevastopoulos | No More Freeways | I am a daily driver. So is my spouse, especially on I-5. We see every day the affects of population increase on our commute. And we STILL oppose this project. It's the wrong direction for us to take in the face of a dauntingly short window to reverse climate change. It's the wrong direction for us to attempt to relieve congestion (study after study show that it will not). It's the wrong direction for Portland. We need better, more affordable, more expansive public transport both within and connecting between urban areas. We need to continue to support biking (something I don't do, and probably never will again, but applaud others for doing). Yes, we need to invest in infrastructure, but not this.   |                          |
| 2019 0326<br>Marsha Hanchrow    | Marsha Hanchrow    | General Public   | Don't tell me with straight faces that this widening will lessen emissions. Since you're basing that on the premise that cars are getting cleaner, let me remind you that the Trump administration is relaxing all the environmental standards it possibly can. Cars are unlikely to get cleaner, and many old cars are and will be on the road. I just sold my 34 year old car to someone with better mechanical skills who will keep it running for many years in the future.   |                          |

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|                |                   |                                      | <p>Close an entrance or exit or two, and most of the delays and merging conflicts will disappear. Or, accept some slower speeds to get the benefit of safety. I was caught in a traffic jam in this area last Sunday afternoon when I was coming home from Seattle. Yes, traffic was slow. I was considerably safer at those low speeds than I was coming out of Seattle with drivers tailgating at 60 mph and making lane changes with one car length of space between vehicles. Put your money into Portland's orphan highways instead and save a lot of lives. If this half billion is specifically and irrevocably going to the location you're planning for, put it into a properly built cover that can support multi-story buildings and tall trees and an effective filtration system. ODOT owes North Portland a lot for having ruined neighborhoods with the freeway in the first place. Take advantage of the funding that has been allocated, and do some good for those neighborhoods.</p> <p>Employee in the district, breathing emissions from I-5 for 45 hours per week</p> |                          |
| 2019 0312      | Marsha Hanchrow   |                                      | Marsha Hanchrow, I'm from Portland. I'm an employee in the area district, and I say the no-build option is the better option. Since they say that carbons are going to go down because of all these electric cars are going to be the road, when they go down, use that time to start tolling, decongestion pricing, congestion pricing, whatever you want to call it. Discover that you don't need to do this. Take that money and fix the orphan highways, prepare them to give them to PBOT. The state doesn't want them. The city wants them. The only thing that's holding them back is that they are not to city standards. They are to state highway standards.  |                          |
| 2019 0313      | Marshall Goldberg | No More Freeways                     | I oppose the Rose Quarter freeway expansion. Thanks,MC Goldberg   |                          |
| 2019 0327      | Marshall Mcgrady  | NECA-IBEW Electrical Training Center | <p>I commute through Portland daily. I would like to see the money allocated to this pit in place to ease traffic congestion.</p> <p>NECA-IBEW Electrical Training Center<br/>16021 NE Airport Way<br/>Portland, Oregon 97230</p>   |                          |
| 2019 0327      | Marshall Steeves  | No More Freeways                     | No comment Provided   |                          |
| 2019 0226      | Martha Van Dyke   | No More Freeways                     | No more freeway expansion anyplace please. Aren't we killing the earth fast enough on auto fumes? Plus there are so many Oregon places where that money is needed to help this planet and it various creatures.   |                          |
| 2019 0329      | Martin Frazier    | General Public                       | MAKING SPACE FOR MORE AUTOMOBILES POLLUTES MORE<br>PLEASE POLLUTE LESS  |                          |
| 2019 0401      | Martin Highwolf   | General Public                       | To whom it concerns The last thing we need is expanding the freeway. The construction will be a nightmare and a lot more carbon will be produced with this proposal. This is a bandaid solution to a serious problem. We could spend the money instead to expand light rail or streetcars and would probably be much better off. Thank youMartin Highwolf   |                          |
| 2019 0327      | Mary Baumgardner  | No More Freeways                     | <p>Our state should be leading the way forward to reduce dependence on the very outdated, single-car transit system. There are multiple, cleaner, sustainable and forward thinking options.</p> <p>Please reconsider this, part-of-the-problem approach and end march to increase traffic capacity on Oregon's highways. Our children and their children will thank you.</p>  |                          |
| 2019 0325      | Mary Davies       | No More Freeways                     | I am opposed to the expansion of Route 5 in the Rose Quarter. It will not ease traffic congestion and it will add to air pollution next to the Harriet Tubman Middle School, which already has compromised air quality.   |                          |
| 2019 0401      | Mary Locke        | General Public                       | <p>Hello,</p> <p>Please, please, please do not widen the I-5 in Portland. This will not make traffic more manageable and will greatly decrease the quality of life in my neighborhood and beyond.</p> <p>Please, please, please do not widen the I-5 in Portland.</p> <p>Warm Regards,<br/>Portland, Oregon</p>   |                          |

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| 2019 0329 Mary Lou Soscia | Mary Lou Soscia | No More Freeways | I am totally opposed to the freeway expansion. It won't work and it will create more congestion, traffic and air pollution problems in the years ahead. You can't solve a problem by throwing more of the same problem as an absurd solution.1. This project was cause increased air pollution both in the construction and aftermath for a middle school attended by low income children which have been historically and systematically underserved.2. \$500 million can go a long way to address transportation need in East Portland, another historically underserved community and support increased public transportation.3. Decongestion pricing should be instituted before a boon doggle massive concrete project.Please agree to a full environmental impact statement before proceeding with this project. Oregon should be able to do better.  |                               |
| 2019 0329 Mary Ramsay     | Mary Ramsay     | No More Freeways | <p>ODOT - I'm writing to express my sincere concern over the planned Rose Quarter Freeway Expansion. As soon as I heard that this project is based on an assumption that the Columbia River Crossing will still be built, my concern was raised to outright distrust in the process that this proposal is built on. Please pause and take into account a more reasonable assumption based on current status of the Columbia River Crossing. In addition, I'm strongly opposed to the impacts on the pedestrian areas of the East Bank Esplanade. Please consider sharing more information around the impacts and gathering input and feedback from the community to this specific change to our pedestrian options.</p> <p>Thank you,<br/>Mary Ramsay</p>   |                               |
| 2019 0401 Mary Vogel      | Mary Vogel      | General Public   | Please see the ATTACHED version of my comments as some the formatting has disappeared in the inline version below.COMMENTS OF MARY VOGEL/PLANGREEN on the I-5 Rose Quarter Environmental Assessment March 31, 2019I'm Mary Vogel, self-employed planning consultant with my WBE, PlanGreen, whose mission is to address climate resilience through a climate justice lens. I'm also active in the Congress for the New Urbanism, an international multidisciplinary organization that has made its reputation, in part through advocating the removal of freeways that disrupt urban neighborhoods. CNU researchers, along with many other urban researchers, have never found that expanding a freeway reduces congestion, e.g.: Chart from CNU Journal, Public Square article by Norm Marshall 8/3/17 <a href="https://www.cnu.org/publicsquare/2017/08/03/why-urban-freeway-expansion-futile">https://www.cnu.org/publicsquare/2017/08/03/why-urban-freeway-expansion-futile</a> Of course, Oregon Department of Transportation (ODOT) and the folks who wrote the I-5 Rose Quarter Environmental Assessment (EA) know that widening a freeway has never reduced congestion and has often INCREASED it by inducing demand. So ODOT does not call this a freeway-widening project, rather a safety improvement project. That's dishonest, even shameful! To quote economist Joe Cortwright:People are dying. They are dying on ODOT roadways. They are dying in increasing numbers. And yet ODOT is shamelessly trying to use safety as an excuse for squandering half a billion dollars on a freeway widening project where there is little if any threat to human life or well being. It's simply wrong and unjustifiable. . . But there's a time to stand up and say that a public agency, one that is funded by taxpayers, and is expected to work in the general interest, has an obligation to tell the truth, and not routinely engage in deceptive, misleading and dishonest attempts to characterize its pet highway project as a safety priority, while studiously ignoring those parts of the roadway system it manages which kill and maim Oregonians in growing numbers. 3/19/19 <a href="http://cityobservatory.org/odots_big-lie/">http://cityobservatory.org/odots_big-lie/</a> I am distressed by this and other dishonest aspects of the EA as well--such as the traffic assumptions being based on a supposition that the Columbia River Crossing has already been built. That's dishonest, even shameful!Finally, ODOT's failure to include congestion pricing in the EA is a violation of NEPA's requirement to fully consider reasonable alternatives and not discard them without a clearly identified reason. Again, quoting Joe Cortwright: That's tragic, because ODOT's own studies show pricing would be unusually effective in reducing traffic congestion and speeding transit and freight, and reducing emission and would do so at a cost far lower than expensive construction. 3/29/19 <a href="http://cityobservatory.org/the-week-observed-2019-march29/">http://cityobservatory.org/the-week-observed-2019-march29/</a> At a time when Oregon's Global Warming Commission warns that we are not meeting the State's goal of reducing carbon emissions by 20% of 1990 levels by 2040, solely due to the increase in driving, I am truly baffled that ODOT would put out such an inadequate EA and expect Oregonians to trust them. I really don't trust them--do YOU? | 2019 0401 Mary Vogel_ATT      |
| 2019 0401 Mary Wahlquist  | Mary Wahlquist  | No More Freeways | I am opposed to the freeway expansion. I believe this money could be better spent on climate change issues. Portland certainly doesn't need more traffic congestion & carbon monoxide pollution. Please reconsider this expansion.<br>Thank you   |                               |
| 2019 0401 Matchu Williams | Matchu Williams | General Public   | Re: Oregon DOT I-5 Rose Quarter ExpansionRelease a full Environmental Impact Statement (EIS) for the Rose Quarter I-5 expansion. The impacts are multiple and have not been fully disclosed within the Environmental Assessment. I respectfully request that three scenarios of analysis be conducted.1) Analyze what impact value pricing will have on traffic demand projections on I-5, I-205, and I-84 under a no build scenario of the Rose Quarter expansion. 2) Analyze transit prioritization throughout the Rose Quarter including dedicated rail/bus lanes along Broadway and Wielder within the Portland Street Car A Loop and B Loop.3) Analyze removal of I-5 south of the I-84 interchange including termination of the Marquam Bridge span across the Willamette and route alignment of I-5 within a buried or tunneled I-405 with full caps through downtown Portland.Improve outreach and information sharing with community   | 2019 0401 Matchu Williams_ATT |

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|                             |                   |                  | <p>partners to reduce negative impacts to disproportionately affected populations. Informed decision making results in better project outcomes. Agency coordination with Metro will strengthen project design and produce results that are inclusive of all uses within and through the Rose Quarter. Coordination with Metro Government is encouraged in addition to the existing partnership with the Portland Bureau of Transportation. Coordinate with Portland Public Schools to reduce the impacts of increased emissions to vulnerable, developing schoolchildren at Harriet Tubman Middle School and reduce classroom disruptions due to increased noise exposure. Current project plans include the addition of auxiliary lanes and will impact the Eastbank Esplanade beneath the interface between I-5 and I-84 eastbound. Invite Portland Parks and Rec to strategize beforehand what impacts sun obfuscation will have upon the plant life along the impacted segment and work together to mitigate the harmful impacts of reduced sunlight, increased emissions, and heightened noise. Thank you for the work into making the Rose Quarter Expansion a world class project that future generations will warmly look back upon. I look forward to the full Environmental Impact Statement and eagerly await the results that increased outreach with community partners including Metro will produce. Sincerely, Matchu Williams 2019 April 1st</p>   |                          |
| 2019 0326 Mathew Lippincott | mathew lippincott | No More Freeways | <p>To Whom it May Concern, I am writing to oppose the Rose Quarter Freeway expansion. Expanding opportunities to drive through downtown will significantly increase exposure to particulate pollution and increase the carbon intensity of Portland's transportation system without any fact-based benefits predicted. Before moving forward, a full environmental impact review must be released to the public examining how increased emissions will affect local residents and the students at Harriet Tubman Middle School. No other city has managed to reduce congestion through freeway expansion, and believing Portland can buck this trend is not sensible. Your own consultants at WSP predicted no benefit. The unpredictable nature of traffic exerts economic costs that must be abated on all roads into Portland. I do a multi-modal commute to Tualatin from Northeast Portland by bike and bus (the 96). It is a 45-minute commute if there is no traffic, but can stretch to an 1:15 or 1:30 when the roads are clogged with single-occupancy vehicles. Expanding the freeway at the Rose Quarter will do little to alleviate the congestion on my commute. The expansion will disrupt my bike route during construction, and likely permanently increase my time to downtown by eliminating the Flint Avenue crossing. Decongestion pricing is the answer; charge road users for their road usage. The people stuck in traffic (like myself) during rush hour have higher than average incomes, and can afford to pay to get to their destinations not just quickly, but predictably.</p>  |                          |
| 2019 0401 Matt Lucas        | Matt Lucas        |                  | <p>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?</p>  |                          |
| 2019 0401 Matt Glidden      | Matt Glidden      | No More Freeways | <p>I'm a homeowner in North Portland who gets around by driving, biking, walking, and using public transportation. I am against the I5 Rose Quarter expansion project. I believe this money would better serve Oregonians and Portland residents by investing in non-car transportation enhancements. Let's toll I5 around Portland (at all exits and at the state border, to not add cut-through traffic on city streets) before, or instead of, adding capacity to the freeway. Decongestion pricing could be an effective deterrent to non-essential driving. Adding capacity to the freeway will only induce more drivers to use it, as demonstrated by every other highway expansion project around the country. More driving will increase our carbon emissions from transportation, which are already way too high. Instead of spending hundreds of millions of dollars to damage our environment, this money could make a huge impact in improving other modes of transportation that could be made safer and more reliable, while being much less carbon-intensive. Generations to come will thank us. The enhancements for bicycle riders and pedestrians included in the project are lackluster. Removing the Flint Ave crossing while spending large sums on new poorly designed bridges that will be under-used is a waste. Much more effort should go into making these modes of transportation easier, and significant improvements could be made to our public transit system to make buses and trains work faster and more reliably. Making lids over the freeway is a great idea, but as proposed, building them without the ability to place new development on top is a huge missed opportunity. Albina Vision represents a look at this future part of the city. The I5 Rose Quarter project makes that impossible. Expanding the freeway to further cover over parts of our cherished Eastbank Esplanade is unacceptable. This vital route for transportation and recreation while enjoying nature would be irreparably tarnished by having even more loud freeway noise, air pollution, and ugly shadows cast over people enjoying the Esplanade. As the public comment period has gone on, details from the Environmental Assessment slowly trickled out, as experts and researchers finally gained access to more information. This is unfortunate, and has been inadequate to get a real look at what the project is really proposing. I think we need a full Environmental Impact Statement to fully analyze the positive and many negative aspects of this project as currently designed. Let's not rush this project that residents and taxpayers will be stuck with for decades to come.</p> |                          |
| 2019 0326 Matt Kelly        | Matt Kelly        | No More Freeways | <p>I am deeply opposed to this project. It saddens me to see us invest in a project that will further climate change, slow transit, encourage more single-occupancy driving, and pollute our air. Decades of experience indicate that additional driving lanes (regardless of whether they are auxiliary lanes, add-drop lanes, ramp-to-ramp lanes, or whatever you call them) encourage more driving. This will negate any time savings that could potentially result from the added lanes. I understand that this project is also intended to improve travel safety. Safer travel is a laudable goal, but the project area rarely experiences crashes that result in serious injuries or deaths; meanwhile, we have many streets (including others owned by the Oregon Department of Transportation) with outdated designs that kill or seriously injure people on a regular basis. I am also unpersuaded by the proposed freeway lids. If we are serious about</p>  |                          |

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|                          |                |  | reconnecting the community split by Interstate 5, we should completely enclose (or eliminate) the freeway so that Portland's city grid can seamlessly flow across the highway. As proposed, the disjointed, jigsaw-puzzle lids provide little opportunity for reconnecting the community. A full Environmental Impact Statement should be completed given the issues raised by this misguided project. Thank you.   |                           |
| 2019 0312 Matt Kindall   | Matt Kindall   | General Public                                       | Have any of you people ever even driven I-5 in the afternoon? \$500,000,000 and you aren't even going to TOUCH the area north of the Fremont where the REAL traffic starts. I'm no rocket surgeon, but that doesn't add up.   |                           |
| 2019 0325 Matt Meskill   | Matt Meskill   | No More Freeways                                     | Highway expansion is climate denial. Put this money toward dedicated transit lanes, more transit, cycling and pedestrian improvements, etc. We need to get people out of cars not expand a highway!   |                           |
| 2019 0307 Matt Morrissey | Matt Morrissey | Eliot Livability Team                                | 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.   |                           |
| 2019 0322 Matt Ransom    | Matt Ransom    | Southwest Washington Regional Transportation Council | RE: COMMENTS for I-5 Rose Quarter Improvement Project Environmental Assessment<br>On behalf of the Southwest Washington Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for Clark County, Washington, I am submitting the following comments in response to the published I-5 Rose Quarter Improvement Project Environmental Assessment. RTC endorses the development and implementation of the I-5 Rose Quarter Improvement Project which has been evaluated in the Environmental Assessment. As proposed, the project improvement is forecast to provide compelling safety, travel time, and multi-modal improvements within the project limits. The project outcomes can serve to benefit regional transportation system mobility within the Portland/Vancouver bi-state metropolitan area. Beginning with the Portland/Vancouver I-5 Trade Corridor Study (1999) and reinforced in the Portland/Vancouver I-5 Transportation and Trade Partnership Strategic Plan (2002), regional leaders and public and private partners have endorsed Plans and supported strategies which address regional bottlenecks along I-5. Specifically, these precedent Regional Plans identified a need to pursue a phased approach to addressing freight and passenger mobility in the I-5 Trade Corridor. Each Plan identified the need to eliminate two-lane bottlenecks at numerous locations along the I-5 corridor. Since that time, regional partners have completed commitments to eliminate 2-lane bottlenecks at locations in both Washington, such as I-5 between 99th Street and I-205 Interchange, and in Oregon on I-5 at Delta Park. Now, the region has the opportunity to improve another regional bottleneck at the I-5/Rose Quarter vicinity. To that end, the RTC is supportive of ODOT's current effort to fulfill these regional Plan implementation commitments. Sincerely, | 2019 0322 Matt Ransom ATT |
| 2019 0327 Matt Roberts   | Matt Roberts   | No More Freeways                                     | This project is a bad idea and won't benefit anyone. There are a lot of different ways to make our city and its traffic better and this is not it. Go spend my tax dollars on something better.   |                           |
| 2019 0327 Matt Stewart   | Matt Stewart   | General Public                                       | To Oregon Department of Transportation, Please cancel all plans to continue with the I-5 Rose Quarter Freeway Expansion in Portland. There are so many reasons to not move forward on this project. In all of your public meetings you've seen the outcry from the community who does not want, does not need, and will be actively harmed by this project. Please listen to us. We have 11 years to substantially reduce our carbon emissions, and investing in infrastructure that incentives more Vehicle Miles Driven is the opposite of this goal. Freeway widening has never decreased travel times, it only amplifies congestion. Congestion and the associated pollution will only worsen the air quality around Harriet Tubman Middle School. The PPS Board has made it clear that they do not want more traffic near this important and underserved school. The cost of air quality filtration systems means less money can be spent on helping these students. Furthermore, ODOT as an institution has been hiding the data necessary for the public to make an informed decisions. On this 45 day public comment period, the full Environmental Report was delayed for weeks. Now with only a few days left, and only under threat of a lawyer, have you release the architectural drawings you claimed did not exist. These renderings show additional construction impacts to the Willamette River, and a severe lack of planning to accommodate non-freeway travel. Please begin to consider Decongestion Pricing long before you implement any more investment that will harm our planet and our communities. Thank you<br>Portland, Oregon<br>National Board Certified Science Teacher – PPS   |                           |
| 2019 0305 Matt Swetnam   | Matt Swetnam   | No More Freeways                                     | I'm writing to oppose the widening of I-5 at the Rose Quarter. At a time when public infrastructure funds are scarce and needs are great, this project simply doesn't make sense. Study after study has shown that these type of freeway expansions aren't solutions to traffic -- just look at the massive widening of I-405 in Los Angeles, which hasn't reduced traffic even in the few years immediately following the project's completion. Beyond this, investing in automobile infrastructure will actively set back Oregon's efforts to reduce carbon emissions. Finally, if an automobile-centric project must be completed on I-5, the obvious choice is a replacement of the Interstate Bridge, including a light rail link to Vancouver, which would both repair an unsafe bridge and give commuters from Clark County a real alternative to driving. Just imagine how absurd it would be if Oregon expanded I-5 in the Rose Quarter, only to watch the Interstate Bridge crumble in an earthquake a year or two later -- then all of that investment would be truly wasted. There are so many other worthy projects that would reduce traffic, reduce emissions, increase transit access to underserved communities and thus promote equity, and help maintain the quality of life that people love about the Portland area. Given this, the I-5 widening project should not move forward. Thank you for your consideration, Portland, OR  |                           |

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| 2019 0331<br>Matthew Arnold     | Matthew Arnold     | General Public   | I am writing to express my grave misgivings regarding the proposed freeway expansion projects in our region, including that of Interstate 5 in the Rose Quarter. I do so as a former Chair of the City of Portland's Bicycle Advisory Committee, a former member of the N/NE Quadrant Plan Steering Committee, and a former member of the I-5 / Rose Quarter Project Community Liaisons Group. (Although my company has not taken a formal position on this matter, I should also state as a means of further establishing my own credentials in this matter that I am the Director of Urban Design + Planning for SERA Architects, Inc. based here in Portland.)In my previous testimony (both written and verbal) to this Council, I have never formally endorsed these freeway projects, but working from the assumption that the freeway investments were a fait accompli had encouraged both Council and City staff to focus on those aspects (particularly of the I-5 / Rose Quarter project) that would improve livability and alternative mobility options for Portland residents. At the times of my previous testimony even as a member of one or more of the aforementioned public committees I was not in possession of the research findings regarding the air pollution and congestion that will result from these projects. Nor was I fully aware as we should now all be of the full and impending dangers we face from climate change. It was enough for me during those times to focus on the bicycle and pedestrian improvements that I believed would be of benefit to our community. While I still believe and perhaps believe even more strongly today that investing in our bicycle and pedestrian infrastructure should be of paramount importance, I no longer feel that those investments should be tethered to or contingent upon roadway projects that themselves will be detrimental to the health of our citizens and our community. (I am also very, very concerned that were the I-5 / Rose Quarter project to proceed the bike/ped infrastructure will be the first to be value-engineered out.) I understand that there is immense pressure on you from a variety of stakeholders and interests including from the State or Oregon and the freight community but I urge you to reject expanding our freeways and instead to invest your time and creative problem solving on those things that will truly improve the quality of life for Portlanders. Thank you for your consideration, Matthew Arnold cc: Roger Geller, City of Portland Bicycle Coordinator Michelle Marx, City of Portland Pedestrian Coordinator Jessica Horning, ODOT Bicycle and Pedestrian Program Manager | 2019 0331 Matthew Arnold_ATT |
| 2019 0331<br>Matthew J. Brown   | Matthew J. Brown   |                  | To Portland and Oregon Leaders. I am emailing you today to express my opinion of the ODOT I5-Expansion project.I DO NOT support this project in its current form.A full environmental evaluation needs to be conducted on any expansion of the I5 corridor through Portland so we as a community can understand the impacts.I ask you to not support this expansion project.Thank you.Matthew J. Brown   |                              |
| 2019 0401<br>Matthew J Hall     | Matthew J Hall     |                  | 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.   |                              |
| 2019 0325<br>Matthew Celentano  | Matthew Celentano  | General Public   | Greetings -<br>I write to register my opposition to ODOT's plan to widen freeways through the Portland metro area, among other projects.<br>Widening our freeways will not improve congestion. I have been a Portland resident for 25 years, and commute to work in Tigard. I take I-5 through the Rose Quarter every weekday. I would love congestion relief on my drive home, but adding lanes to the road will not accomplish that goal. Congestion pricing is interesting, but I am concerned about issues of equity in that scenario.<br>I would like to see the money ODOT has planned to use for expansion to be spent on improving public transit in the region. Not just the city but the region.<br>Improved bus service would be at the top of my wish list.<br>Thank you.<br>-Matt Celentano   |                              |
| 2019 0313<br>Matthew Kane       | Matthew Kane       |                  | I'm concerned about the negative impact this project will have on the air quality for the neighborhood, especially for the children. Please consider the health of the human beings, plants, and animals that this project would be negatively impacting   |                              |
| 2019 0402<br>Matthew Loudermilk | Matthew Loudermilk | No More Freeways | The NE Portland community has already endured a long history of discrimination and negative impacts of various freeway expansion projects -- many have resulted in issues which the city is only now working to mend. Among other issues, the freeway expansion will inevitably result in an increase in air pollution -- an issue especially critical considering the proximity of nearby schools and community amenities.Freeway expansion routinely results in similar levels of congestion while only adding more cars -- and more emissions -- into the communities and the environment. If Portland is truly going to continue to live up to the idea of being a leader in urban transit, it is imperative we find more effective, accessible, and sustainable ways to navigate our city -- not just fill it with more cars.   |                              |
| 2019 0225<br>Matthew            | Matthew Meskill    |                  | 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   |                              |

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| Meskill                        |                   |                  | Century highway widening should never be on the agenda.  |                          |
| 2019 0328<br>Matthew Miller    | Matthew Miller    | General Public   | It has become increasingly clear that both the public process and the technical analysis of the proposed 'improvement' have critical flaws. Flaws that make ODOT legally liable for deficiencies in public process, and it's consultant for technical analysis. ODOT has not been compliant in releasing information necessary for public comment, and persons in positions of authority (and reasonably expected knowledge) have been duplicitous about the existence of certain critical data-sets that it required the threat of legal action to secure the release of. Nor has the technical analysis been of an acceptable standard: it reflects neither the state of the art, nor the state of the practice. The state of the art (Ewing et al 2014: Structural Equation Model of VMT in US Urbanized Areas) clearly demonstrates a strong correlation between freeway lane miles and vehicle miles traveled. Regarding the State of the Practice, the shape of the VMT line in the graph makes it appear alarmingly clear that ODOT's consultant has simply projected forward VMT counts on a single facility, without accounting for diversion to other routes, other times, and other modes. This is exactly the sort of technical issue that travel demand models were developed to overcome. That only hourly traffic volumes, rather than industry-standard AADT volumes were reported supports this conclusion. Regarding the assumed bridge noted by City Observatory ( <a href="http://cityobservatory.org/theres-a-3-billion-bridge-hidden-in-the-rose-quarter-project-ea/">http://cityobservatory.org/theres-a-3-billion-bridge-hidden-in-the-rose-quarter-project-ea/</a> ) and the State of the Practice: While it is reasonable and proper to include the effects of other transportation improvements in the analysis (such as a certain bridge), it is also reasonable to include proper characteristics of those improvements. Ie, a tolled versus untolled bridge. I note with some concern ODOT's failure to engage in 'value engineering'. Rather than minimizing the required right of way and associated bridge construction costs through the use of narrow shoulders, ODOT has instead based it's analysis on wide shoulders. Given a long history of the conversion of shoulder space into 'auxiliary' lanes over time, it seems suspicious that ODOT is providing ROW in excess of projected need, at substantial public cost. Respectfully, Matt Miller Transportation Planner PhD Student, Metropolitan Policy, Planning and Design. |                          |
| 2019 0401<br>Matthew Moore     | Matthew Moore     | No More Freeways | Hello, As a human being and soon-to-be engineer I beg you to please heed the voices of reason and logic. A freeway expansion is a bad idea for the all the reasons you have heard and read. From the most basic perspective single-serving car commuting is such an incredibly inefficient mode of transportation for a high-population city. There are so many examples of working infrastructure that should be considered before jumping into a disaster such as this. Please do not betray us all!   |                          |
| 2019 0328<br>Matthew Subotnick | Matthew Subotnick |                  | I absolutely SUPPORT the freeway expansion!! It's long past due. As vehicles turn to electric and transition to autonomous, we will need the roadway and especially freeway capacity to allow trade to flow through the I-5 corridor.  |                          |
| 2019 0401<br>Matthias Arnason  | Matthias Arnason  |                  | I am a Portland resident residing in the Hollywood area that uses the highway segment where expansion is planned on a regular basis. Although well intentioned, I oppose undertaking the highway expansion (including "ramp to ramp" lanes) for a variety of reasons:<br><ul style="list-style-type: none"> <li>- the environmental assessment is plainly misleading, and the expansion would worsen conditions for a middle school where air quality is already unacceptable</li> <li>- expanding the freeway will simply induce demand, putting us back where we started and worsening conditions in other parts of the highway system</li> <li>- the goals the project seeks to achieve are better realized with simpler, less expensive methods like congestion pricing</li> <li>- the expansion would significantly degrade the quality of the East Bank Esplanade, currently a treasure</li> </ul> In the situation we find ourselves in, it is frankly irresponsible to further focus on private, individual vehicle transport.<br>Thank you for your time and attention.   |                          |
| 2019 0401<br>Maureen Andersen  | Maureen Andersen  | General Public   | Things I think need to happen as this proposal moves forward: ODOT needs to do a full environmental impact statement on the project. Shouldn't the emphasis in this city be on smart transportation like light rail and bus lines rather than bringing more single commuter vehicles that will get caught in traffic jams and then need to park? The environmental impact needs to be examined in a meaningful way. Thank you.   |                          |
| 2019 0331<br>Maureen O'Neal    | Maureen O'Neal    | No More Freeways | Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent \$1.6 BILLION on a freeway bottleneck widening project only to find it made traffic *worse.*  |                          |
| 2019 0327 max ogrady           | max ogrady        | No More Freeways | as someone who drives on this part of the highway regularly I really think this is one a terrible solution to the problem. to combat congestion we shouldn't be promoting more driving, anyone who honestly wants to fight traffic instead of just lining their pockets would be trying to increase funding of public transit. all this sounds like is a bad joke.   |                          |
| 2019 0219 MB SG                | MB SG             | General Public   | Hello Project Managers, The resolution for the congestion and crashes on I-5 is to make it a standard interstate highway like all other cities. What other city has a major interstate that has only two lanes in its densest area? None! From Swan Island through the 1-205 connector near Nyburg, I-5 needs to be three lanes. From Swan Island until past the Terwiliger Curves, at a minimum, 1-5 needs to have a beltway with a three-lane highway. You can accomplish this by  |                          |

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|                                  |                     |                     | either a double-decker highway over the existing 1-5. This would keep the existing 1-5 for surface street access to the Rose Quarter/Downtown Portland area. The upper deck would serve the majority of the thru-way traffic that has no reason to stop in the Rose Quarter or Portland. The current highway creates these ridiculous bottlenecks for this reason (in addition to death-defying entrance/exit ramps that are too close together that you will be addressing). I've never seen these kinds of ramps and I've driven in metro areas in 44 states. What other city Portland's size or larger has a major interstate that has only two lanes? All of the crazy 'Exit Only' lanes force drivers to merge into two lanes. I've never seen this before and it's dangerous and creates a lot of pollution for all the stuck traffic. Please examine cities like Cincinnati, Des Moines, Atlanta, Indy and others that use a beltway or circular loop to divert thru-way traffic. Sorry, Portland, but I rarely have a need to visit you or the Rose Quarter. I always get stuck sitting in this traffic when I need to go well beyond downtown Portland, and this is true for the majority of the drivers. Sincerely,   |                          |
| 2019 0331<br>Meara Reed          | Meara Reed          | General Public      | Me and my husband HATE the Rose Quarter Expansion. It will only pollute our city more bringing more noise and fumes. Induced demand has been studied for more than half a century, how is it that ODOT does not grasp this concept? We will make sure to vote against Kate Brown and Ted Wheeler from now on if this project goes ahead.  |                          |
| 2019 0401 Meg<br>Cotner          | Meg Cotner          | No More<br>Freeways | I oppose the Rose Quarter freeway expansion. It's an open secret that adding more lanes will not reduce congestion. It will add noise, air pollution, and takes away from quality of life. Other options should be considered, like decongestion pricing. And making alternative transportation easier for all. Let's be smart about this - don't make the same mistakes so many other cities have made. Thank you.   |                          |
| 2019 0311 Meg<br>Ruby            | Meg Ruby            | No More<br>Freeways | I am writing to express my concern in opposition to the proposal to expand I-5 by adding one lane of traffic. Expanding freeways is not an effective strategy for reducing congestion. ODOT has failed to make the case for why this project should move forward. ODOT should fully evaluate proven strategies such as congestion pricing and investment in public transportation before spending a half billion dollars to expand a short stretch of highway. The project is entirely at odds with the City's Climate Agenda. 40% of Oregon's emissions are from the transportation sector. We need to focus on strategies that reduce dependency on cars, not perpetuate 1950s style highway projects. At the same time that ODOT is proposing to spend nearly half a billion dollars on expanding I-5, the region continues to neglect serious road safety problems in East Portland. The project will increase air pollution in the backyard of Harriet Tubman Middle School, which already has some of the worst air quality in the state. For a project with an estimated cost of over \$500 million, we feel the projected community benefits are just not there - while the opportunity cost of using these funds shelves other deserving projects with tangible safety improvements or opportunities to decarbonize our transportation system. Sincerely,  |                          |
| 2019 0222<br>Megan Horst         | Megan Horst         |                     | 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.   |                          |
| 2019 0326<br>Megan<br>Leatherman | Megan<br>Leatherman | No More<br>Freeways | I live in Portland and am opposed to the proposed expansion of I-5. I moved from Eugene a few years ago and currently live right next to I-205. Every day, I feel concerned about what I'm breathing in and what I'm subjecting my two-year-old daughter to by living here. As a parent and someone deeply concerned about climate change, I urge the leaders at ODOT and the Portland City Council to take a long-term view and really consider what it is you would be implementing with this freeway expansion. My daughter doesn't need a bigger freeway. She needs a city with clean air to breathe. Thank you,  |                          |
| 2019 0223<br>Megan Pearson       | Megan Person        | No More<br>Freeways | I am a medical transportation provider living in Portland and working in Milwaukie, and I don't own a car. What I do every day at work is drive youth and adults, many who would be unable to use public transit. I can get around without a wider freeway, and so can Portland. I myself do not own a car. Living in Portland is easy without one. How long are public funds going to be put without public approval into processes that speed the degradation of our natural systems, increasing the frequency of extreme weather events like wildfires. Have you been living in this cloud of smoke that descends over our valley year after year in summertime? Rethink this investment; there will be no public outcry if this project does not go through. The public will be forced to adapt to our need to reduce emissions; we have the choice to facilitate that transition or wait, but we do not have a choice to continue increasing emissions without consequences. Rethink the project. Thank you.   |                          |
| 2019 0307<br>Megan Stratman      | Megan Stratman      | General Public      | Hello, I fully support this project as proposed. It is essential to ease congestion on the freeway to keep cars on the freeway instead of cutting through the neighborhoods. The neighborhoods have become very unsafe due to aggressive drivers trying to avoid congestion on I-5. This makes alternative modes to driving (Eg, biking and walking) feel extremely unsafe. If the cars stayed on the freeway, I would be far more likely to bike commute. As of now, I simply don't feel safe. I drive I-5 between North Portland and the Lloyd district every work day. It's clear to me the congestion is driven primarily by the interchanges and off/on ramps. The proposed auxiliary lanes should really mitigate this and make the freeway more accessible and used by commuters, which will take them off the local streets and make those areas once again safer for cyclists and pedestrians. The proposed caps and additional bike lanes and sidewalks will make inner NE much more user friendly for peds and bikes. Right now, it's extremely chaotic. The proposed extended on ramp to I-5 south is great as that will further reduce aggressive driving on Broadway/Weidler. Right now, there's simply not enough capacity for cars to get on and off the freeway, and to commute at a reasonable speed on the freeway. Keeping cars moving will also keep carbon emissions down due to less idling. Also, the |                          |

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|                                   |                      |                      | state's forthcoming carbon cap and trade will spur additional electric cars, making the concerns about CO2 even less relevant. Please continue with the proposed enhancements to this area. This is a critical part of the city and desperately needs updates to accommodate the significant growth in population in recent years and the fact that Portland is along a major north/south freeway connecting the west coast.   |                          |
| 2019 0316<br>Meggan K Odell       | Meggan K ODell       | No More Freeways     | Hello,<br>I am a parent, homeowner, and PSU student in Portland. I vehemently oppose the freeway expansion. It will not help traffic and it will put more cars on the road. Invest this money in public transport!   |                          |
| 2019 0331<br>Meghan Hawkins       | Meghan Hawkins       |                      | The Rose Quarter Freeway Expansion should not happen and frankly should never have been seriously considered in the first place. The air quality issues in Portland combined with the fact that no highway expansion EVER has solved the issue of congestion make this a big NO. The easier you make driving, the more people drive, so congestion issues remain. We are at a time in history when it is our responsibility to do things differently or die. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. Additionally, I want to see a full Environmental Impact Statement before I would even begin to consider a proposal like this. |                          |
| 2019 0321<br>Melanie Parker       | Melanie Parker       |                      | Expanding the freeway through the Rose Quarter won't fix the congestion. Fixing public transit and expanding service from buses and the Max will do more than adding lanes.  |                          |
| 2019 0301<br>Melba Dlugonski      | Melba Dlugonski      | No More Freeways     | It's clear we can't reduce traffic by making more space for it. Money should be spent instead on reliable public transit. In planning these projects, does anyone calculate how this looks in another decade, when climate change will have reset every metric we're using? If we exhaust our budgets for business as usual, we will be left without the infrastructure to live more locally and equitably.  |                          |
| 2019 0329<br>Melba Dlugonski      | Melba Dlugonski      | No More Freeways     | I understand that to mitigate climate change enough to maintain civilization, we have to make extreme changes in the way we do everything. Climate change must be considered first when solving other problems.<br>To respect our leaders and their experts, ordinary people need to see plans that are deeply considered at all levels not handed off to engineers and number crunchers.<br>I think there are many more useful things to spend money on than more of what's killing us.<br>By the way concrete is the second most carbon intensive human activity.  |                          |
| 2019 0331<br>Melelani Sax-Barnett | Melelani Sax-Barnett | No More Freeways     | This project would be a massive waste of money that would be better spent elsewhere, where we really need it: new sidewalks and better active transportation infrastructure in poorly-served parts of the city. Instead, this makes pollution worse and makes congestion worse (both during the inevitable long construction period as well as afterwards), close to an area that has a vulnerable community of kids. Please don't do it!! There are so many better ways to spend this money, and it goes clearly against the city and region's environmental goals. As a parent, I fear every day for my child's future if we don't change how people get around -- and this project just encourages more of the wrong behaviors. Thank you,  |                          |
| 2019 0401<br>Melissa Haggerty     | Melissa Haggerty     | No More Freeways     | Good morning,<br><br>I am a Portland resident writing with some questions and concerns about the Rose Quarter project.<br><br>I am expecting my first child this month and my worry is that this project will bring more traffic and pollution to the central city in his lifetime.<br><br>I request that ODOT perform a full environmental impact statement.<br><br>I would also like to hear back from ODOT on the following items:<br><br>- how did you decide this project would not have a disparate impact on disadvantaged communities?<br><br>- why hasn't your model for future traffic patterns expressly included the induced demand that projects like this result in?<br><br>Thank you,   |                          |
| 2019 0401<br>Mercedes             | Mercedes Elizalde    | Central City Concern | 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   |                          |



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|                               |                  |                  | <p>briefly to or through it. Freeway expansion only deepens our multitrillion-dollar investment in personal autos, an inherently energy-inefficient transportation mode, at a time when we desperately need to be using every available dollar to permanently improve energy efficiency in the transportation sector, or condemn our children and grandchildren to ever-deeper environmental catastrophes and battles for scarce resources. But maybe electric cars and smart grids will finally transform the sector and nobody will have to change their automotive habits after all. If the project were free, maybe all those maybes would be worth the risk. Unfortunately, the proposed Rose Quarter expansion is not free. Spending \$500 million to slightly improve travel-time reliability on a small stretch of Portland freeway and create a few public spaces of dubious quality is nowhere close to the list of Oregon's most important transportation needs. That \$500 million would completely transform ODOT's urbanized orphan highways like Powell and 82nd - streets where cars kill, maim and crumple with far more impact than the occasional fender-benders on this little stretch of freeway. The \$500 million could be the local match to major investments in bus transit -- a mode that gets more efficient, not less, as more people use it. It could prepare crucial bridges to better withstand our coming earthquake -- for example, the Interstate Bridge whose seismic safety ODOT was so concerned for a few years ago. In every other context, \$500 million is a mind-bogglingly large sum of money that Oregonians would dream of using for more important things that would make larger differences to our lives and those of our children. In many other contexts, \$500 million would move our planet slightly closer to the peace and prosperity I want my son and his peers to enjoy in their lifetime. Instead, this \$500 million will probably move our planet slightly further toward war, despair and centuries of recriminations against this generation of humans. To focus on climate change for a moment: it's heartbreaking to me that so many state and local officials must understand this last part, but have come up with rationales for pushing this project forward anyway. I wonder if they've considered the permanent damage these pen scratches and keystrokes might be doing to their own souls. No more freeways. Please.</p>   |                          |
| 2019 0327<br>Michael Barrett  | Michael Barrett  |                  | 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.  |                          |
| 2019 0401<br>Michael Espinoza | Michael Espinoza | No More Freeways | I am a regular user of I-5 and I'm very concerned and in opposition to what the Rose Quarter Project proposes. It's so called "improvements" are not improvements for everyone. Our money would be better spent on improving public transportation, walk-ability, and bike-ability. Those factors are what make for a great community - not cars and trucks driving through. Freight has the option to drive around on the I205- designed as bypass that doesn't go through the city. Congestion as it is can be frustrating but it also encourages people to consider other modes of travel. With improved highways- comes increased use through induced demand. We want to make our city better not more polluted with sound, noise, reduced air quality. I am in favor of tolling I-5 to reduce demand and solve our traffic woes. Thank You,   |                          |
| 2019 0225<br>Michael Fanuzzi  | Michael Fanuzzi  | No More Freeways | I am writing to express my opposition to the highway expansion project for several reasons. But first, you should know that my family and I do own a car and use I5 and 84 very frequently. Any alleviation of the traffic we have to endure on those roads would be most welcome. An expansion is not going to achieve this, as both your own research, as well as evidence from other analogous projects across the country can show. Indeed, we moved here from a place that completed a massive highway expansion a few years earlier (Staten Island, NY). Not only did this run massively over budget and cause years of widespread pain, but it did not even accomplish what it intended to. The highway remains clogged as ever; the choke points have simply shifted slightly. It is unreasonable to expect anything different from this. And in the meantime, you will be removing one of the most important bike lanes for inner east side commuters: Flint. I biked this route every day for years, even if it was perhaps less direct than Vancouver or other alternates, it was undoubtedly the safest option due to its relatively protected and sane intersection at Broadway. Maybe an alternate will eventually be created, but these are the things that tend to get lost in the shuffle, and frankly I am not convinced the seriousness of this is understood or prioritized. Again, here the prioritization of car users is inequitable. And all of this is coming in a time when we cannot ignore the realities of climate change. Car transit is a legacy of the past that we need to move away from. And yet. We are in one of the many pockets of Portland that are just far enough from a MAX station to make it impractical. How many new MAX stops could \$500 million build?!? If people such as myself in a very affluent and close-in part of the city are still not being properly served by transit, what hope is there for those who live further out? Driving into the city during off-peak times is a breeze. This would lead me to believe that the majority of traffic is from daily commuters. The fact is, there is no major city in the world in which commuting via driving is easy. This is by design! The solution to commuter traffic is not to make driving easier, it is to give commuters better transit, that enable us to create the city we want to live in, for those who actually live in it. There are so many other things that need to be prioritized: expanding public transit, upgrading out bike infrastructure, creating actual human-scale solutions for the 21st century. This plan does none of that, and I urge you to reconsider. Thank you. |                          |
| 2019 0312<br>Michael Fyffe    | Michael Fyffe    | UBC member       | My name is Michael Fyffe. I'm a carpenter in the UBC, but I also have an engineering degree from Oregon State. Highway construction was one of the classes I had to take in my curriculum I was born on Earth Day and I'm a big environmentalist. The problem that people are not really addressing is the pollution problem that's coming from the internal combustion engines. It's got an expiration date on it. Tesla is coming out with their cars I even got preliminary drawings for converting all internal combustion engines with electrical vehicles. If we look a hundred years out in the future, that's what we  |                          |

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|                                |                   |                  | need to be seeing, that this particular project is still going to be needed for congestion when everything is electric and not an internal combustion engine. Is it a perfect project? No. No project is perfect. But does it address some concerns? Is it balanced? Is it a dichotomy of what was needed for both sides? I've heard wonderful things from both sides of the arguments for this project. But I mean, I like the idea of covering all of I-5, or even the tax, the toll tax. Those are all great ideas from both sides, but preventing this project from going forward is like preventing the first step in fixing it all. You can't fix it all at once anyway. That would be cost preventative. So I like the arguments on the other side of not building the project, but they shouldn't prohibit this project from being the first step in fixing it.  |                          |
| 2019 0317<br>Michael Hashizume | Michael Hashizume | No More Freeways | Hello, I strongly oppose ODOT's I5 expansion project, and hope that the agency will invest its resources in other projects that better match the priorities and values of ODOT and the people it serves. ODOT has been given a powerful mandate to use decongestion pricing to manage traffic on its highways. I think that the agency should seriously consider implementing decongestion pricing before moving forward with this costly I5 expansion project. Every day I see more news stories about how climate change is becoming a more and more urgent problem; about how its effects are more dire than we first thought, about how little time we have, and about how it will be irreversible. At all levels of government, we need to do what we can to draw down fossil fuel infrastructure. Expanding I5 will not serve that purpose. ODOT has done and will continue to do good work. The resources that would be spent on this I5 expansion project would be much better spent on other projects that better reflect ODOT'S priorities and values. Thank you, Michael Hashizume  |                          |
| 2019 0329<br>Michael Hutchens  | Michael Hutchens  | No More Freeways | This is a really poor use of state money. In order to temporarily increase traffic throughput (primarily of trucks not doing business in Oregon), increasing freeway size will worsen air quality for the Willamette Valley, increasing health expenditure, worsen educational prospects, reduce access to housing, increasing homelessness statewide, and take away critical development territory, reducing tax revenue. Why would the state do this?  |                          |
| 2019 0402<br>Michael Kale      | Michael Kale      | No More Freeways | Hello, please do not widen the freeways. Wider freeways are a 20th century solution to a problem when we need to be focused on the alternative transportation systems of the future. We need a lower carbon way of moving people and goods around to remain competitive as a region deep into the 21st century and wider freeways are not it. Thank you for listening.   |                          |
| 2019 0322<br>Michael Klennert  | Michael Klennert  |                  | I agree with your principles, but disagree with the opposition to this project. I grew up in this area then spent a few years in Seattle and 3 years ago returned. The kinds of traffic struggles in Portland are absurd. My commute from Tacoma to downtown Seattle (34 miles) takes the same amount of time it took my wife from Downtown Vancouver to Downtown Portland (9 miles) and the biggest issue is that I-5 going from 3 to 2 lanes near the rose quarter. My wife is in sales and has to drive to various companies in NW and NE and the bus/max lines are not effective enough for her to do her job. Add the volume of people moving here and what happens is people attempting to crowd the city to reduce this affect (my wife and I moved to North Portland primarily because of traffic) housing prices increase, housing crisis continues, gentrifications happens, which I recognize I'm part of that problem. My point is this is all tied, so I agree with the points about HTMS and air pollution, and that needs to be addressed, but if we don't address real traffic congestion from the metro to Portland, we will just see rising home prices and more wealth inequality from metro to city and those most affected are the poor who have been pushed to the metro. Finally, Seattle attempted a toll lane on 405 and the truth of what happened is that those with money pay the toll those without get pushed into even worse traffic. |                          |
| 2019 0219<br>Michael Limb      | Michael Limb      | No More Freeways | Recently moving into the neighborhood of St. Johns, I understand and experience the problems of traffic on I-5 every day. It's terrible. However, since I moved into the neighborhood, I've driven my car more, walked less, and taken public transit way less than I did when I lived in SE. Thinking about this, the solution seems clear: people (like me at least) don't want to take public transit, or walk in these areas, because walkability, public transit, and other modes of transit besides driving a car are just not present in these neighborhoods. This leads to more use of cars, which increases congestion on the freeways. With this freeway expansion, this won't reduce congestion. People will drive more often, and more cars will visit the freeways (causing more pollution). What we need is more investment in alternative transit options (light rail between Portland and Vancouver?) in the neighborhoods of North Portland, and as stated before, more transit options for people commuting from Washington to Portland and back every day. Please consider this, as larger freeways will just cause more congestion, more cars, and more pollution. Thank you for taking the time to read this!   |                          |
| 2019 0326<br>Michael Morrison  | Michael Morrison  |                  | This is a project that prioritizes auto throughput over bicycle and pedestrian safety, while providing no environmental benefit. Recommend the no-build option.  |                          |
| 2019 0304<br>Michael O'Brien   | Michael O'Brien   | No More Freeways | I am writing to express my opposition to widening I-5, until congestion pricing has been implemented. Congestion fees should be tried first.   |                          |
| 2019 0219<br>Michael Orr       | Michael Orr       | No More Freeways | I'm usually wary of arguments that begin "Imagine how much we could do with that amount of money used in xyz different arena," as money has not been and likely would not be allocated that way (Mount Hood Freeway example notwithstanding). But I can definitely say that spending \$500m on a project that will a) only affect a tiny section of road, b) dramatically increase pollution immediately adjacent to a middle school, c) make traffic miserable for years  |                          |

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|                                |                   |                  | during construction, d) ultimately induce more cars and therefore worse traffic/congestion, does not seem like a worthwhile endeavor. Of course I would love to see \$500m directed toward public transit, or education, or literally almost anything else, I'm mostly writing here to oppose the use of that much money to support the expansion of the freeway system. It will not only not help, we'll be spending to make things worse.   |                          |
| 2019 0327<br>Michael Owens     | Michael Owens     | No More Freeways | There is no public benefit to this freeway expansion project. Increases in freeway capacity through projects such as this create greater demand rather than reducing traffic congestion. The result will be greater emissions of air pollutants and greenhouse gasses. The city and state should be spending money to improve the quality of life for residents, including through pedestrian, cycling, and transit projects. Of course, the process toward approving this project has been riddled with disinformation and dissembling from the Oregon Department of Transportation, but even transparent, ethical procedures could not have saved an idea terrible since its inception. I hope the state accepts reality and abandons it.   |                          |
| 2019 0313<br>Michael P         | Michael P         |                  | 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 expansion's 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 it's 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.  |                          |
| 2019 0401<br>Michael Parkhurst | Michael Parkhurst |                  | I am writing to urge you to do all you can to convince ODOT 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. |                          |
| 2019 0312<br>Michael Ryan      | Michael Ryan      | No More Freeways | My primary concern is climate change. This project will only add a huge negative to the climate change issue. It has been amply demonstrated over the decades that if you build it, they will come, i.e., add more freeways and the public will respond by driving more miles, more often. We need people to face up to reality, and drive fewer miles. If future generations are to experience anything close to a decent lifestyle, we must simply alter our present lifestyle to preserve the environment.   |                          |
| 2019 0304<br>Michael           | Michael Westling  | No More Freeways | To those at ODOT making decisions about the future of our city and the people who live here, I am writing to strongly oppose the construction of auxiliary lanes on I-5 through the Rose Quarter. I am extremely concerned about the effort to forge ahead with this huge investment in fossil-fuel infrastructure  |                          |

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| Westling                               |                           |                  | without first pursuing congestion pricing. The fact that ODOT officials have said that congestion pricing was not factored into the environmental analysis for the auxiliary lane project is irresponsible, considering the role tolling would have in reducing congestion in this exact stretch of highway. If you implement congestion pricing and then continue to see traffic jams and crashes along this stretch, then you can come back to the public to ask for support for more lanes (spoiler alert: you won't need to). As the son of two young children, I grow more concerned each day as public officials continue to ignore the reality of climate change and continue planning for infrastructure projects that will expand reliance on personal vehicles. The fact that ODOT is moving forward with this project is an insult to the next generation who will be asking why, in 2019, the state of Oregon spent \$500 million to add lanes to a freeway. Before you move forward, think carefully about whether 30 years from now, you'll be able to honestly tell my kids this was a good idea. Actually, can you honestly tell them now that it's a good idea? And beyond these clear problems with the project, the plans include freeway caps that will not support new construction, a sad excuse for placemaking that will do little to improve pedestrian connections and livability in the Rose Quarter. Instead of taking an opportunity to rectify the harms of past urban renewal projects, this project pretends to make pedestrian connections with steep grades, grass pads along busy roads, and concrete paths to nowhere. Please take the \$500 million for this project and spend it on safety improvements in East Portland. Or give it back to the federal government. Just don't spend it on auxiliary lanes in the Rose Quarter. Sincerely yours, Mike   |                          |
| 2019 0327<br>Michael White             | Michael White             | No More Freeways | The state highway building agency proposing to expand a freeway in the Central City in order to serve freight interests and exurban commuters despite it demonstrably increasing air pollution for for inner city middle schoolers (literally expanding the freeway to the edge Tubman School) is laughable. If this were a movie I'd dismiss it as too unbelievable. It's almost cartoonishly evil.   |                          |
| 2019 0401<br>Michael White             | Michael White             | No More Freeways | I am a City of Portland employee who proudly uses transit as a means of daily commuting to and from work as well as using it to move from CoP office to CoP office to service technology needs. What I see for the metro area is a need for at least 10-20+ percent of daily commuters to clear the roads and commit to changing the environmental landscape in some scant hope of alleviating the climate change coming. Incentives for people to continue to drive through the heart of this city does not meet this vital goal. We cannot on one hand try to open up transit options with the Southwest Corridor plan and contradict that with more freeway lanes on I-5. We must as a city, metro area, and state tow the line and sat not one lane more. Please end freeway expansion here and for all time. If not for us, consider it for generations to come and those who dream of living sustainably in the region for decades to come.  |                          |
| 2019 0401<br>Michela and David McMahan | Michela and David McMahan |                  | Hello,<br>WE strongly oppose the freeway expansion at the Rose Quarter. Air quality, congestion, further disruption to the neighborhood. And the impact on Harriet Tubman school. And cost.<br>Thank you,<br>residents of west Irvington since 1974  |                          |
| 2019 0401<br>Michele E Reeves          | Michele E Reeves          |                  | Hello, I am a national economic development and land use consultant. I happen to be based in Portland, but I work all over the country in every sort of commercial district that exists. There are a few observations I would like to make in ABSOLUTE OPPOSITION to the widening project. First, I am sure you have been inundated with induced demand statistics. I am not going to repeat those statistics. Rather I just want to say that traffic in places where I work with the widest freeways, such as Southern California and Texas, is absolutely terrible. There are no examples where you build yourself out of congestion. Not a single one. So for people like me who travel around the country, I see the widening mistake in action again and again and again. Second, freeways are almost always detrimental to the economic health of the commercial districts adjacent because they prioritize pass through traffic and discourage circulation traffic. Almost all types of commercial districts in our city that would be impacted by this project are dependent upon people circulating, not people passing through. Many of these districts are filled with local businesses. For local and in-city commerce, the slower the traffic goes, the better for local biz. The more the traffic is local and circulating, the better for business. And, if more of that traffic is of the pedestrian or bicycle variety, the better for local business. The proposed changes to the Rose Quarter district will make the areas around it less successful economically, as well as make them worse places to live, all impacting local business. Third, noise and air pollution are very big issues in cities, and aside from the obvious concerns for residential uses and schools, they also have a detrimental impact on businesses that are trying to take advantage of and serve the local economy because noise and air pollution discourage pedestrians, discourage outdoor seating, discourage biking, and the discourage the use of green spaces. More lanes equals more traffic equals more noise and pollution. Center city Portland does not need this. Fourth, The Rose Quarter is a neighborhood that is in the center of the city adjacent to one of our highest income neighborhoods, Irvington. By geography, it should be a vibrant and high value place in the city. Yet it lags behind its geographical expectations because it has suffered at the hands of almost every possible transportation planning fad through the years -- freeway insertion, large event venues with parking craters, on ramps, off ramps, and one way couplets galore. It's actually a poster child for "How to destroy a neighborhood through transportation planning." Widening the freeway would be many steps backward from the progress the district has finally made over the last decade. Fifth, the freeway was placed through diverse neighborhoods in Portland because it was easier than putting it through white neighborhoods. (To |                          |

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|                               |                               |  | see this in action, look at the difference between Good Samaritan hospital in NW Portland and Emmanuel in the Albina neighborhood. The former bowed to pressure from rich white neighbors and were forced to expand up, not create super blocks, and share their parking with the neighborhood. The latter, in Portland's African American neighborhood, bought up property, didn't build, created terrible parking craters, and expanded in a sprawled suburban manner, destroying much of the original commercial district that was around it.) Can we please stop doing this? As a city and as a state we should be entirely abandoning this idea of widening, and instead be putting our resources into creating more economic and housing opportunities for those impacted and displaced by racist land use policies in Portland's past. Sixth, if we make it easier to take transit, walk, bike, or scooter than drive, then people will do all of those things. This is good for business. Good for health. Good for neighborhoods. Good for community. Good for the planet. And maybe people will keep building more housing for all income ranges in the city to meet demand. But, if we make it easier to drive, we will get more people sprawling around our region, driving to work. We have to stop, and now is the time. NO WIDENING. Best, Michele-- Michele E Reeves   |                          |
| 2019 0329<br>Michele Miller   | Michele Miller                | No More Freeways                       | I am writing to oppose this freeway expansion because it will hurt the students at Harriet Tubman Middle School by dramatically lowering the quality of the air these students breathe. Let's look into putting our public funds into alternative transportation that does not hurt our kids and contribute to global warming!   |                          |
| 2019 0326<br>Michele Price    | Michele Price                 | No More Freeways                       | I fully support NO MORE FREEWAYS and highly recommend that Portland strives to become a model city for other US cities—fewer freeways, increased public transportation throughout the Portland area, safe walking and biking. On some days, commuting in Portland is as bad as commuting in Los Angeles. More freeways will not help but will increase congestion and reduce air quality and quality of life. Portland needs to act courageously and with real vision and not make the mistakes other US cities make. I've lived abroad and never missed my car because I simply didn't need it. Portland needs to think long term and not bend to the power brokers who want more freeways. Sincerely,  |                          |
| 2019 0329<br>Michelle         | Michelle                      | No More Freeways                       | I strongly oppose freeway expansion because there's not one single good reason to do it. Cities all over the U.S. have shown that building more freeways means even more traffic, pollution, and harm to the climate. Please take the smart, sage, forward-thinking, healthy, sane, and just route and invest our money into our public transportation system. This is what the community wants to do with our money.  |                          |
| 2019 0219<br>Michelle DuBarry | Michelle DuBarry              | No More Freeways                       | As the mom of a toddler who was killed by a careless driver in 2010, I want to urge ODOT to consider the impact of inviting MORE cars into the communities where families live, walk, and bike. For our safety, for the future of our planet and our communities, please do not spend money on widening freeways. Instead put that money toward improvements in public transportation, and building safe, walkable communities.<br><br>My son died less than 2 blocks from our home, while out on a walk to the grocery store with his dad. Please don't sacrifice the safety of our communities to accommodate more cars. Thank you.  |                          |
| 2019 0329<br>Michelle Marx    | Michelle Marx / Brenda Martin | Portland Pedestrian Advisory Committee | Re: ODOT I- 5 Rose Quarter Environmental Assessment<br>As members of the City of Portland's Pedestrian Advisory Committee (PAC), we are submitting this letter in response to the I-5 Rose Quarter Improvement Project (I5RQ) Environmental Assessment (EA) published on February 15, 2019. Following review and discussion of the Environmental Assessment (EA), as well as a briefing by ODOT and PBOT project managers, the PAC has identified several significant concerns.<br>Cumulative Impacts on Active Transportation & Low Mobility Users<br>The proposed surface street improvements do not provide safety or connectivity benefits for pedestrians and bicycle users. Rather, due to the increase in signalized crossings, longer travel distances, and less direct access, non-vehicular trips (including public transit trips) would experience increased delays compared to current conditions. The local street designs also include numerous vehicle-centric features which present risks to the safety of active transportation users, including double turn lanes, expanded freeway ramps, and wide curb radii at intersections. These designs deprioritize pedestrians and bicycle users, which is in direct conflict with the City's Vision Zero, mode-shift, and carbon emission reduction goals. The project proposes removal of the Flint overpass, one of the busiest bicycle routes in the city due to its low traffic volumes and direct connection to NE Broadway, west of I-5. Neither the proposed Hancock-Dixon Crossing nor the Clackamas Bicycle & Pedestrian Crossing offer comparable connectivity to preferred bicycle or pedestrian routes. According to the EA, the Clackamas Crossing would actually increase bicycle delay to the Steel Bridge and the Eastbank Esplanade, a signature bicycle and pedestrian route. The PAC is particularly concerned about the proposed Hancock-Dixon Crossing's estimated 9- 10% grade, which is not ADA compliant. The steep incline renders the bridge permanently inaccessible to pedestrians using mobility devices or those with limited mobility. The EA does not propose sufficient mitigations for this impact. Further, the construction of new non-ADA compliant facilities sets a negative precedent that rates access for vulnerable and low-mobility road users below that of vehicles. The proposed changes have significant design flaws that do not promote walking in what the committee aspires to be a dense, walkable neighborhood.<br>Air Quality & Public Health<br>The PAC is concerned about the adverse public health impacts this project will have on those who live, work, and travel in the Rose Quarter. Multiple studies have found that pedestrians are significantly more affected by air pollution from engine combustion than those in vehicles. City plans, including the Albina Vision, call for dense residential and commercial development in the project area. The committee does not believe the EA fully |                          |

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|                                |                   |              | <p>addresses the potential that exposure to decreased air quality will have on pedestrians in this urban neighborhood expected to grow substantially in the coming decades. The proposed project area includes Harriet Tubman Middle School, a recently reopened elementary school in a neighborhood which has historically been negatively impacted by urban renewal projects, including the construction of I-5. The school's student body is 43% African-American and more than 70% underserved. The committee is concerned about the significant near and long-term public health impacts the proposed project will have on this particularly young and vulnerable population. An independent analysis conducted by Portland State University<sup>1</sup> warns that the air quality will be so dangerous as a result of this project that students should not be allowed to play outside. The EA does not adequately consider these impacts, nor does it identify sufficient mitigation measures to avoid long-term and irreversible harm to public health. Gaps in Safety Analysis and Associated Methods One of the I5RQ project's primary goals is to improve safety in the project area. The Transportation Safety chapter of the EA cites ODOT crash analysis methods including the SPIS. The committee thinks that this methodology should be reviewed more closely. ODOT does not use the latest methods from the Highway Safety Manual, namely the use of an Empirical Bayes method, for understanding current safety conditions that help control for random events like crashes. Application of these methods would allow project staff to employ crash modification factors to show the change in crashes, by severity, expected in the Build Alternative. This would allow the public to understand how cost effective this project will be at reducing fatal and severe injuries and either justify or oppose the use of safety as a primary goal for this project. Additionally, it is of this committee's perspective that the current safety conditions are not severe enough to use the improvement of safety as the primary goal of the project. From 2011 to 2015, only one fatal injury involving a pedestrian crossing I-5 (1,114 statewide in that period) and six severe injuries (4,691 in that period) have occurred in the project area. The committee does not agree that these numbers warrant safety as the main project goal. Finally, the EA does not consider the safety impacts of traffic generated from this project to conditions on surface streets. Any increase in traffic in the study area would lead to an increase in traffic on facility types. Any possible changes in fatal or severe injuries on these facilities should be accounted for in the EA. The committee believes that the project should use the 2016 ODOT crash file, the most current crash data available. Exclusion of Congestion/Value Pricing The committee was surprised to find that the current EA excludes the potential impact on safety and operations from congestion/value pricing. ODOT and regional partners have been studying the impacts of congestion/value pricing on Oregon Highways, including the Interstate-5 corridor. Information from this work should be included in the EA, to determine how this policy could meet operations and safety goals. It is also important to consider how this project might influence any of the current congestion/value pricing options being considered. Given these concerns, in particular the potential for long-term harm to vulnerable and historically marginalized populations, the PAC recommends ODOT complete a full Environmental Impact Statement (EIS). A full EIS will help the region better understand the public health, traffic safety, and environmental justice impacts of the project on local communities and identify effective mitigation options. As the City's appointed advisory committee, tasked with providing input and perspective on how best to improve the pedestrian experience, the PAC requests representation on any steering committee established to inform the design of the I-5 Rose Quarter Improvement Project. We appreciate the opportunity to provide feedback on the Environmental Assessment for this project. Sincerely, Brenda Martin PAC Co-Chair 1: <a href="https://www.pps.net/cms/lib/OR01913224/Centricity/Domain/4/PSU_Tubmanfinalreport.pdf">https://www.pps.net/cms/lib/OR01913224/Centricity/Domain/4/PSU_Tubmanfinalreport.pdf</a></p> |                          |
| 2019 0330<br>Michelle Medler   | Michelle Medler   |              | <p>I hear the extreme environmentalist point of view about expanding freeways not helping with pollution. I want to agree with them, but I cannot. Portland's freeways (through the rose quarter especially) were built for a small city. We are no longer a small city &amp; we need to grow up and get big city freeways! I have watched the traffic changes here since 1987 when I moved here from Seattle (who had over budgeted &amp; had tall ramps leading to nowhere for my entire childhood, yet they also had the express lane system in place (where an entire freeway level was northbound in the evening &amp; southbound in the morning to accommodate for rush hour coming into Seattle from the north)). Portland's freeway through downtown felt like (&amp; still does) it was going through a town the size of Roseburg Now it feels like we are squeezing the traffic of 1980's Seattle through. I am so tired of budgeting an extra hour every time I want to Vancouver. It's not even predictable like rush hour used to be in the 80's. It's seemingly random when traffic will bottleneck. Please follow through with this. We need it! I am highly interested in improving our environment, but that can be done in other ways. The technology for automobiles is ever changing and should be the place where environmental protections occur (electric cars etc). We will still need the roads! Thanks for listening, -Michelle Medler</p>   |                          |
| 2019 0311<br>Michelle Poyourow | Michelle Poyourow |              | <p>I am writing to express my desire that ODOT not proceed with the I-5 project through the Rose Quarter. Instead I wish to see my tax dollars spent on smaller-budget and more cost-effective safety and travel time improvements for people traveling on these roads and other roads throughout the Portland metro area, and for improvements to freight mobility that do not also induce more non-freight VMT. The freeway, its ramps and its connecting streets aren't congested because of the freeway width bottleneck; they are congested because driving is the only reasonable way to get around for too many people. They are congested because designing freeways to move people fast has induced people to travel farther, and has therefore increased demand for road space out of proportion to our population growth. Reducing the congestion through this bottleneck will only make longer commutes faster again, which will again induce people to make longer commutes, which will put us right back where we started. Only with even more cars on Portland's local streets, accessing the freeways. And more greenfield land plowed under in distant Washougal and Camas because they are again a bearable drive time from</p>  |                          |

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|                               |                  |                  | downtown Portland. So I take it back - it will put us worse off than we started. Enough with engineering our roads for fast, free-flow conditions. We've been doing that for decades and it isn't working. It's time to design not for fast but for close. Which also means that its ok to design for slow. Keep I-5 and I-84 through Portland slow. There are so many better ways to spend several hundred million dollars in the Portland metro area, such as freight mobility solutions that do not also induce an increase in personal car traffic, or a rehabilitation and improvement plan for the major orphan highways. Or improvements to safety and travel times for vulnerable road users and public transit. The orphan highways in Portland are getting in the way of a growing city, because they are still managed by ODOT for freeflow speed rather than for urban life. We need them to function better for short local trips and to be less of barriers to multi-modal transportation along them and across them. We also need them to support much higher densities and a great deal more transit service, which probably means they get Fs Fs Fs all over for ostensibly "failing" intersections that move vast numbers of people short distances on foot, bike and bus, and that support dense mixed use neighborhoods where people simply travel less. That's the plan I would be happy to contribute tax dollars towards! Thank you, Michelle Poyourow SE Portland |                          |
| 2019 0327<br>Michelle thomas  | Michelle thomas  |                  | Subject: Please move forward with i-5, 84 project<br>I work in the portland area, and would love to see this s*** intersection fixed! Thank you very much!  |                          |
| 2019 0305<br>Michelle Zellers | Michelle Zellers | No More Freeways | As a disabled, transit-dependent person, I want to see resources devoted to improving and promoting a public transit system that's accessible to all and sustainable for our planet. Freeway expansion comes at a staggering cost and moves us in the wrong direction.  |                          |
| 2019 0401<br>Mikayla Maki     | Mikayla Maki     | No More Freeways | No amount of expansion will help with congestion! Usage increases to fill all road space and so we need deconstruction and congestion pricing to fix shattered communities and cut down on emissions, traffic, and everything else.   |                          |
| 2019 0401 Mike Faden          | Mike Faden       |                  | Hi there<br>Thank you for soliciting feedback re this project.<br>After reading the materials I have these comments:<br>1. The analysis doesn't appear to take into account the proposed congestion pricing, which would presumably change traffic patterns quite a bit. I understand it's difficult to take every single factor into account, but I think in this case the congestion pricing should be considered because of the scale of the proposed freeway change investment (\$500 million plus)<br>2. The on-ramp and off-ramp changes seem useful but will make a relatively small difference to traffic flows. It's not worth the huge investment, especially since this will cause huge disruption to the neighborhood and the whole area for many years<br>3. The changes will increase air quality and noise problems for Harriet Tubman and the park at that location<br>Thank you<br>Mike Faden  |                          |
| 2019 0303 Mike Kehoe          | Mike Kehoe       |                  | Please move forward with spending money on the freeway expansion at the Rose Quarter. Traffic in Oregon is some of the worst in the country! We need to add freeway lanes and freeways. Thank you.  |                          |
| 2019 0328 Mike Landauer       | Mike Landauer    | No More Freeways | I am firmly opposed to this idiotic expansion. Incentivize public transit and alternate modes of travel over fossil fuel reliant, inefficient cars. Let the kids at Harriet Tubman breathe!   |                          |
| 2019 0402 Mike Lettunich      | Mike Lettunich   |                  | I could not agree more with Rukaiyah Adams when she said that this is "a once in a generation opportunity to build over the I5 and re-connect neighborhoods to the River." The federal interstate system was undoubtedly a huge success for the country but its glaring error was how it cut up the heart of countless cities. Many have and are trying to fix this - Boston, Seattle, Dallas... - see Pew articles from 4/2/18. It is very expensive but it is critical as cities compete for talent and living wage jobs in the ongoing, worldwide migration to urban centers. If \$500 million is already earmarked - I challenge ODOT and the City of Portland to claw tooth and nail to find more to cover as much of I5 as possible. Covering I5 would be totally transformative to the Eastside.   |                          |
| 2019 0319 Mike O'Brien        | Mike O'Brien     | No More Freeways | If we correctly understand your argument that adding capacity to the freeway will not draw additional traffic, that does not square with experience. When drivers see that traffic is moving, they will join the stream. So the freeway will in a short time be clogged again. We want to see solutions that support our state's climate goals by reducing carbon emissions. Spend the \$500 million on innovating ways for us to travel more sustainably. It's time.   |                          |
| 2019 0000 Mike Orr            | Mike Orr         |                  | I'm usually wary of arguments that begin "Imagine how much we could do with that amount of money used in xyz different arena," as money has not been and likely would not be allocated that way (Mount Hood Freeway example notwithstanding). But I can definitely say that spending \$500m on a project that will a) only affect a tiny section of road, b) dramatically increase pollution immediately adjacent to a middle school, c) make traffic miserable for years during construction, d) ultimately induce more cars and therefore worse traffic/congestion, does not seem like a worthwhile endeavor.<br><br>Of course I would love to see \$500m directed toward public transit, or education, or literally almost anything else, I'm mostly writing here to opposed the use of that much money to support the expansion of the freeway system. It will not only not help, we'll be spending to make things worse.   |                          |

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| 2019 0331 Mike Schepps | Mike Schepps |                  | To Whom It May Concern, I am a Portland resident, home and business owner who lives and works Downtown. I am writing to express my opposition to the I-5 widening project. In a time of climate change it is irresponsible and immoral to spend money towards enhancing car transportation and the increased downtown pollution is a genuine health hazard. Michael ScheppsPortland, OR   |                          |
| 2019 0402 Mike Warwick | Mike Warwick | No More Freeways | As one of the duly appointed representatives of one of the affected neighborhoods I want to confirm my continued opposition to this particular project. During the NE Quadrant Plan process we were assured any funds earmarked for this project could be used on other regional transportation projects, which would be my preference. This position was the same for ALL neighborhood representatives then, and still! ODOT/PDOT continuing to pursue this project is a breach of their agreement with the affected Neighborhood Associations!Despite what a neophyte reporter at the WW said, NO neighborhood supports the "lids." It was clear during the Plan process building on the southern lids would be problematic and impossible on the northern ones. Similarly, there is no need, NOR DESIRE within the Eliot Neighborhood to "reconnect" via a Hancock overcrossing nor remove the Flint overpass. None! Nada! Zero! The desire to "reconnect" is based on misplaced guilt by white, mostly young people with no knowledge of either neighborhood history or geography or ability to read old maps. There WAS NO connection at Hancock previously. In fact that area was essentially a swamp as is noted in the recent edition of the Architectural Heritage newsletter. The reason for this is that there is a BLUFF there. That is why the railroad and highway were located there. DUH! The proposed overcrossing will only serve as a by-pass for congestion on Broadway and Weidler. It will also require confiscation of property on the west side of I-5 that is opposed by those property owners. Finally, the project rests on assumptions that are not only faulty, but fabricated. First, the "accidents" it will prevent are largely outside the actual project area as was revealed during the NE Quadrant Plan. This project will do nothing to prevent accidents on the approaches to Water Avenue and I-84 or to the Fremont bridge and I-5 north. Your claim is a LIE! Second, the alleged "environmental improvements" are based on assumed fuel efficiency expectations that were a) eliminated by President Trump, and b) will be offset by the shift in vehicle ownership from sedans to SUVs. Future gas use per vehicle will be HIGHER than you assumed. Without that, emissions will be no different or worse. Moreover, the "reduction in idling time" is a joke. EVERY freeway widening project there has ever been has increased traffic and it is obvious when traffic increases so does congestion. Third, the level of pollutants currently (which won't be reduced per above), is so bad that the school district had to install air filtration systems on Tubman School that required ductwork that doubled the height of the building! Sadly, kids still can't play outside due to the pollution now, and in the future. So that is also a LIE!Finally, you assume a \$500 Million budget and 4-year construction schedule. During the NE Quad plan process the actual construction timeline, with potential delays, assumed project completion in 10-years (less without any, which obviously won't be the case). And, as was pointed out repeatedly, ODOT has NEVER brought a project on this scale in on budget (or time). Realistically, this is a BILLION dollar project that won't be complete until 2030. In the interim, construction will starve businesses in the Broadway District as slow residential development in the Lloyd District and Eliot neighborhood, as well as redevelopment in the Rose Quarter and east Broadway Bridgehead. As a result, the "real" social cost of this project will be BILLIONS of dollars in wasted tax funds and private sector incomes.If you think I am wrong, and want to prove to me an all of the other critics of this project your assumptions about traffic flow and accident rates are correct, you can do so by simply closing the Broadway/Weidler ramps for a year and monitoring traffic speeds and accidents. If speeds increase and accident rates AND severity go down, it will be difficult to object at that point. |                          |
| 2019 0401 Mike Wieteki | Mike Wieteki |                  | Please see my comments below. Congestion won't improve. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent \$1.6 BILLION on a "freeway bottleneck" widening project only to find it made traffic worse. Increase in air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue – 40% of Tubman's students are Black, and 73% are identified by PPS as vulnerable populations. Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation – as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. ODOT is hiding the data. The entire traffic projection information on which ODOT's claims about the purported benefits of this project are based have been made largely inaccessible to independently verify. ODOT still hasn't released numerous data sets and appendices that would allow community groups to independently verify ODOT's assertions that this project would lower carbon emissions, improve air quality or lower traffic congestion. ODOT's strategy is to tell the public "trust us, this is good for the community," and isn't providing any of the materials available for us to double-check dubious claims. How can ODOT claim to be providing meaningful public engagement with the project when they won't even make the data available for the public to review? Opportunity Costs: Even *if* ODOT can manage to keep this project under \$500,000,000 (pretty unlikely, given the agency's track record), it's an enormously expensive undertaking whereas the revenues could be spent on a litany of other projects and needs across the region. \$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those   |                          |

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|                                 |                    |                  | investments would be better for air quality, carbon emissions, public health, and congestion relief. Widespread Community Opposition: Despite ODOT's claims that this project "reconnects the community," there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed "lids" over the freeway won't be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations (we wrote a letter to Portland City Hall last year articulating the ways the surface-level street changes are not an improvement to the community). Decongestion Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't solve the traffic problems on the corridor *without* sinking half a billion dollars into the expansion? ODOT's studies of traffic patterns of the proposed freeway expansion *completely* ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion. Perform a full Environmental Impact Statement. ODOT's truncated Environmental Assessment document simply isn't focused enough on the significant impacts to health and public safety this project represents. ODOT MUST fully study alternatives (including decongestion pricing!) to this expansion with a full Environmental Impact Statement. Sincerely, |                          |
| 2019 0316<br>Mikhaila Bishop    | Mikhaila Bishop    | No More Freeways | Build a passenger railway!! Do NOT built an I-5 expansion. The data is available and undeniably linked to Poryland's Climate impact. This decision makes No sense, would lose the city money, and would increase air pollution, which is already terrible in comparison to other US cities. If you care about the well-being of the city, use it for community & low-income housing developments. Use it for sidewalk repair, for solar installation. It makes no fucking sense why you continue to endanger our lives.   |                          |
| 2019 0401<br>Mikhaila Bishop    | Mikhaila Bishop    | No More Freeways | I am a student at Portland State University and I am opposed to the I-5 expansion. When I lived in Wilsonville, they attempted something similar where they increased the on and off ramps and widened the roads for more accessibility. It backfired, and now the traffic there is consistently the worst traffic on I-5 in the area.If you want to stop congestion, encourage people to not use cars! Increase biking roads, send money to public transport, etc. Building a bigger highway is a strategy of avoiding this, so car companies can continue to profit off of material that directly exploits the earth.I am also very concerned and involved with climate change action, and this is a step backwards in infrastructure planning. We need to make new courses and plans to shift into a greener society. PLEASE DO NOT BUILD THIS EXPANSION.Thank you   |                          |
| 2019 0401 Mila Mimica           | Mila Mimica        |                  | Widening highways does not work, and has never worked. Your own consultants have agreed - they say this project won't address recurring traffic congestion -- in fact, it will contribute to making traffic even worse.<br><br>Portland is supposed to serve as a reflection of our country's brightest -- and greenest -- minds. Spending \$500 million to expand this tiny section of highway will lead to further spending to expand our highways. Just ask Los Angeles.<br><br>This project is an embarrassment to our city, and a gross misuse of millions of dollars at a time when we should be contributing to environmentally-friendly transportation projects. Not projects that increase pollution and encourage further use of single-use vehicles.<br><br>Please, please rethink what you're doing to the future of our city.<br><br>-Mila Mimica  |                          |
| 2019 0329<br>Mitchell HuffMenne | Mitchell HuffMenne |                  | Adding freeway capacity does not reduce traffic congestion due to induced demand. This expansion will result in more cars and more jams on our roads.We do not want to live in a city full of cars, or where a car is the primary mode people use to get around. Rather than expanding the freeway, we should expand the light rail system, reserve dedicated lanes for busses, add physically protected bike lanes, and close roads to cars to boost walking. A city where people can rely on transit or their own human power to get around is a much more livable and nicer city to live in than one full of cars. The freeway expansion project will add much more pollution to our city. The freeway expansion will encroach on the Eastbank Esplanade, a school, and other areas I would much rather dedicate space to than cars. Do not expand the freeway. Instead, expand transit and infrastructure for biking and walking. Thank you,Mitchell HuffMenne  |                          |
| 2019 0329 Molly Dwyer           | Molly Dwyer        |                  | The purpose of this letter is to express my disappointment in the process of presenting the I-5 expansion project and my concern about its impact going forward. It goes without saying that accurate data must be used to explain or in this case "sell" a project. It is unethical to act as though we have a bridge expansion when we don't and by all indicators will not in the future, in order to make this I-5 expansion project appear more appealing.I have lived in the  |                          |

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|                             |                   |                  | Eliot neighborhood for over 15 years. I am aware that our air quality is lower than other areas of Portland due to the freeway proximity. This is particularly true for Harriet Tubman Middle School, where my son with attend. The I-5 expansion would only make that worse. That is my concern for the immediate future. Our long term goal ought to be to reduce the use of fossil fuels, not encourage them. It is my understanding that freeways are little like Kevin Costner's baseball field "if you build it they will come" lots of cars in this case. I say all of this as a car commuter. There is no public transportation route that is remotely convenient between my home in Eliot and my work in Beaverton. If there were, I would use it. Investment in public transportation is both wiser and more ethical. Lastly, this is an environmental justice issue. The long term residents of Eliot (longer that me and my family) have suffered one injustice after another at the hands of City planners and local politicians. I don't need to recite that history here. However, as gentrified as this neighborhood is now, it is still one of the more diverse in the city and the two school that lie right on this stretch of freeway, educate more kids of color than any others in Portland. It is unconscionable that their young bodies be jeopardized in yet another way (I'll let you look up the health disparities between white people and African Americans) for a short-sighted project such as this one. |                          |
| 2019 0401 Molly Henty       | Molly Henty       |                  | Hi,I'm writing to express my opposition to the Rose Quarter Freeway Expansion.There are so many reasons why this isn't a good idea, and I'm sure you have already heard them all. My biggest concern is climate change, and think the money could be sused more wisely on ways to get less people using cars rather than more. I think road pricing is a good place to start, and the money should be spent to invest in additional public transportation systems and creating more walkable and bikable communitis, as well as improving what we currently have.Thank you for listening.  |                          |
| 2019 0329 Molly Porterfield | Molly Porterfield |                  | NO   |                          |
| 2019 0326 Mona Derby        | Mona Derby        |                  | 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.   |                          |
| 2019 0329 Monica Kishore    | Monica Kishore    | No More Freeways | I don't think that it is a good idea to build this improvement. There is no data in support that widening lanes improves congestion, quite the reverse. In fact, it looks like it will negatively impact bicyclists and bus users. Why not make bus dedicated streets on alberta or improve bus transit to places people are trying to go on the east side? Why spend this money on something that will negatively impact transit and commutes?  |                          |
| 2019 0312 Monique Gaskins   | Monique Gaskins   |                  | I am a resident and homeowner in the Eliot Neighborhood.<br>ODOT brought 2 people to present about the I-5 Rose Quarter project last night, March 11, to the Eliot Neighborhood Land Use Committee meeting. The male presenter (Doug) kicked off the presentation and stated that it was meant to be interactive with questions answered throughout his presentation. On a slide discussing the historical impact of I-5 cutting through a historically Black neighborhood (Eliot), I asked how the proposed project is not a continuation of that historical precedence. Doug responded by saying my question was rhetorical, inappropriate, and he did not answer me. I was the only Black person attending the meeting, and was offended at how rudely he dismissed me and my question. Doug did not address any other person in this meeting as harshly or curtly as he did me. Later in the presentation, I again asked my question and Doug's female colleague respectfully answered my question to the best of her ability.<br>My opinion is that this proposal continues to push harmful environmental impacts onto a historically black neighborhood and a vulnerable public school (Tubman) and it is important for ODOT to acknowledge the negative impact of widening a highway through this neighborhood.<br>I'm aware that this is uncomfortable, but if ODOT's outreach professionals are not able to respond professionally to these issues, perhaps they should be on a different project.<br>Thank you for your time,  |                          |
| 2019 0325 Monique Gaskins   | Monique Gaskins   |                  | Dear ODOT and elected representatives,I ask that you please stop pursuing the proposed I-5 expansion through Eliot neighborhood and the Rose Quarter for the following reasons:Environmental JusticeConstructing I-5 was a symptom of a racist society that destroyed a black neighborhood. The neighborhood has struggled for years and now has something to be very proud of, Harriet Tubman Middle School. Unfortunately this school with a 40% minority student population, is subjected to limited outdoor time and low air quality due to the proximity of I-5. If we cared about mitigating the effects of pollution for this   |                          |

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|                              |                    |   | <p>vulnerable population, we'd be discussing tearing out this freeway. Expanding it will only bring in more cars and worse air quality as every other urban freeway expansion has shown us. Climate Change The IPCC says we have 11 years now to dramatically shift how society does things if we're going to have any meaningful chance of addressing climate change. An investment in widening our freeways is an investment in promoting cars and single occupancy vehicles which is exactly what we don't need. Safety From how ODOT pitches this project, it seems the main intent is to move vehicles quickly through the Rose Quarter whether they're on the highway or on the surface streets. We know that cars moving quickly is what kills and leads to an unsafe neighborhood. This project should prioritize safety and not speed. Two Harriet Tubman students have already been hit this school year. Additionally, the removal of Flint bridge looks like it is going to put bikes onto either a very steep road or mixing with vehicles. I'm aware the designs are not finalized, but it appears bikes are an afterthought and will be squeezed in where it is possible at the last minute, leading to an unsafe outcome. Fiscal Responsibility \$500M is a lot of money. This is not where we need it most. The proposed goal of this project is safety. ODOT owns a lot more roads where safety is a bigger concern. Folks keep getting hit by cars and dying 82nd and also on Powell. If safety is really the priority, we should be spending this money on streets in East Portland which could be fixed for much cheaper than \$500M. No Actual Local Improvements + The Gimmicky Lids This project is clearly a highway widening project and all the "local improvements" are an afterthought. The current ped/bike infrastructure in the area is pretty good. From what has been shown so far, I have little faith that after this project is completed it'll be up to the level that things are now. Additionally, the lids are gimmicky and I can't see any reasonable use for them. We are not going to want people hanging around on the lids b/c the air quality is going to be terrible on top of them. The on-ramps/off-ramps are going to have more lanes so it is going to be unsafe walking around the area so if small buildings are put in, they will be dangerous to access. Misalignment with Portland's Goals Portland has adopted Vision Zero. Portland has adopted the climate action plan. Portland has adopted mode-split goals. This project goes directly against all of them. This project is a single occupancy vehicle first, everything else last, project. That will lead to more vehicle miles traveled, which we know is highly correlated with traffic fatalities. More VMT also will lead to more emissions which goes against our climate change goals. Making it faster and easier to drive will lead to more driving which goes against our mode split goals. Sloppy EA and Lack of Consideration of Congestion Pricing The EA was sloppily executed with missing data. Some of it will supposedly be shared soon, but at this point it is too late to meaningfully address it before the close of the EA. Also, congestion pricing is reasonably foreseeable. This should have been included in the modeling when considering both the build and no-build scenarios and should be utilized before even discussing a \$500M freeway investment. Thank you for your time and consideration and I hope you will all do what's best for Portland, the environment, and the future, and stop this project from moving forward. Monique Gaskins</p> |                          |
| 2019 0401 Staci Monroe       | Staci Monroe       | City of Portland Bureau of Development Services | Thank you, Megan.  |                          |
| 2019 0401 Mont Chris Hubbard | Mont Chris Hubbard | No More Freeways                                | I wholeheartedly oppose the proposed I-5 expansion, and indeed any spending on fossil fuel infrastructure, when it is clear that: 1) Climate change threatens our lives in this VERY generation 2) Expanding freeways encourages people to drive 3) It is well established that freeway expansion don't even solve congestion problems, but rather INDUCE DEMAND Moreover, the specifics of this project, like most fossil fuel infrastructure, disproportionately affect our poor communities and people of color sending MORE exhaust-spewing cars and trucks past Harriet Tubman Middle School would be unconscionable. Sincerely,  |                          |
| 2019 0402 Montserrat Shepard | Montserrat Shepard | No More Freeways                                | Please do not expand the highway. This project proposal makes no sense and has no community support.   |                          |
| 2019 0323 Morgan Johnson     | Morgan Johnson     |   | Please make the freeway wider and with more lanes able to deal with congestion. The insanity of not updating our freeway system is beyond comprehension.   |                          |
| 2019 0323 Morgan Johnson 2   | Morgan Johnson     |   | Make the freeway wider and more able to handle traffic. No to tolls!   |                          |
| 2019 0327 MORGAN MAIOLIE     | MORGAN MAIOLIE     | Walker Macy                                     | Hello, I love what this project does for bikes and development in the area. As a forward-thinking look at our mobility; I would also like it also to serve transit better and de-emphasize single occupant vehicles. I support a Bus Rapid Transit lane as part of the project.  |                          |
| 2019 0310 Mr                 | Mr Sparr           |   | Please consider implementing congestion pricing WITHOUT widening the freeway.  |                          |

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| Sparr                     |                |                  | Widening the freeway will not relieve congestion, it will only incentivize more people to drive into downtown, making congestion worse.  |                          |
| 2019 0312 Ms Herout       | MS. HEROUT     |                  | I'm a parent at Harriet Tubman Middle School that was just opened last year and over \$18 million was spent mitigating the current pollution as it stands. That said, there are 500 students at Harriet Tubman Middle School, 70 percent of whom are children of color. Today there's an article put out by Jonathan Lambert from NPR, and the title is "Study Finds Racial Gap Between Who Causes Air Pollution and Who Breathes It." The first line of the article says "Pollution, much like wealth is not distributed equally in the U.S. PSU recommended limiting exercise outside Harriet Tubman Middle School for all students, and specifically during hours of commuting. If construction goes forward, when will it be safe for students to be outside? Because during construction there will be a huge increase in the traffic and increase in air pollution and particulates. And I really urge you to take into consideration the 500 students, again, 70 percent who are kids of color and have not been served adequately by Portland Public Schools.  |                          |
| 2019 0312 Ms. Iannarone   | MS. IANNARONE  |                  | Good evening. Thank you for listening to us. Hello Commissioner Eudaly. Happy to see Portland in the room. My friends and colleagues gathered here have been working really hard. It's obvious when you look at the amount of time and energy and attention they put into a very, what I would call, insufficient environmental assessment from ODOT. They asked you for information that has not been forthcoming, which I think is quite tragic. Because when you think about the role that deliberation and careful deliberation plays in these processes, and the expertise you have packed in this room, for these people to be even taking time to make testimony here based on incomplete information for you, it's a travesty. So that's very disrespectful to our community, in addition to this project being an entire boondoggle. Okay. So I'm just going to lay that out. We want the information that we requested and we want it in a timely fashion. That said, my job for the last 10 years has been sharing Portland's sustainability story with visiting world leaders who come here because they heard we stopped Mt. Hood freeway. They heard we took out Harbor Drive and built a park. They heard we told the federal government, hey, keep your highway money, we're going to build light rail. And they ask me how do we do that? We want to be like you. We want to do what you're doing. And you know what I've been saying the last two or three years? I don't know. I don't know what to tell you. Because it seems to me that in many ways we have lost our way. And I am very happy that you are the transportation commissioner, Commissioner Eudaly, because I know that you have courage, and I know that you have vision, and I know that you have an innovative staff. And I echo the sentiments of my colleagues on the Bicycle Advisory Committee that we will have your back if you stay with us on this. And to ODOT, it's just not going to happen. We'll lie on the highway before we let you build this. |                          |
| 2019 0326 Mulyisa Melco   | Mulyisa Melco  |                  | Hello, I am writing to express my opposition to the proposed freeway expansion. As a North Portland resident who would be impacted by this project, I am concerned about air pollution, equity and environmental sustainability. This project would be a big step back in those areas. I would like to see funding and our efforts go towards public transit, making our city bike friendlier, lowering carbon emissions and building community in meaningful and inclusive ways. I have developed asthma since moving to this neighborhood a decade ago. I'm dismayed at the air quality here, disappointed in our elected official's lack of action on air quality issues and worried for my young son. I don't want more freeways! Of note: "40% of Oregon's carbon emissions come from transportation – as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities." Please scrap this project and work with the community to make Portland a truly green and livable city. Sincerely, Mulyisa Mulyisa Melco, M.Ag. Landscape Designer Resilience Design   |                          |
| 2019 0328 Murphy Terrell  | Murphy Terrell |                  | I say NO<br>More highways are not a good answer. Look at I5 in Seattle<br>Get people out of cars<br>Thanks   |                          |
| 2019 0305 Mykle Hansen    | Mykle Hansen   | No More Freeways | We did not elect our city council to barter our community's values for federal highway funds! No short-term economic benefit to the city is worth the permanent loss of opportunity and clean air that would be this project's legacy..Portland needs to demonstrate leadership at the state and national level, and advocate for smarter, sustainable transit solutions nationwide! Our position on the expansion of I-5, and how we talk to the rest of the country about it, will drive that discussion. Our leaders need to do the brave thing and say no, eloquently, to throwing public money at expensive non-solutions. We should also demand an investigation of ODOT's financial practices before trusting them with any state money for any reason! Can anybody who's familiar with their record of cost-overruns truly plan for this project to cost only as much as they predict? When has that ever happened before? At this point, it is simply a dereliction of fiscal responsibility to take ODOT's word on the cost of one of their highway projects.  |                          |
| 2019 0330 Nancy D'Inzillo | Nancy          | No More Freeways | No Comment Included  |                          |

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| 2019 0307<br>Nancy Bales     | Nancy Bales     |                  | 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.   |                          |
| 2019 0330<br>Nancy D'Inzillo | Nancy D'Inzillo | No More Freeways | I strongly oppose the freeway expansion project. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! Moreover, the Portland area has already experienced adverse air quality effects the last few years due to climate change. This project will accelerate climate change by encouraging yet more vehicles in the area we do not need. There are several other projects where the money would be better spent, including fixing the roads and highways we already have. This is not a good option.  |                          |
| 2019 0312<br>Naomi Fast      | Naomi Fast      | No More Freeways | Hi, I'm Naomi Fast. And you've heard from a lot of Portlanders tonight. I'm a former Portlander. I lived here for 10 years. It's where I learned to commute. I now live in Beaverton and I'm in a zero-car household. I want to talk about Hillsboro. I noticed somebody was here from the Hillsboro mayor's office. And so I want to talk about Hillsboro. First of all, I'm opposed to this project. It didn't consider congestion pricing, which I think is really important. I've seen a lot of road widening out in Washington County, and not enough attention to bringing in buses for people who are commuting to big employers out there. Whether it be from Vancouver, Washington or Gresham, we need more buses and transit because congestion is just everywhere. We're not going to solve it by widening roads. In just the last three months in Hillsboro, at least five people were killed by drivers on Hillsboro streets that are controlled by ODOT. Four of those people were on foot, and a lot of people walk out there or bike. I do. I don't own a car. On January 19th, a hit-and-run driver killed Marjorie Averill as she walked along Cornell Road at 17th with her date. And he later told a reporter "I just want her to get justice, you know. She didn't do anything to anybody to deserve that." There's been no word on whether the hit-and-run driver was found. And then last Saturday night, March 9 around 7:00, 59-year-old Dionicio Olvera was struck while crossing TV Highway. The Washington County Sheriff's deputy Shannon Wile (ph) was quoted as saying, "Unfortunately, there are no marked crosswalks. It's just not a good situation for anyone that needs to cross the road here." And other people are saying it's so dark in that area it's impossible to see people even in bright clothes. These comments don't address the near-misses on these roads, and yet we're spending \$500 million, or want to, on this freeway widening. We need safety on ODOT roads across Oregon. Thanks.   |                          |
| 2019 0329<br>Naomi Fast      | Naomi Fast      |                  | People who work in transportation planning are likely to encounter that famous Lewis Mumford quote: "Adding highway lanes to deal with traffic congestion is like loosening your belt to cure obesity." But a more specific analogy for the I-5 Rose Quarter "bottleneck" project (I-5 RQ) might be liposuction gone wrong. TV advertising for "body contouring" is off the charts lately. I was reading some of the hundreds of Better Business Bureau complaints about these companies' work. Unhappy clients describe how taking fat cells out of one "area" led to freakish, unnatural fat bulges elsewhere on their bodies. Unfortunate patients had to return to have fat sucked and sculpted again and again, from the new areas. Many say, "I wish I'd never done this procedure in the first place." A freeway through our city is like that. Expanding freeways bottleneck by bottleneck leads to freakish bulges of cars in other areas. Road widening is not a solution for reducing congestion, as evidenced by ODOT's recent I-5 interchange expansions that bookend the I-5 RQ area. Neither area is reliably safer or less congested as promised. See <a href="http://cityobservatory.org/safety-last-what-weve-learned-from-widening-the-i-5-freeway/">http://cityobservatory.org/safety-last-what-weve-learned-from-widening-the-i-5-freeway/</a> and <a href="http://cityobservatory.org/backfire_wider_worse_traffic/">http://cityobservatory.org/backfire_wider_worse_traffic/</a> . I'm a Washington County resident of Beaverton, where I'm impacted by the number of vehicles with single occupants pouring into my county every morning from the I-5, cutting through neighborhoods near my residence. I can hear the morning drone of Hwy 26 even with my bedroom window closed. The county unfortunately responds by widening its arterials, which residents pay for, even people like me who don't own a car. Not owning a car defines my day-to-day experiences. Besides wanting to act on climate and protect clean air and water, I care deeply about putting the brakes on the I-5 RQ project because of my experience using roads primarily by bike, foot and bus for the last decade. Level-of-service for active commuters remains poor. Unlike people who use cars, I've had to take time away from my work & play to teach myself about roads, in hopes of getting my travel needs met. Roads & sidewalks I use are designed & maintained by multiple jurisdictions, including ODOT. The quality of bike lanes and walkability varies depending on who "owns" the road. In my city, ODOT-controlled roads are the worst to walk and bike. That's one reason I don't trust ODOT to design or build bike infrastructure that does not feel hostile to the user. Though ODOT has agreed to things like studying opening crosswalks at Hwy 26 intersections with arterials like Murray, which I appreciate, ODOT's proposed 10% grade(!) for an I-5 RQ bike crossing reinforces my lack of trust that they understand or value my needs as an active commuter. Another example is ODOT cutting down mature street trees, whether in the name of "safety" or more lanes at I-5 RQ. Studies show trees calm the streets, not to mention balm hot asphalt made hotter by climate change. Heat islands are terrible for active commuters. Cars running air conditioners next to bike lanes generate tremendous heat. Near me, TV Highway/Canyon is one deadly ODOT road that desperately needs to be changed. I testified about TV Hwy in Hillsboro at the public hearing March 12th. But last weekend I visited the coast, by bus. Highway 101 is yet another ODOT road lacking facilities for people not using a car. Just two days ago, on March 27, a 71 year old Seaside resident was |                          |

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|                              |                 |                  | <p>walking when he was hit by a driver and went to the hospital with serious injuries. Although there aren't continuous sidewalks or lights or even crosswalk stripes to help residents use that road, the police report said, "Contributing factors as to why [he] may have been struck include nighttime, limited visibility and dark, non-reflective clothing worn." (<a href="http://www.flashalertnewswire.net/images/news/2019-03/3677/123169/03.27.19_Picard_MVA_vs_Pedestrian.pdf">http://www.flashalertnewswire.net/images/news/2019-03/3677/123169/03.27.19_Picard_MVA_vs_Pedestrian.pdf</a>) Imagine that being said about a driver whose car was side-swiped on I-5! Instead, in the I-5 RQ EA, ODOT takes responsibility and blames the I-5 RQ interchange itself for fender benders. ODOT even calls adding lanes on I-5 a "safety" project despite no fatalities there in a decade. Surely ODOT and police should also be blaming ODOT-managed roads like TV Hwy and Hwy 101 when people crossing them sustain serious injuries or death. The unforgiving level-of-service on these roads needs to be changed, urgently. To that, I request that ODOT and legislators correct the funding error in HB 2017 that apparently prioritizes a chimera of faster car movement at I-5 RQ over protecting human life in residential Seaside or Beaverton or Hillsboro and elsewhere in Oregon. I strongly protest Oregon spending millions on freeway widening anywhere in the state when residents are being killed on these other ODOT roads. It's unhealthy that people can't walk through their cities without being harried by cars. A road of roaring, speeding cars is never part of places people enjoy. This EA I've been studying over the past few weeks reveals other fundamental problems with the I-5 RQ project, not the least of which is that it doesn't consider congestion pricing or ramp-closure as options. It also doesn't calculate time delays per person (including bus passengers) or factor in adding bus-only lanes or Portland's benchmark of reaching 15% of all trips by bicycle by next year, and 25% by 2030. (<a href="https://www.portlandoregon.gov/transportation/44597?a=379136">https://www.portlandoregon.gov/transportation/44597?a=379136</a>). If our state DOTs would design for mode shift away from cars, mode shift is a much surer thing than going six years back to the past, building the Columbia River Crossing, then zipping back to the future. We'd need Michael J. Fox and a working time machine for that! And yet, that's just what it appears was done in the EA, according to OPB: <a href="https://www.opb.org/news/article/odot-used-long-dead-i-5-bridge-replacement-to-plan-rose-quarter-upgrade/">https://www.opb.org/news/article/odot-used-long-dead-i-5-bridge-replacement-to-plan-rose-quarter-upgrade/</a>. This project has now received critical attention of transportation experts nationwide. I expect if ODOT does not agree to pursue a path of deeper study of this project and its impacts, it will be sued over its lack of transparency, late submission of key documents for public review, and calculations that seem designed to mislead in the face of climate change. Civil engineers can speak to the incorrect &amp; obscured traffic data better than I can, but it's clear what ODOT has presented is not in balance with 2019 realities &amp; available options. I request an environmental impact statement (EIS) be done for the I-5 RQ project. ODOT, please study ramp closures as a weaving solution, and study strategically placed hydraulic bollards to prevent cut-through motor traffic on Flint. Furthermore, I implore that the project not be done at all as planned. Congestion pricing must be implemented on our freeways, concurrent with improving suburban and regional bus service to and from Washington County's major employers. I am asking ODOT to choose road diets, not liposuction. Finally, please, no pile driving in the Willamette just to fit more diesel &amp; GHG-belching vehicles through a manmade "bottleneck." Let the Steller Sea Lions passing through the Willamette, which are protected under both the Endangered Species Act and the Marine Mammal Protection Act, retain their hearing.</p> |                          |
| 2019 0402<br>Natalie Fisher  | Natalie Fisher  | General Public   | <p>Please do not widen i-5 in Portland. Please do not spend \$500 million on roads that will significantly degrade public transit and public spaces, especially affecting those in historically oppressed and marginalized communities. Other cities have widened their freeways too in hopes that it will curb the effects of climate change, but we see time and time again that it does nothing. Please do not make the same mistake.</p>   |                          |
| 2019 0226<br>Natalie Padilla | Natalie Padilla |                  | <p>Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities! Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor.</p>  |                          |
| 2019 0401<br>Nate Owen       | Nate Owen       | No More Freeways | <p>PLEASE do not go through with this, now is NOT the time to be expanding car infrastructure.</p>   |                          |
| 2019 0402<br>Nathan Backous  | Nathan Backous  | No More Freeways | <p>Investing hundreds of million dollars on increasing potential capacity of such a small stretch of I5 won't have any positive impacts. Inducing demand by adding capacity will result in congestion that is just as bad as it is currently while amplifying the problems our current freeway system already causes: pollution, collisions, and further displacement of communities. Spending hundreds of millions of dollars to make these problems worse also means we can't spend those same hundreds of millions of dollars on things that will actually improve our city and the lives of those that live in it. Don't blow it.</p>  |                          |
| 2019 0329<br>Nathan Leamy    | Nathan Leamy    |                  | <p>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</p>  |                          |

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|                               |                  |                | 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.   |                          |
| 2019 0312<br>Nathan Leber     | Nathan Leber     |                | 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.  |                          |
| 2019 0310<br>Nathan O'Donnell | Nathan O'Donnell | General Public | Hi I-5 Rose Quarter Project Team, I am writing to voice my deep reservations at the I-5 Freeway Expansion boondoggle project, euphemistically known as the I-5 Rose Quarter Improvement Project. Please do not move forward with this absolutely boneheaded and deeply flawed \$500 million dollar project. First and foremost, never before in the history of engineering projects has widening freeways reduced travel time as proven by countless freeway widening projects throughout the country. Induced demand is a real thing and if you build more highway capacity more people will immediately fill those lanes up with their cars and not so magically traffic problems continue to persist just like they did before the highway was widened. Second, the scientific consensus on global warming is absolutely clear that if we do not dramatically reduce our greenhouse gas emissions we will be dealing with a climate that will wreak havoc on the planet and future generations. The fact that the state of Oregon is plotting \$500 million dollars to a 1 mile freeway widening mega project that will encourage more driving, when we know that roughly 40% of Oregon's carbon emissions comes from transportation, is a morally and politically corrupt. Third, I have serious concerns and reservations that this current project will negatively impact the current bicycle infrastructure in place on Williams/Vancouver AND the decision to remove the Flint bridge in favor of a new Hancock/Dixon bridge, which will be out of the way and increase the grade of the ride for cyclists. We should be doing everything possible to build out and improve on the already existing cycling infrastructure in this part of town and eliminating the Flint Bridge will make cycling in this part of town that much more difficult for people. Fourth, this project in the EA acknowledges that it will slow transit times if it gets built AND doesn't even acknowledge induced demand, which is a well documented outcome of several previous highway expansion projects. Finally, this project will push the I-5 freeway even closer to the Harriet Tubman school, which increases the air pollution the students and staff will have to endure and it's well documented that breathing dirty air has dire health outcomes for children. These students are already encouraged not to spend any time outside due to how unhealthy the air is outside of their school and that air is only going to get more polluted with the freeway expanding that much closer to the school. I sincerely hope this project does NOT move forward in its current form and that you listen to the serious concerns that many people in Portland have brought up regarding this project. |                          |
| 2019 0312<br>Nathan Oleson    | Nathan Oleson    |                | 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.   |                          |
| 2019 0330<br>Nathan Vaughan   | Nathan Vaughan   |                | I have about zero faith this will comment will matter. I am 100% opposed to the Rose Quarter project.   |                          |
| 2019 0217<br>Nathan Vaughan   | Nathan Vaughan   |                | I am opposed to this project on the basis of cost and high likelihood of induced demand. There are so many problems with our current transportation infrastructure and nowhere near the top of that list is this section of I-5. It would only exacerbate our dependence on cars and freeways and push bottlenecks to other areas of the system.  |                          |
| 2019 0402                     | Nathaniel Smith  | No More        | Freeway expansion has never solved traffic congestion, in any North American city, anywhere. ODOT's own hired consultants admit that this project won't   |                          |

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| Nathaniel Smith               |                     | Freeways         | address recurring traffic congestion on this corridor. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent \$1.6 billion on a "freeway bottleneck" widening project only to find it made traffic worse.  |  |
| 2019 0311 Neon Brooks         | Neon Brooks         | No More Freeways | As someone who drives through the rose quarter on I-5 regularly, freeway expansion of the rose quarter seems like an INCREDIBLY poor use of transportation resources. It's widely understood that freeway widening does NOT reduce congestion, and it sounds like the costs could easily exceed \$500 million. That money could have a transformational effect in making our city once again a cutting-edge leader in biking, walking, and public transit and help us fight climate change.  |  |
| 2019 0303 Neva Hauser         | Neva Hauser         | No More Freeways | I vehemently oppose the Rose Quarter Freeway expansion project proposal. It has been proven that this will not mitigate traffic AND considering climate change should be the #1 concern at this point this money could be going towards expanding public transportation bike lanes. We need to encourage the wave of new Portlanders to take alternative transportation. This is not LA! Keep Portland lean and green please. Thank you.   |  |
| 2019 0304 John Watt           | John Watt           | General Public   | I support freeway expansion in Portland. The congestion cannot be solved via public transportation or tolling. Those are weak ideas and do not address the basic fact that more people are coming to Portland. Please bring more freeway lanes throughout the metro area. I'm sick of the traffic and congestion.  | Note John Watt comment submitted in PDF named nhojaw@yahoo.com |
| 2019 0401 Nicholas Arnold     | Nicholas Arnold     | No More Freeways | Are you serious? No way, be smarter to this, Portland, and look to cities that have risked a lot more to get the livable transportation we need. Congestion won't be improved, healthy lives are at stake, and we need to be courageous in creating the spaces where we want to live: a mix of all forms of transportation designed in a smart way.  |  |
| 2019 0312 Nicholas Buri       | Nicholas Buri       | General Public   | I'd like to submit my opposition to the proposed I5 expansion in North pdx. Not only will this fail to alleviate traffic congestion (induced demand), it will be a huge waste of funds that should be spent increasing alternative transportation infrastructure. Assuming that this project won't go over-budget (unlikely), that \$500,000 would go much farther if spent on improving pedestrian, bicycle, and bus transit. With climate change already making its effects known to our region, we should be investing in alternatives to the mode of transit that is currently digging our graves. It's insane to me that a city like Portland would even consider such a backwards, idiotic scheme.   |  |
| 2019 0329 Nicholas Day        | Nicholas Day        | General Public   | I believe expanding the I-5 corridor is both a waste of \$500 million dollars as well as an action that will only help to increase the rate of global climate change. It is a waste due to the fact that increasing the number of lanes for freeway traffic does not alleviate congestion. This has been shown to be true and the is what economists refer to as latent demand. In addition, it does not increase the size of the attraction(s) people are headed to. I think a good example of this is the freeway parking now available for Multnomah falls. Now that it is available it is much more difficult to park at the falls in either parking lot. This is due to the increased demand on the falls themselves and the number of visitors is now too large for the falls to accommodate.<br>In addition, expanding the I-5 freeway will not help to solve the greatest global challenge of today, human caused climate change. Increased number of cars driving will lead to more fossil fuel consumption and increased carbon dioxide in our atmosphere. I strongly believe the best use of the \$500 million dollars of funding will be to increase public transportation, including max lines and biking lanes. Increases in clean public transportation facilities will help the Portland metro area tremendously more than expanding the I-5 corridor. |  |
| 2019 0320 Nicholas Egan       | Nicholas Egan       | No More Freeways | Freeway is a an uncreative, expensive, and proven to be ineffective measure. \$500 million can be allocated to so many other things, and especially the issue of bringing cars closer to the Harriet Tubman school is not one we can just be quiet about.  |  |
| 2019 0326 Nicholas Hengen Fox | Nicholas Hengen Fox | General Public   | As a resident of Irvington and a parent of future Tubman Middle School students, I write to tell you I am strongly opposed to the plan to expand the I-5 through the Rose Quarter. I know that you have released reports suggesting that this would reduce pollution for kids like mine, but I also know about induced demand--so I'm skeptical that traffic will really move faster through that tight spot. Pretty soon, we'll be back in the same place: traffic jam, but with even more cars. Given that there are more cost-effective alternatives, including congestion pricing and dedicated transit lanes, I cannot support the project or the money to be spent. Thank you for considering these concerns,  |  |
| 2019 0219 Nicholas LaRue      | Nicholas LaRue      |                  | 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.  |  |
| 2019 0312 Nicholas            | Nicholas Swanson    | No More Freeways | I am writing to express my opposition to the Rose Quarter freeway expansion project. This is a short sighted waste of funding that will not solve the congestion problem. It is disheartening to me that in spite of historical evidence indicating that adding lanes to freeways does not solve long term traffic   |  |

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| Swanson              |            |                | congestion, our government agencies would choose to spend precious dollars in this wasteful manner. Meanwhile, orphan highways like the two that are in my neighborhood, Powell Blvd and 82nd Ave, continue to be neglected and pose serious hazards to pedestrians and cyclists. Years ago Portland took on the courageous role of being a leader to its future citizens in addition to the citizens who were around at that time, and rejected the construction of a freeway that would have doomed the community. Will Portland choose the courageous path and lead again? Or will it choose to doom a community, and one that is one of the most vulnerable in all of the state of Oregon?   |                          |
| 2019 0331 Nick Baker | Nick Baker | General Public | <p>To whom it may concern,I join many others including Portland Public Schools, the Albina Vision Trust, the Street Trust, the Portland Bicycle Advisory Committee, the Portland Pedestrian Advisory Committee, Oregon Walks, and the Oregon Environmental Council in voicing concern about ODOT's proposed I-5 Rose Quarter project. "Concern," however, is putting my opposition to this project lightly. I believe the proposed I-5 Rose Quarter (I5RQ) project would be an indefensible misuse of \$450M for the following reasons:Congestion. ODOT's consultants have indicated that "significant congestion will exist in 2027 on the I-5 and I-205 study cordors even wit all the improvements listed in the Regional Transportation Plan." The same study suggests that tolling is "the most effective and easiest to implement" of all concepts studied. Unlike freeway expansion and the induced demand and congestion that inevitably follow, tolling (also known as decongestion pricing) is a surefire method of beginning to ease the region's traffic congestion woes.Safety. Given that widening I-5 at the Rose Quarter will not provide meaningful or lasting congestion relief, ODOT has emphasized the supposed safety outcomes of the project. The high number of crashes observed in the project area, however, belie the fact that this stretch of freeway is safer than several far deadlier 1.7-mile stretches of ODOT-owned surface roads such as TV Highway, outer Powell Boulevard, and 82nd Avenue. Imagine all the life-saving projects ODOT could carry out along those roads with the \$450M set aside for widening I-5 at the Rose Quarter. The opportunity cost is staggering.Climat change. With planetar crisis looming, Oregon is well off the pace of meeting its 2020 and 205 climate goals. Transportation makes up a growing share (currently about 40%) of the state's greenhouse gas emissions, and, despite ODOT's claims, there is no reason to believe that the I5RQ project will do anything but increase those emissions. It should go without saying that we will not slow climate change, the preeminent threat of the 21st century, by repeating one of the 20th-century mistakes (overinvestment in fossil fuel infrastructure) that got us here in the first place. ODOT must acknowledge its role in reaching the state's climate goals and assess whether its projects move Oregon closer to achieving those goals. This project certainly doesn't.Failur to remediate Albina impacts. Others, namely Rukaiyah Adams of the Albina Vision Trust, whom I quote below, have already made this argument in compelling fashion. I echo Adams' sentiment that the freeway lids, as currently proposed, are unable to support multistory construction and lack the "coherent street-level design and utility" needed to reconnect and restore the historically African American community that was divided and displaced when I-5 was initially constructed. Outreach, recitation, and consideration "[are] not remediation...Only remediation is remediation."A quality at Harriet Tubman Middle School. Just as it did in the early 1960s when I-5 was first constructed, ODOT is preparing to cut away at the hillside upon which Harriet Tubman Middle School (then known as Eliot Elementary School) was founded. The highway's impacts on air quality at the school are already shockingand ODOT wants to bring cars and the toxins they emit even closer to Tubman's walls. Multimillion dollar filtration system notwithstanding, this is not acceptable.Constructioimpacts. Nothing about this project makes it worth the five-year disruption it will inflict on Portlanders. And any as-of-y undefine closure (or undisclosed covering) of the Eastbank Esplanade caused by the proposed freeway widening is unforgivable.Activ transportation and transit. It's time for ODOT to stop treating the answers"walking, bicycling, riding transit, and, yes, decongestion pricing"as alternatives. The Portland Bicycle Advisory Committee said it best: the I5RQ project is first and foremost a "freeway expansion, and a failed attempt to patch local connections, bicycling, walking and transit facilities back together afterward." As is too often the case with so-called transportation "improvement projects," facilities for people walking, bicycling, and riding transit are an afterthought. To make matters worse, some of the positive outcomes for people, walking, bicycling, and riding transit will likely be watered down as the design process moves forward. Portland needs more options, not fewer.Distrust It would be hard foanyone following this project closely over the last couple of months to arrive at any conclusion other than that ODOT cannot be trusted. The levels of obfuscation and delay in providing key information to the public will not soon be forgotten. It took significant, coordinated effort to get your agency to release basic information about the project, or, in other words, do its job. Those who requested engineering drawings were falsely told on February 19 that "engineering drawings do not yet exist," which was later revealed to be untrue. Once drawings were released, important and previously-undisclosed details left the public wondering: What elseis ODOT trying to hide?With a \$450M price tag, the I-5 Rose Quarter project should improve congestion and safety, support the Albina Vision plan, and promote active transportation. It won't. Instead, the project and its \$450M price tag will disrupt the area for half a decade, bring the freeway and its pollutants closer to Harriet Tubman Middle School, slow buses through the area, and deepen distrust in ODOT and its intentions, all to prevent a few fender benders and move Oregon further from its climate goals. None of this is acceptable, not when a revenue-generating and proven solution like decongestion pricing is on the table. Please become a true Department of Transportation, not just an agency hellbent on costly and unnecessary widening projects.</p> | 2019 0331 Nick Baker ATT |
| 2019 0326 Nick Burns | Nick Burns | General Public | Hello,Other cities have not solved their traffic problems in the long term by adding more lanes to freeways. It is unrealistic to think that Portland is an exception to this trend. I am very disappointed that you have hidden reports and additional studies and only shared some of the data that has been   |                          |

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|                            |                  |                            | collected. A full environmental impact statement must be shared with the community. Why not put the money towards proven options like: - Congestion Pricing (Before widening) - Public Transit (A MAX line to Vancouver) - Bike Infrastructure (Have you tried biking from Vancouver, it sucks) Adding another freeway lane is not forward thinking and future generations will not thank us for continuing to harm the planet.  |                          |
| 2019 0401 Nick Burns       | Nick Burns       | No More Freeways           | Given the recent reporting around faked data, ODOT owes the citizens of Portland and surrounding areas more honesty and transparency in regard to environmental impact disclosure. Make the full reports public.   |                          |
| 2019 0331 Nick Cassella    | Nick Cassella    | No More Freeways           | Let's please not fool ourselves and invest in things that will increase emissions and is backed by little to no true evidence for producing the outcome it will supposedly create. Let's invest further, instead, on public transit (both incentivizing and increasing its reach here) and ther modes of transportation before adding more cars to our already deteriorating climate.  |                          |
| 2019 0331 Nick Cassella    | Nick Cassella    |                            | NS   |                          |
| 2019 0306 Nick Christensen | Nick Christensen |                            | 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.   |                          |
| 2019 0329 Nick Fox         | Nick Fox         |                            | Dear ODOT:<br><br>As a resident of Irvington and a parent of future Tubman Middle School students, I write to tell you I am strongly opposed to the plan to expand the I-5 through the Rose Quarter. I know that you have released reports suggesting that this would reduce pollution for kids like mine, but I also know about induced demand--so I'm skeptical that traffic will really move faster through that tight spot. Pretty soon, we'll be back in the same place: traffic jam, but with even more cars. Given that there are more cost-effective alternatives, including congestion pricing and dedicated transit lanes, I cannot support the project or the money to be spent.<br><br>Thank you for considering these concerns,<br>Nick Fox   |                          |
| 2019 0329 Nick Fox         | Nick Fox         |                            | NS   |                          |
| 2019 0313 Nick Gross       | Nick Gross       | General Public             | As a resident of Portland, I am writing to express my opposition of the I-5 Rose Corridor Widening Project. Thank you  |                          |
| 2019 0219 Nick Sauvie      | Nick Sauvie      | ROSE Community Development | I am the Executive Director of ROSE Community Development, a nonprofit that has been working to revitalize outer southeast Portland neighborhoods for more than 25 years. I oppose the Rose Quarter freeway expansion because it will not reduce traffic congestion but it will make global warming worse. There are much better ways to spend half a billion dollars of transportation investment. Improving transit service and improving streets, sidewalks and bicycle facilities in East Portland for example. Finally, given ODOT's track record with another freeway expansion - the Columbia Crossing - the final price tag is likely to be much higher than advertised.   |                          |
| 2019 0401 Nick Tiller      | Nick Tiller      | No More Freeways           | To whom it may concern,As a resident of Portland, I strongly oppose the freeway expansion plan. Studies have shown that it won't help congestion, but will instead make it worse. Considering that, and that our environmental quality is on a steep decline, why would we want to do something that's going to have a worse impact on both nature and our traffic problem??Thanks,Nick  |                          |
| 2019 0329 Nick Wood        | Nick Wood        | No More Freeways           | Numerous studies have shown that expanding capacity is a short-term fix for congestion at best, and a complete waste of public funds at worst. Please consider using my tax dollars for positive uses like expanding express bus service and creating dedicated bus lanes on bridges across the Willamette.  |                          |
| 2019 0325 Nicolas Lennartz | Nicolas Lennartz |                            | 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, |                          |

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|                                |                  |                  | 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! |                          |
| 2019 0331<br>Nicholas Peterson | Nicolas Petersen | General Public   | Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces. What is needed is more transit and more green, community spaces in Portland. Marginalized communities in Portland will be the first to feel the effects of freeway emissions, as they have historically, and this needs to stop.   |                          |
| 2019 0227<br>Nicole            | Nicole           | No More Freeways | The proposed freeway expansion will do more harm than good. It is a short sighted solution to a very large issue about congestion, environment, and quality of life. The expansion may reduce traffic initially but not for long and will take away a middle school and property that is community to many minorities. Please consider bus on shoulder, HOV lanes, and other solutions to solve this problem. Do not expand the freeway.  |                          |
| 2019 0226<br>Nicole Cousino    | Nicole Cousino   | No More Freeways | In a city that branded itself on sustainability and progressive values and practices, its shocking to learn this same city would consider an approach to addressing congestion through freeway expansion. Build it and they will come. Any funds and efforts should go towards getting commuters out of their cars, not more cars on the road. Please don't allow small minded, archaic and self serving concepts guide decision making. Be a bold city with vision and strategies for a livable future. More freeway space is so wrong for Portland!   |                          |
| 2019 0402<br>Nichole Funke     | Nicole Funke     | No More Freeways | Freeways are the poorest investment we can make for ourselves as commuters. Bridge upgrades, dedicated bike lanes, light rail and improved bus service should be our focus. We should make alternative transportation easier, safer and more enjoyable than driving. Only then will we be able to get people into the habit of rethinking their method of commuting. I look at cities like Vancouver BC (light rail expansion, buses for days) and so many European cities that promote cycling and train over cars. Building and expanding freeways is a band-aid on a bigger problem that we are merely kicking down the road. Lets address this now by putting our money in alternative transportation.  |                          |
| 2019 0311<br>Nichole Safranek  | Nicole Safranek  | No More Freeways | I am a public school teacher living in SE portland. I bike to work to reduce my carbon footprint and my contribution to congestion. A freeway expansion plan isnt the right move for Portland if we want to stay green and neighborhood friendly. Portland shouldn't even consider freeway expansion without significant simultaneous investment in mass transit and bike infrastructure. Pedal power, shared transit, and walkable city neighborhoods is the future portland deserves, not more noise, pollution and fossil fuel consumption. This freeway plan sounds like a bandaid solution and a comittment to business as usual greenhouse gas emissions. Where is the vision for a healthy sustainable city?   |                          |
| 2019 0402<br>Nicole Thompson   | Nicole Thompson  | No More Freeways | I've lived in this city for 25 years, long enough to witness the growing pains associated with rapid growth. While I don't begrudge our burgeoning population, I do think we simply cannot go with 20th century solutions for 21st century problems. Portland deserves a smart growth plan that employs a sustainable mindset to better serve her citizens in the future.   |                          |
| 2019 0305<br>Nikki Dennis      | Nikki Dennis     | No More Freeways | I oppose this project. New freeways are not the answer and do not solve traffic congestion. Additionally, a new freeway will contribute significantly to more air pollution - something Oregonians, especially Portlanders, are plagued with already due to shortsighted decisions such as these. Oregon must move forward and select climate-friendly solutions that do not destroy additional habitats, encroach on existing communities, or make a bad situation even worse. The Green Deal proposes increasing railways to make the need for freeways obsolete. These are the the ways we must begin thinking going forward. It is time that you listen to citizens and keep their best interests at heart. This does not do that and any attempts to rationalize it or portray it as such are irresponsible, narrow-minded, and archaic by design.   |                          |
| 2019 0326<br>Nikos Syropoulos  | Nikos Syropoulos | No More Freeways | I am writing to express my forceful opposition to the proposed I-5 freeway expansion in the Rose Quarter. Considering induced demand, an investment in freeway expansion is short-sighted, as the marginal benefits will be very short-lived. The misuse of equity appears to be a willful and harmful misunderstanding. I urge you to put resources toward solutions that are actually proven to improve safety, congestion, air quality, and equity. I further urge you to conduct a robust environmental impact statement. Considering the magnitude of the proposed project, increased transparency is vital.   |                          |

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| 2019 0325 Nitya Brorson | Nitya Brorson        | No More Freeways | This freeway expansion is antithetical to our commitment to bring Portland's emissions down to net-zero. The increased pollutants will also further poison a neighborhood that has been repeatedly injured and displaced by racist city-planning. Do you really want to hurt that same neighborhood *again*? And poison all those children at Harriet Tubman Elementary? Widened freeways create induced demand, so more people will drive on them. Traffic will continue to congest, and all that exhaust from crawling cars will continue to poison the air for our entire city. You should instead be focused on making public transportation something that is more efficient, and appealing for more commuters to use. Stop catering to car culture, and putting the needs of frequent freeway users over the needs of everybody else in the city, and the health of everyone, and our planet.   |  |
| 2019 0313 NMF           | No More Freeways PDX | No More Freeways | Re: I-5 Rose Quarter: Response to Data Request.<br>Thank you! We saw it about an hour ago and we're already digging in. If we have any further questions you know we'll reach out shortly.  |  |
| 2019 0331 NMF 1         | No More Freeways PDX | No More Freeways | Press Coverage of Opposition to Rose Quarter Freeway Expansion.<br>Journalism related to the campaign in opposition to the Rose Quarter Freeway Expansion is attached. We wish to submit these articles into the Public Comment record to document the years of community opposition to this proposed freeway expansion.  | 2019 0331 NMF 1 ATT 1 through 2019 0331 NMF 1 ATT 53 |
| 2019 0331 NMF 2         | No More Freeways PDX | No More Freeways | Press Coverage of Opposition to Rose Quarter Freeway Expansion (1/x).<br>Journalism related to the campaign in opposition to the Rose Quarter Freeway Expansion is attached. We wish to submit these articles into the Public Comment record to document the years of community opposition to this proposed freeway expansion.  | 2019 0331 NMF 2 ATT 1 through 2019 0331 NMF 2 ATT 28 |
| 2019 0331 NMF 3         | No More Freeways PDX | No More Freeways | Press Coverage of Opposition to Rose Quarter Freeway Expansion (2/3)  | 2019 0331 NMF 3 ATT 1 through 2019 0331 NMF 3 ATT 16 |
| 2019 0331 NMF 4         | No More Freeways PDX | No More Freeways | Press Coverage (3/3) for submission into ODOT's public record on the I-5 Rose Quarter Freeway Widening Project:   | 2019 0331 NMF 4 ATT 1 through 2019 0331 NMF 4 ATT 10 |
| 2019 0331 NMF 5         | No More Freeways PDX | No More Freeways | NMF Public Comment Records (08/2017-04/2019).<br>We wish to submit for the public record of ODOT's Rose Quarter Freeway Expansion the letters of correspondance between No More Freeways and ODOT, the OTC and Portland City Council since our group's inception in 2017.   | 2019 0331 NMF 5 ATT 1 through 2019 0331 NMF 5 ATT 11 |
| 2019 0331 NMF 6         | No More Freeways PDX | No More Freeways | Four additional documents to submit for public record.<br>Two documents referenced in numerous NMF letters about the equity concerns of congestion pricing, PBOT's bike count summary from 2018 showing bike traffic on the existing Flint Avenue Bridge, and an additional academic article cited in a previous NMF letter to ODOT.  | 2019 0331 NMF 6 ATT 1 through 2019 0331 NMF 6 ATT 4  |
| 2019 0331 NMF 7         | No More Freeways PDX | No More Freeways | Article in Columbian for Public Record  | 2019 0331 NMF 7 ATT                                  |
| 2019 0401 NMF 1         | No More Freeways PDX | No More Freeways | Bleeding Albina. For public record on the ODOT Rose Quarter Freeway Expansion Project.  | 2019 0401 NMF 1 ATT                                  |
| 2019 0401 NMF 2         | No More Freeways PDX | No More Freeways | No More Freeways Letter - ODOT Rose Quarter Freeway Expansion Public Comment. Please find our letter attached for the Rose Quarter Freeway Expansion Public Comment. The No More Freeway Expansions Coalition is writing to submit our organization's official public comment in opposition to the Oregon Department of Transportation (ODOT) Rose Quarter Freeway Expansion project. The freeway expansion project proposed in ODOT's Environmental Assessment (EA) document (and the agency's subsequent lackluster commitment to public engagement) are simply inadequate to address the numerous mobility, public health, and climaterelated challenges that Oregonians are counting on government institutions to tackle through courageous leadership. Given the numerous inadequacies with the EA, the No More Freeway Expansions Coalition joins the numerous educators, public health specialists, environmentalists, neighborhood leaders, transportation advocates, frontline communities, climatehawks and elected officials demanding that ODOT conduct an Environmental Impact Statement that more appropriately studies the concerns raised by a plethora of community organizations before proceeding with this proposal. What follows is an overarching summary of the numerous failures of this project to address the Portland region's mobility needs, public health concerns or moral responsibility to shift investments away from fossil fuel infrastructure that greatly imperil current and future generations of Oregonians. Freeway Expansion Has Never Solved Traffic Congestion (and ODOT's claims this project is any difference is based on questionable traffic modeling) Among urban planners and traffic engineers, the concept of "induced demand," that suggests that widening roads and freeways simply encourages more driving that inevitably fills the additional lanes with new traffic congestion, is accepted as a wellknown and commonly understood phenomenon. The validity of this concept is backed by a nearly unanimous body of academic literature spanning decades of research on transportation planning and urban economics. In only the most recent prominent example, a \$1.6 billion freeway widening project to address what was | 2019 0401 NMF 2 ATT                                  |

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|                |      |              | <p>described as a “bottleneck” on Los Angeles’ I405 actually made traffic congestion worse when the project was completed. Traffic congestion in our region is undeniably miserable, and poses a significant threat to the public health, economic vitality, and livability of our region. It is therefore imperative that we pursue transportation policies and investments that meaningfully tackle the problem. ODOT’s claims that this proposed freeway expansion would somehow improve traffic congestion lined throughout their promotional materials of the EA document implies that somehow the Rose Quarter Freeway Expansion would be the first expansion in recent history to improve congestion. Therefore, when the No More Freeway Expansions coalition was finally granted access to enough traffic modeling data to meaningfully conduct an independent assessment of ODOT’s findings (more on our frustrations with ODOT’s public process and community engagement later), we rigorously studied the projections to understand how ODOT came to the conclusion this project was uniquely capable of solving traffic gridlock. Turns out, ODOT’s project staff arrived at this conclusion by putting their fingers on the scales and hoping no one would notice. There are numerous questionable assumptions baked into ODOT’s traffic modeling, but the two most significant are the inclusion of the Columbia River Crossing and the exclusion of congestion pricing.</p> <p>- Inclusion of Columbia River Crossing: The inclusion of the Columbia River Crossing Project (CRC) in ODOT’s traffic projections artificially inflate the agency’s traffic projections, making the need for the Rose Quarter Expansion more viable than it would otherwise. This proposed 12 lane freeway bridge was pronounced dead by legislators in 2014 after continued disagreement between Washington and Oregon state legislators about cost and design, notably about the project’s inclusion of tolling and light rail. Despite recent murmurs from Washington legislators hoping to revive the project, it’s difficult to conceive of any realistic timeline in which a new effort to build a similarly designed CRC would be approved and constructed within the next decade at minimum. By including this failed, \$3 billion project in the assumptions used for ODOT’s traffic modeling on this corridor over the next 25 years, ODOT directed a firehose of expected automobile traffic at the Rose Quarter, essentially modeling a “problem” in which an expansion of the Rose Quarter freeway would be necessary to “solve.”</p> <p>- Exclusion of Congestion Pricing House Bill 2017, the transportation package passed by the Oregon Legislature back in 2017, included both funding for the Rose Quarter Freeway Expansion and explicit policy language directing ODOT to move forward with feasibility studies to implement value pricing (also known as congestion pricing or decongestion pricing) on major freeways in the Portland Metropolitan area. In the past year, ODOT studied Value Pricing and received approval to proceed with the policy from a Value Pricing Stakeholder Advisory Committee assembled to review the literature and from the federal government, which granted approval for ODOT to move to the next steps of implementation this past January. Elected officials across the region have signaled their strong support for implementation of value pricing. The academic literature (and the studies that ODOT commissioned for the Value Pricing Stakeholder Advisory Committee) overwhelmingly suggests that implementation of the policy has an enormous impact on traffic congestion. &lt;&lt;Footnote 1&gt;&gt; Given the bipartisan support for value pricing, the overwhelming academic literature suggesting its efficacy as a policy mechanism and ODOT’s own research suggesting the applicability of this policy initiative to this specific stretch of freeway, it is baffling that that ODOT’s traffic modeling for the Rose Quarter Freeway Expansion were conducted without any consideration as to how congestion pricing would impact these projections. ODOT appears to be moving forward with the next steps of value pricing implementation in foreseeable future. We therefore question the validity of the traffic projections that ODOT is using to justify the Rose Quarter Freeway Expansion, given that the EA document projects traffic volumes out to 2045 and does not consider the substantial impacts that value pricing is likely to have on this project. It’s difficult to understand how ODOT can be certain about the accuracy of these traffic projections and this proposed expansion’s impact on travel times over the next 25 years without factoring in a forthcoming policy initiative likely to dramatically impact travel patterns. Whether due to incompetence, negligence, or outright deliberate malfeasance, it is difficult to avoid skepticism that the traffic modeling (on which ODOT’s entire case for this \$500 million project rests) was conducted by the agency accurately or in objective good faith. The claims based on these faulty projections deceive the public and obfuscate crucial details that challenge ODOT’s assertion this freeway expansion is justified and would provide any benefit to motorists frustrated with traffic gridlock. Our independent team reviewing the data made available found it near impossible to replicate ODOT’s findings and trace their work to come to their conclusions. The above is our best attempts at describing in layman’s terms the impact that assumptions baked into ODOT’s traffic modeling. The No More Freeways Traffic Modeling Team produced a technical memo that provides more specific detail as to the numerous flaws in these projections that should disqualify these findings. This document has also been submitted for public comment, and is available on the No More Freeways website. &lt;&lt;Footnote 2&gt;&gt; 40% of Oregon’s Carbon Emissions are from the Transportation Sector. This Freeway Expansion is Climate Change Denial. ODOT’s demonstrably questionable traffic projections suggesting that this freeway expansion will improve traffic congestion have also been extrapolated by the agency to suggest that the freeway widening will also lower carbon emissions because of fewer cars idling while stuck in traffic. Unfortunately, this claim by the agency is similarly disingenuous. Squandering half a billion dollars widening a mile of freeway is an egregious form of reckless climate denialism. Last month’s reporting by The Oregonian suggests that even with passage of pending carbon legislation, Oregon won’t hit carbon reduction targets without fundamentally reducing emissions from private automobiles. Transportation emissions already comprise 40% of Oregon’s greenhouse gas emissions, and it’s the only sector of Oregon’s economy where emissions are increasing. Despite increasingly rigorous GHG emissions requirements for cars and light trucks, the transportation related GHGs contribution to the State’s GHG emissions rose from 35% in 2014 due to increased</p> |                          |

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|                |      |              | <p>vehiclemiles travelled. The region's population is forecasted to increase by 390,000 people by 2050, and it is imperative that we develop a transportation network that accommodates these new residents without any additional vehicle miles traveled and any increase in associated emissions. It's simply disingenuous to invest half a billion dollars in a freeway expansion project in the center of Oregon's densest city and claim that this project has any benefits to carbon reduction, especially given the project's abysmal contributions to walking, biking, and transit options in the neighborhood (see below). It is frustrating to watch ODOT champion freeway expansion when 40% of Oregon's carbon emissions come from transportation. Expansion of this freeway represents a complicit willingness to ignore Oregon's responsibility to future generations and the planet. We've all felt the unease that permeates our communities when our neighborhoods are cloaked with the wildfire smoke that has draped itself through the Willamette Valley three of the past four summers. Last October's IPCC report warned that phasing out fossil fuels in eleven years was essential to avoiding the destruction of society as we know it. It's unconscionable to imagine that this freeway expansion is the best transportation investment we can make to honor the need to protect Oregon for current and future generations when the impacts of climate change are already here, and will almost certainly only get worse. Oregonbased environmental stewards and advocates including Portland Audubon Society, Oregon Environmental Council, 350 PDX, Oregon League of Conservation Voters, Center for Sustainable Economy, OPAL Environmental Justice Oregon, and the Urban Greenspaces Institute have all asked ODOT to conduct an Environmental Impact Statement and stated their concern about this project's impacts on greenhouse gas emissions. &lt;&lt;Footnote 3&gt;&gt;ODOT's claims to traffic safety, "surface level" improvements are disingenuous. Please do not be fooled by ODOT's claims that the Rose Quarter Freeway Expansion is an "Improvement Project" with "multimodal investments" and benefits for people biking, walking, or taking transit. Unanimous opposition to and concern about this project has been voiced by transportation advocates across the Portland region, including Oregon Walks, The Street Trust, Community Cycling Center, Oregon Families for Safe Streets, BikeLoudPDX, the City of Portland's Bicycle Advisory Committee and Pedestrian Advisory Committee, Portland Bus Lane Project, Safe Routes to School Pacific Northwest Chapter, and AORTA. &lt;&lt;Footnote 4&gt;&gt;These organizations and citizen advisory committees have written long, detailed, thoughtful letters for ODOT's Rose Quarter Freeway Expansion public comment highlighting the surface streetlevel flaws within ODOT's proposal. The Bicycle Advisory Committee wrote that "the Build Alternative would fail to achieve the stated project goals and objectives, especially in critical areas related to bicycling, but also including the resulting conditions for walking and transit, local connectivity, safety, equity, and climate outcomes. This is in direct conflict with city and state planning goals." We will be posting many of these letters in full on the No More Freeways website in the next few days; a brief summary of the most frequently cited concerns is listed below:- ODOT claims that this project is a "safety improvement" for the freeway. However, there hasn't been a traffic fatality on this stretch of freeway in over a decade. Meanwhile, ODOT has numerous other arterials and orphan highways across the region that are very dangerous to people walking, biking, and driving. Just this past month, during the public comment period, a sixteen year old student at Madison High School was hit by a car while crossing 82nd Avenue. It's disingenuous to sell this freeway widening project as a traffic safety project when there are numerous other arterials that have much more demonstrable need for traffic safety investments. Doing so is directly antithetical to the City of Portland's Vision Zero initiative, passed in 2015, that uses a data driven approach to eliminate traffic fatalities by 2025.- TriMet's 4 and 44 bus lanes actually experience slower travel times through the corridor under the "Build" alternative. We simply cannot spend half a billion dollars on a transportation investment in the center of the biggest city in Oregon that actually makes public transit less efficient and viable an option, given the overwhelming relevance of excellent provision of public transit to air quality, antipoverty, and decarbonization goals. Many groups requested ODOT to implement more transit priority lanes through the corridor.- The Rose Quarter plan calls for the removal of the Flint Avenue Bridge, a popular route for bike commuters, with one of the highest volumes of weekday morning bicycle traffic. Meanwhile, the proposed "replacement," a eastwest connection on Hancock, is too steep to be ADA compliant (10%), and the proposed crossing has abysmal bike/pedestrian amenities. The proposed crossing on Clackamas is also largely panned as largely irrelevant to existing and expected future bike/ped patterns. Other groups cited national standards including the AASHTO bikeway design manual, the Oregon Bicycle and Pedestrian Plan, and Oregon Highway Design Manual noting the inadequacies of the bicycle and pedestrian plans.- Significant concerns that ODOT's EA doesn't address how expected construction detours will significantly impact biking and walking throughout the numerous years of construction. The Street Trust writes in their letter that they are "alarmed by the likely impact on walking, biking and transit during the construction period and the lack of information in the EA about how this will be mitigated... Extraordinary efforts will need to be taken to mitigate the huge disruption that will be caused by the construction of the project in an area that sees 8,000 cyclists per day and is the primary portal between downtown and North and Northeast Portland. A five year setback is not an acceptable outcome for our climate change and growth management goals nor is it acceptable to the individuals who will be impacted."- An overall level of disgust with the opportunity cost of this project, and what \$500 million could buy for other investments that would meaningfully provide safe places to walk, bike, and take transit across the city. \$250 million would build safe routes to school for every public school in the city of Portland. The May 2016 Fixing Our Streets Gas Tax was estimated to raise \$64 million for crucially needed investments in backlogged road maintenance and traffic safety improvements. \$500 million is roughly analogous to what TriMet receives from commuters over four years on farebox revenue, and is comparable to the cost of TriMet purchasing an entirely new, allelectric bus fleet. As BikeLoudPDX wrote in their letter opposing this project,</p> |                          |

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|                |      |              | <p>“Future study and proposals for this freeway expansion must significantly improve the proposed active transportation infrastructure plans, demonstrate a more rigorous active transportation design standards methodology, be able to show that delays during the estimated five year construction period not significantly impact active transportation and transit in the project area.” Similarly, ODOT’s claims that they are working closely with local community partners are countered by letters submitted to public comment by the Albina Vision Trust, Eliot Neighborhood Association and Irvington Community Association. The No More Freeway Expansions Coalition stands in firm solidarity with the efforts of the Albina Vision to build a vibrant, dense, walkable neighborhood in the wake of the twentieth century urban renewal that decimated Oregon’s largest black neighborhood. The Albina Vision point out that the “lids” over the freeway are not strong enough to build multiple stories of housing and office space, as their organization intends for the neighborhood. The Albina Vision Trust has asked ODOT for an Environmental Impact Statement, and both the Irvington CA and Eliot NA have written strongly worded letters opposing this project on numerous grounds and also asking ODOT for an Environmental Impact Statement. &lt;&lt;Footnote 5&gt;&gt;Freeways make children sick. ODOT is widening I5 into the backyard of Harriet Tubman Middle School. Yikes. ODOT’s proposed Rose Quarter Freeway Expansion involves widening Interstate 5 farther East into to Portland Public Schools’ (PPS’) Harriet Tubman Middle School campus. Harriet Tubman reopened to students in September 2018; both Portland Public Schools as an entity and parents, students, teachers, and staff from the Tubman community have come out in opposition to this project and asking ODOT for a full Environmental Impact Statement to more appropriately understand the impacts this project would have on their neighborhood school. According to PPS’ data, just under half of Harriet Tubman’s students qualify for free and reduced price meals. Only 31.4% of Harriet Tubman students identify as white- this is the 2nd lowest percentage of a middle school campus out of the thirteen in the district. 40% of Harriet Tubman’s students identify as black the third highest of any PPS campus across all grade levels. Youth are particularly susceptible to lung diseases.&lt;&lt; TABLE INCLUDED IN LETTER, SOURCE: 2018-2019 PPS Demographics, Footnote 6&gt;&gt;Air quality researchers at Portland State University released a report in April 2018 expressing their concerns about the high levels of air pollution at Harriet Tubman Middle School. The first recommendation of the report stated that “student outdoor activities be limited at Harriet Tubman Middle School, especially during high traffic periods.” The report found levels of acrolein, benzene, and naphthalene higher than Oregon’s Ambient Benchmark Concentrations. Nearly 18,000 diesel powered trucks pass by Tubman on a daily basis as of March 2019, Oregon has by far the weakest diesel regulations on the West Coast. The report was clear: “the primary risks to future occupants of Tubman MS related to ambient air quality are due to freeway emissions.&lt;&lt;Footnote 7&gt;&gt;” Willamette Week reported on this finding, and quoted PSU’s Dr. Linda George saying that “It’s very reasonable to expect concentrations would be higher and extend further into the property” if the freeway was widened into the backyard of the campus. This report is bolstered by other findings. Late last year, the Environmental Protection Agency (EPA) published their most recent iteration of the National Air Toxics Assessment, which reflected conditions in 2014. EPA ranked census tract 23.03 (the tract at Tubman) as the seventh highest of risk for cancer of any in Oregon (census tracts 22.03 and 21 are similarly high). All three rank among the top ten in the state, and this is almost certainly an underestimate the EPA doesn’t recognize diesel particulate as a carcinogen, so it’s not fully included in the estimate. As Harriet Tubman parents write in a letter submitted to ODOT’s Rose Quarter Freeway Expansion public comment, “As parents of students who breathe the polluted air, we are the ones forced to live with the repercussions of these decisions. It’s our material and physical loss when we are forced to buy inhalers for our children when they are diagnosed with asthma, and it’s our children who suffer these very real health consequences. It’s our faculty and staff who are always wondering if a headache is just an occasional migraine or a symptom of something more nefarious, due to the particulates in the air from the nearby freeway. It’s our right and responsibility to demands a fierce, rational approach to ensuring this Middle School is a safe and healthy learning environment.” Their letter also notes the difficulty the school community is already facing at recruiting families to attend the school, and worry that the expansion will further deter families from sending their students to the facility when the campus needs sustained population growth for it to succeed. The overwhelming academic literature on air pollution from transportation suggests that decongestion pricing, and not freeway expansion, is the best policy to improve local air pollutants and mitigate the impacts of freeways on their surrounding communities. According to The Washington Post, childhood asthma rates in Stockholm, Sweden were reduced by nearly fifty percent after the implementation of decongestion pricing. Dr. Alex Bigazzi’s research, the body of which has been submitted to ODOT’s public record for this project, highlights the numerous studies that suggest the best way to improve the air quality at Tubman Middle School is to institute congestion pricing instead of widening the freeway. By not studying congestion pricing, ODOT is not considering the easiest, most cost effective policy to address traffic congestion that the scientific consensus also recognizes is the most likely to improve air quality in the Tubman community. ODOT’s projections of improved air quality in the area under the “build” scenario are also based on assumptions about improvements in technology and local air quality regulations assumptions the agency is unable to promise will happen. The full letter from the Portland Public School board detailing their concerns about this project explains how the district was unable, on ODOT’s shortened timeframe, to study the other impacts this proposed expansion might have on the campus, including not only air quality but traffic impacts, soil stability, noise, and other factors. As the resolution passed unanimously by PPS Board Members states, “it is PPS’s position that the depth, complexity and severity of potential significant short and long term negative impacts to PPS facilities, staff, students, families, and stakeholders warrants a full environmental impact statement (EIS). An EIS will provide a</p> |                          |

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|                |      |              | <p>better understanding of the impacts of the proposal and development of potential mitigation options.” &lt;&lt;Footnote 8&gt;&gt; There are significant environmental justice implications with ODOT rushing through this freeway expansion into the backyard of Harriet Tubman in direct opposition to the local community’s wishes. Further poisoning the air so that low income students of color are unable to enjoy outdoor recess is the diametric opposite to the Albina Vision Trust’s aim to undertake a restorative initiative to rebuild a prosperous community, and is enormously detrimental to Portland Public Schools’ efforts to provide a safe learning environment for every student.ODOT’s Community Engagement Plans Were, Frankly, AbysmalThe No More Freeways Coalition, along with dozens of organizations and small business owners, requested an extension of the public comment period November 30th. This request was denied by ODOT in mid January; we only got a public hearing out of the event due to pressure from Commissioner Chloe Eudaly’s office, and ODOT didn’t provide video recording of the event despite having done so for numerous other recent public hearings for Value Pricing and Oregon Transportation Commission hearings. When the Environmental Assessment document was released on February 15th, it was missing numerous technical documents central to ODOT’s claims about the efficacy of this project to address congestion, air pollution or carbon emissions. We sent ODOT a letter asking for these data on February 23rd, and only received part of what we asked for on March 13th, the day after the public hearing. We then sent ODOT a letter asking ODOT to honor their original commitment to a 45 day public comment period, and we were once again denied. Numerous letters from advocacy organizations, including that from Portland Public Schools, noted the abbreviated public comment time made it difficult to evaluate the project, especially given the enormous consequences this project represents to the community, region, and state. ODOT ignored all of these requests. Separately, community member Iain MacKenzie sent ODOT an email on February 15th asking for access to relevant engineering drawings for this project. ODOT responded that “they do not yet exist,” a statement that was demonstrably untrue. It took over a month to obtain the drawings that could have easily been published when they were first requested. These schematics were enormously valuable in allowing community members to understand the specific impacts the proposed project would have on treasured community resources, including the expansion of the freeway over the Vera Katz Eastbank Esplanade. &lt;&lt;Footnote 9&gt;&gt; Mr. MacKenzie submitted public testimony providing a detail and copy of email records of his correspondence with the agency.&lt;&lt;Footnote 10&gt;&gt; Given the agency’s general recalcitrance to share information about the project, unwillingness to hold meaningful public forms about the project, denial of repeated requests for extension of the public comment period, and numerous deceptions included in the traffic analysis, the No More Freeways Coalition wishes to state our loud disapproval and concern with the way a public agency ostensibly serving constituents engaged with concerned community members. Especially here in Oregon, where we celebrate our regional livability we’ve earned through rigorous community engagement, public process and commitment to environmental stewardship, it’s remarkably disheartening to watch the Oregon Department of Transportation brazenly push this project through public process with disingenuous data, Orwellian language, and disinterest in meaningful partnership with community partners. The ability for current and future generations to enjoy Tom McCall’s Eden is dependant on community leaders, elected officials and government bodies collaboratively working together to decarbonize our economy, prioritize investments that safeguard frontline communities, and double down on public health initiatives. The Oregon Department of Transportation’s Environmental Assessment proposal of this Rose Quarter Freeway Expansion fundamentally fails our local neighborhood, our city, our region, our state, and our planet on every single one of these fronts, as the approximately 800 letters from angry community members attests. We urge this project be scrapped, that ODOT be forced to undertake an Environmental Impact Statement, and that our regional elected officials take notice: The Oregon Department of Transportation is an emperor wearing no clothes. If we have any meaningful commitment to alleviating gridlock and congestion, eradicating the senseless violence of traffic fatalities, improving air quality so school doesn’t make kids sick, restoring a neighborhood scarred by the worst racist impulses of our forefathers, or tackling climate change for current and future generations, this project must be abandoned. The Rose Quarter Freeway Expansion megaproject has no place in our community. FOOTNOTES: 1 We also wish to acknowledge that there are legitimate regressivity concerns with the potential implementation of congestion pricing, as with any policy proposal that raises revenue. The No More Freeways Coalition has written letters to the Oregon Transportation Commission, the Value Pricing Advisory Committee, and the City of Portland outlining how congestion pricing can be implemented fairly, and they are included in the public record. (In short, it involves including lowincome exemptions for working class commuters and directing revenue raised from pricing into transit investments and not further freeway expansion). We believe that ODOT should work closely with frontline communities and antipoverty advocates to ensure this policy is implemented in a manner that provides meaningful benefits to working class Oregonians and SW Washingtonians. 2 The Technical Memo is posted on our website here: <a href="https://nomorefreewayspx.files.wordpress.com/2019/04/nmf_technical_memo.pdf">https://nomorefreewayspx.files.wordpress.com/2019/04/nmf_technical_memo.pdf</a> 3 Letters from these organizations submitted for public comment will be available on the No More Freeways website within the next week. 4 Letters from these organizations submitted for public comment will be available on the No More Freeways website within the next week. 5 Letters from these organizations submitted for public comment will be available on the No More Freeways website within the next week. 6 These data are taken from the Tubman parents community letter, which cites specific PPS demographic tables available online, and is submitted for ODOT’s public comment on the Rose Quarter Freeway Expansion. We will provide a link to the Tubman community letter on the No More Freeways website in the next week. 7 This report, and numerous others about the impacts that air pollution have on student health</p> |                          |

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|                         |               |                  | and academic performance, is included in the Rose Quarter Freeway Expansion Public Comment Record. <sup>8</sup> This memo has been submitted to ODOT's Public Comment, and will be available on the No More Freeways website within the next week. <sup>9</sup> The Portland Audubon Society's letter, in particular, explores the significant lack of information in the EA about the necessary construction mitigation plans, particularly for the plans to build in the Willamette River along the southern edge of the project. This letter has been submitted to the Public Comment record, and will be available on the No More Freeways website in the next week. <sup>10</sup> His letter is available here: <a href="https://nomorefreewayspx.files.wordpress.com/2019/03/i5rosequarterletter11.pdf">https://nomorefreewayspx.files.wordpress.com/2019/03/i5rosequarterletter11.pdf</a>  |                          |
| 2019 0329 Noah Brimhall | Noah Brimhall | No More Freeways | I've been keenly interested in the I-5 Rose Quarter project since I first heard about it a couple of years ago. As someone who lives in North Portland and works in Downtown Portland, I travel through the project area on a daily basis. Most often I do this by bus (Line #44), but in nicer weather, I enjoy riding my bike to work. I also frequently travel by car through the project area, especially on weekends. I've delayed making a comment on the projects Environmental Assessment for nearly the entire comment period because I felt that the EA as presented was incomplete and that as the comment period went on there would likely be new information that would come to light that might impact my comment. It turns out I was right! I'd like to break my commentary into 3 primary areas, 1) deficiencies in the EA as presented 2) the local environmental impact of the project 3) the global environmental context in which the project exists. 1. Deficiencies in the EA: Although ODOT was only required to complete an EA for this project, I believe that ODOT should revisit its decision to not complete a more thorough Environmental Impact Statement. During the all too brief 30-day comment period for the EA, it is clear that the EA is built on a number of false assumptions, a number of which came up only in the last few days. For example, recently revealed maps (which ODOT first claimed did not exist, then attempted to charge an exorbitant amount for and finally released only days before the end of the comment period) show that expanded off-ramps that are part of the project would negatively impact the Eastbank Esplanade. It also recently came to light that both the "build" and "no build" options detailed in the EA assume that a larger multi-billion dollar freeway expansion and bridge over the Columbia River north of the project area will be built. A realistic EA would include a "build" and "no-build" analysis that doesn't assume that another project will be built, especially since the other project is not currently planned or even in serious consideration. I would request that the FHWA require ODOT to complete an EIS that includes at least three different "build" / "no build" scenarios: 1) One with no reference to any Columbia River Bridge related freeway expansion; 2) One that considers the possibility of congestions pricing 3) One that considers the Columbia River Bridge related freeway expansion (but I'd be OK with leaving out that last one). 2. Local Environmental Impact: There is widespread opposition to this project locally in the Portland area from groups that understand this project will have a negative environmental impact on the surrounding area. Because any increased capacity is likely to be filled due to induced demand, there is likely to be a significant local increase in air pollution. This will negatively impact people living, working, studying and traveling through the area. As someone who bikes through the project area, I'm concerned that the increase in pollution associated with the project will make my healthy choice to bike to work significantly less healthy. I'm also concerned for the students at the nearby Harriet Tubman Middle School who have already been advised to not to enjoy an outside recess due to the impact of air pollution. Finally, I don't think the project does enough to positively impact those who use transit, bike or walk through the project area. There is no prioritization for transit in the project area, bike facilities are worse than the existing conditions and walking will be harder and more dangerous in the project area. I urge the FHWA to reject this project outright based on the significant negative impact on the local environment. 3. Global Environmental Context - Climate change is real and spending significant (at least \$500 M) amounts of money on a freeway project is de fact climate denialism. ODOT has an opportunity to use its resources on projects that decrease the 40% of carbon emissions that come from the transportation sector, but the "build" option in this project does nothing to discourage people using single-occupancy vehicles or to encourage active transportation through the project area. We are headed towards a global environmental crisis and history will not look kindly on a city or state that chose to spend half a billion dollars on a freeway expansion at the verge of collapse. I would ask that the FHWA require ODOT to redesign this project to both discourage single-occupancy vehicular traffic and strongly encourage transit and active transit through the project area. I appreciate the opportunity to publicly comment on this project's EA. Despite the fact that the comment period was too limited and the EA was incomplete, I believe that ODOT and FHWA will receive valuable feedback from the community during this comment period. I once again urge the FHWA to send this project back to the drawing board for both a redesign and and full EIS so that the community can better understand the impact of a project in this area. |                          |
| 2019 0331 Noah Emmet    | Noah Emmet    | General Public   | I am writing to express my disapproval to the proposed Rose Quarter Freeway expansion. I find it ridiculous that we are considering increasing traffic and pollution in a time of catastrophic climate change, and ask that further study on the environmental impact be taken.   |                          |
| 2019 0313 Noah Hatz     | Noah Hatz     | No More Freeways | I oppose the Rose Quarter Freeway Expansion for the following reasons:1 - It won't work. I grew up in Hillsboro and lived through years and years of freeway expansion. How did that work out? Induced demand filled those roads right back up and the commute is worse than it ever was.2 - It's the wrong solution. As a city we need to commit to de-carbonizing all parts of our life, which means a heavy focus on moving people via transit/foot/bike. Spending \$500 million on cars while ignoring mass transit, bikes, and pedestrians is ass-backwards.3 - It's yet another slap to the face of Portland's black community. Expanding a freeway at the expense of a neighborhood's health is another example of the city prioritizing the needs of white, wealthy people (not even Portland residents!) over its black residents.4 - The city doesn't want this. A "lid" over the freeway isn't going to magically become some place where  |                          |

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|                        |              |                  | community connects. It will be a slightly larger overpass, the bike/pedestrian lanes as designed suck and were clearly designed by someone who doesn't walk or bike.  |                          |
| 2019 0219 Noah Horst   | Noah Horst   | No More Freeways | Evidence shows that freeway expansion does not alleviate highway congestion. We should not build more lanes when we are in the middle of a climate crisis awakening in a city with vast support for alternative transit. Further, children of color in historically ignored neighborhoods will once again bear the brunt of city policies that fail to consider those children and the long term health effects that will be created by adding more lanes and more autos to i-5. I am proud to be a member of a community that fought other freeway expansions successfully and to much acclaim. History will judge us for our actions on this project and looking back 20 years from now, we will all be happier and healthier if we build and spend for alternate modes of transportation rather than a freeway project   |                          |
| 2019 0226 Noah Jenkins | Noah Jenkins | No More Freeways | The people of Portland--and users of the I-5 corridor--need a congestion solution that benefits the local community and addresses the real and increasing effects of climate change. The proposed I-5 expansion in the Rose Quarter is not that solution. In fact, this proposal meets NONE of the criteria in that sentence, because it isn't even a congestion solution. No major metropolitan area has ever solved congestion problems with a freeway expansion; this is no exception. Even the consulting firm hired by ODOT to explore this project concluded, "Baseline, significant congestion will exist in 2027 on the I-5 and I-205 study corridors, even with all the improvements" proposed. Why spend half a billion dollars to stand still? Induced demand will simply mean the same gridlock, but with more vehicles. That, in turn, will mean more pollution for the neighborhood (including Harriet Tubman Middle School, whose students are already suffering from poor air quality), and an increase in atmospheric carbon dioxide. This is failure upon failure, topped with failure: harm (rather than benefit) to the local community; contribution to (rather than prevention of) climate change; and as much, if not more, traffic congestion. The \$500 million proposed for this project could be far better spent on expanded public and active transport options, such as increased bus/light rail service and sidewalks in areas of the city that need them; these would help more people to get out of their cars, reducing freeway traffic and helping to build a more vibrant Rose Quarter community. Decongestion pricing should be explored as a means of further reducing congestion, here and elsewhere in the city; proceeds from such a system could be earmarked for further improvements to transit alternatives, to ensure that all Portlanders--with or without their own cars--can readily get to the places where they work, shop, and live. These are the kinds of investments we need to be making; the proposed I-5 expansion is a waste of those opportunities. I hope that ODOT will pursue the smarter, healthier, better path by abandoning this proposal. |                          |
| 2019 0327 Noah Porter  | Noah Porter  | No More Freeways | As a lifelong citizen of Portland, I've always taken pride in our city's progressive and courageous commitment to a better future. Our history of investment in bike infrastructure, public transportation and environmental policy speak to our greatest strength as a community -- our willingness to do what's right even when it deviates from what's easy, popular or comfortable. The issue of freeway expansion is another test for our commitments to our environment and our future, we should be doubling down on alternatives to car commuting rather than hurdling further down the path of climate catastrophe rather than we've been on since America chose the highway as its de facto method of transportation. Our greatest victories as Portlanders have come when we rebuke the conventional in favor of truer wisdom, when we transform highways into public green space. I urge our leadership to take seriously the many studies that illuminate highway expansion projects' failure to reduce traffic and to give credence to the legitimate climate concerns re: further investment into fossil fuel dependent infrastructure. There are better uses for this money and more creative solutions to this problem of travel times, and I implore our city's leadership to rise to the occasion and do the brave thing.  |                          |
| 2019 0402 Noel Nevins  | Noel Nevins  | No More Freeways | I feel that this freeway expansion would be spending far too much money on an environmentally regressive project.   |                          |
| 2019 0302 Nona Gamel   | Nona Gamel   | No More Freeways | I am 73 years old. I am grateful every day that I don't have grandchildren who will have to suffer through the effects of climate change. I don't think we can imagine how catastrophic this will be. In fact, I am sure we don't or we would not be looking at a freeway expansion. I lived in California for years and saw how useless these expansions are. If you build more freeways, more people will drive on them. This freeway expansion will inevitably increase air pollution and traffic congestion. It will damage a community that has too often been the victim of other people's ambitions. Harriet Tubman middle school students today should not have recess outside due to air pollution. Does anyone honestly believe that this expansion will improve things at their school? The expansion also increases problems for bike riders, the very people who are literally risking their lives every day to improve our air quality. Please think of our future and invest this significant amount of money in something that actually will improve our air--more buses, more rapid transit, or more bike lanes. It's time for someone to take the first step and deal with the reality of our current world. 1960's solutions won't work any better now than they did then.   |                          |
| 2019 0402 Nora Lehmann | Nora Lehmann | General Public   | I am a resident of NE Portland. My children are still in pre-school but are zoned for Boise-Eliot Elementary and Harriet Tubman Middle School, and so will be affected by this issue personally. I strongly oppose the proposed I5 expansion for many, many, many reasons, but first and foremost because it is madness, complete insanity, to spend half a billion dollars widening a freeway when we have 11 years to massively cut back our greenhouse gas emissions to avert the worst effects of climate change. We should not and, indeed, must not be investing in fossil fuel infrastructure at this critical juncture in human history.  |                          |

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|                               |                     |                  | And, if we have half a billion dollars to be spent on transportation infrastructure, it should be spent on improving public transportation, protected bike lanes, and walkable communities, not adding lanes to freeways. I regularly bike my two young children to their preschool, and even though our route is on so-called bike streets, I can tell you that I am always anxious for their safety. There is so much room for improvement for bike infrastructure, and the safer biking gets, the more people will turn to it as an alternative to cars. It is truly a virtuous cycle (ha, pun intended). Climate change is an existential threat, and as a parent, it is my deepest fear for my children's lives. I urge, beg, implore you to turn away from this ill-considered project, and instead invest the money in more truly visionary transportation projects, projects that would actually improve our future, not continue to degrade and destroy it.  |                          |
| 2019 0401 Nora Polk           | Nora Polk           |                  | I am concerned about the following issues: Expanding freeways is not an effective strategy for reducing congestion. ODOT has failed to make the case for why this project should move forward. ODOT should fully evaluate proven strategies such as congestion pricing and investment in public transportation before spending a half billion dollars to expand a short stretch of highway. The project is entirely at odds with the City's Climate Agenda. 40% of Oregon's emissions are from the transportation sector. We need to focus on strategies that reduce dependency on cars, not perpetuate 1950s style highway projects. At the same time that ODOT is proposing to spend nearly half a billion dollars on expanding I-5, the region continues to neglect serious road safety problems in East Portland. The project will increase air pollution in the backyard of Harriet Tubman Middle School, which already has some of the worse air quality in the state. For a project with an estimated cost of over \$500 million, we feel the projected community benefits are just not there - while the opportunity cost of using these funds shelves other deserving projects with tangible safety improvements or opportunities to decarbonize our transportation system. Sincerely, Nora Polk |                          |
| 2019 0401 Nora Mattek         | Nora Mattek         | General Public   | I am concerned about the following issues: -Expanding freeways is not an effective strategy for reducing congestion. ODOT has failed to make the case for why this project should move forward. -ODOT should fully evaluate proven strategies such as congestion pricing and investment in public transportation before spending a half billion dollars to expand a short stretch of highway. -The project is entirely at odds with the City's Climate Agenda. 40% of Oregon's emissions are from the transportation sector. We need to focus on strategies that reduce dependency on cars, not perpetuate 1950s style highway projects. -At the same time that ODOT is proposing to spend nearly half a billion dollars on expanding I-5, the region continues to neglect serious road safety problems in East Portland. -The project will increase air pollution in the backyard of Harriet Tubman Middle School, which already has some of the worse air quality in the state. For a project with an estimated cost of over \$500 million, we feel the projected community benefits are just not there - while the opportunity cost of using these funds shelves other deserving projects with tangible safety improvements or opportunities to decarbonize our transportation system.                 |                          |
| 2019 0328 Nora Stern          | Nora Stern          | No More Freeways | I am writing in opposition to the I 5 expansion project. In this critical time of climate change we must make essential choices for our planet. We need better public transit to ease tragic congestion, rather than a project that makes it easier to drive more. 40% of Oregon's carbon comes from transportation! A shift in thinking about these plans could change that. Streams of cars all going in one direction is a ridiculous use of fossil fuel and carbon output. Cities like London have limited their car traffic and improved the quality of air and quality of life. In contrast, I am just now coming back from Medellin, Colombia, where car emissions are so bad your eyes hurt and I coughed the whole time. Portland is prized for its clean air, a quality that we are rapidly losing. I can smell exhaust fumes when I walk out my door. School children are right next to this proposed project site, and this would impact the entire downtown. We must have a full environmental assessment. Priority should be given to solutions that maximize multi-person occupancy.   |                          |
| 2019 0326 Odessa Cole         | Odessa Cole         | No More Freeways | I do not support the i5 freeway expansion. I have many concerns about how 500 million dollars is going to be spent, but the top reasons include:<br>- environmental concerns. first, we want a full environmental impact statement so we can understand this better. more freeways does not address the fact that we need to change the way we use transportation and how we move across this city. the money should be put into public transportation.<br>- we have a lot of unsafe streets but i5 is not actually the one that causes the most deaths, put that money towards Powell or 82nd.<br>- there are not examples of freeway expansions that have ever solved congestion in the long term- there simply is not reason to think this will be a different in Portland<br><br>Freeway expansion is not going to make Portland better but 500 million dollars could do a lot of things to make Portland better. Please consider another means for this money  |                          |
| 2019 0224 Odont Are Jackasses | Odont Are Jackasses | No More Freeways | You all are out of your <<<<.....>>>> minds. <<<<.....>>>> idiots   |                          |
| 2019 0325 Ovid Boyd           | Ovid Boyd           | No More Freeways | This project is a planning fail and demonstration of how smart expertise is misdirected in a way that harms our state.  |                          |

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|                           |              |              | <p>If you had \$500 million, and you asked experts how to improve congestion in Portland, would they tell you to add freeway lanes in the city center?</p> <p>No, they would not. Freeway expansions don't reduce congestion (due to induce demand). They tend to shift congestion around, and make it overall worse by encouraging more people to drive.</p> <p>If you had \$500 million dollars, and you asked experts how to improve the safety of our transportation system, would they tell you to add freeway lanes in the city center?</p> <p>This is one of the safest roads in the state. Two people have been killed here, but both cases were folks walking onto the highway (which this project does nothing to address). Instead, we are widening the road, which will get more people driving. The more drivers we have in our city, the more crashes we will have, and the more dead people. Even worse, if the project is successful it will lead to higher speeds over the expanded stretch. No car drivers have been killed here because it is often slow (and safe). Increasing speeds so that car drivers may now have high speed impacts is the opposite of a safety project.</p> <p>If you had \$500 million dollars, and you asked experts how to improve the environment, would they tell you to add freeway lanes in the city center?</p> <p>Getting more people into cars, and encouraging car dependent sprawling land use in Clark County, is not a benefit to the environment.</p> <p>If you had \$500 million dollars, and you asked experts how to foster active transportation in Portland, would they tell you to add freeway lanes in the city center?</p> <p>ODOT has suggested that removing a bike friendly bridge, and adding in another one that curves around steeply, and then widening the street overpasses a bit is a good active transportation investment. This money would absolutely transform walking and cycling citywide, and instead is going to give us a situation which is both a little worse and a little better in one little spot.</p> <p>So, why do we have this project? Because we misused expertise. We did not tell ODOT, "here are our goals, we want less congestion, a safer transportation system, a more environmentally friendly system, and one that encourages active transportation, how do we meet them?"</p> <p>Instead, highway engineers at ODOT, being experts trained to think of traffic as smooth car flows around a city, looked at this spot and imagined cars flowing more rapidly. It's a vision that is beautiful if you are a highway engineer, but pretty traffic is not a goal people would have chosen. Moreover, being highway engineers and not financial analysts, this vision of beautiful flowing highway expansion didn't have a connection to a price tag. So, we got a \$500 million dollar project that doesn't meet any conceivable transportation goal.</p> <p>When they brought to the community and said: "wouldn't it be nice?" The answer should have been: "umm, no, we have goals, and this completely fails to meet them and is hugely expensive to boot". Instead, our answer has been, "well, you are expert highway engineers, so I guess you know what you're doing?" Yes, this project is perfect if you want a pretty highway, it's completely crap if you have any other goal you might think of for a transportation project.</p> |                          |
| 2019 0303<br>Owen Wozniak | Owen Wozniak |              | <p>I wish to express my concern about this project. Specifically, it appears from the summary EA conclusions on your project website that improvements to traffic flow will be minimal in comparison to the cost. The safety benefits appear to be focused on a reduction of fender benders that snarl traffic and harm economic activity but rarely seriously endanger motorists. It's very hard to see how the marginal benefits justify the price tag. What most troubles me, though, is the notion in the EA that the project will have mildly beneficial climate change impacts. This is astounding. I'm certainly open to be proven wrong, but it seems obvious that to whatever extent I-5 flows more freely as a result of this project, it will attract more traffic and further facilitate a fundamentally unsustainable transportation mode, the single passenger vehicle. This is an expensive, long term investment a transportation system that is ruining our climate. It's simply irresponsible to look at the project's climate impact in isolation from the larger truth about vehicle related emissions. I appreciate that the politics and financing of this project are complex, and that one can't simply say "spend that \$500 million on making surface streets safer for pedestrians!" But the simple truth is that spending this \$500 million to improve pedestrian safety would have a far greater human health benefit. And using it to make system-wide bike, pedestrian and transit system improvement would do a lot more to address long-term congestion and greenhouse gas</p>  |                          |

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|                              |                           |                     | emissions concerns. Even doing nothing seems preferable, as it would allow time to actually implement congestion pricing on I-5 and address congestion in a much more cost effective manner. Most importantly, the fact that many local community groups oppose the project also greatly concerns me. The agencies involved in developing this project have clearly worked hard to reach out to affected communities. Given the history of this neighborhood in particular, it's paramount that local views be taken very seriously into account. On balance, there seems to be a lot of weak reasons to support this project, and a lot of strong reasons to oppose it. I hope you will reconsider the whole thing.  |   |
| 2019 0312<br>Owen Ronchelli  | Owen Ronchelli            | Go Lloyd            | Good afternoon. My name is Owen Ronchelli. I'm executive director of Go Lloyd. The Lloyd is a transportation management association in the Lloyd neighborhood. We've been around since 1994 and we have over 160-member businesses representing 15,000 employees and residents. We pride ourselves in the results of transitioning the employees and residents out of their single-occupant vehicles and on to alternative modes. We actively promote and manage programs that shift people's behavior away from single-occupant trips into alternative modes. And, you know, we live and breathe transportation demand management every single day. The main reason Go Lloyd supports this project is because of all the street level transportation improvements. Half of the project's budget is going towards these elements and we're excited about the project. As not only will it fix long deficient and unsafe bike and pedestrian facilities, but it will create new ones that don't exist today. The bike ped bridge at Northeast Clackamas and the new crossing at Northeast Hancock down to lower Albina. Everyone going through this area, no matter what mode they use today, bikes, cars, buses, streetcar, or on foot, can acknowledge it's lousy and a potentially dangerous experience. The build alternative detailed in the EA intends to address this, making travel through this area safer and more intuitive for all users. These are exactly the types of improvements we desperately need if we hope to encourage more active transportation use for both timid and reluctant users. As well as attracting new users that are arriving in Portland every day. The improvements included in the build alternative of this project are thoughtfully designed and community vetted. The price tag is significant but appropriate to adequately address the transportation system needs of the area. Please don't buy into the fallacy that is circulated by critics that this is a freeway widening project primarily benefiting high-income users outside the city. On the contrary, it's an investment in our multi-modal transportation system that will transform access for all users in an area that has needed it for a long, long time. |   |
| 2019 0331<br>Pablo Martos    | Pablo Martos              | No More Freeways    | I want to see a full EIS. I want to know how ODOT thinks it can justify building more single-occupancy vehicle infrastructure when what we need is light rail. I want to know how you justify building something that will only expand single occupancy vehicle use when we haven't made the switch to renewable energy yet and thousands of Americans just died in 2017 because of a climate change-intensified hurricane in Puerto Rico. This will intensify air pollution and associated respiratory problems in a town already struggling with that. I am so disappointed with the push forward on this. I disagree with the freeway expansion on a fundamental level, for financial and environmental and transportation policy reasons. I know sidewalks in East Portland, bus rapid transit lines across town, and a solid down payment towards the proposed underground light rail tunnel aren't ODOT's explicit mission, but they'd be a MUCH better use of funds than more highway capacity, and improve local conditions so much more. This freeway expansion is unnecessary and counterproductive.  |   |
| 2019 0312<br>Paddy Tillett   | Paddy Tillett             | Parks Board         | Good evening. My name is Paddy Tillett. I'm on the Parks Board. You have heard from my colleague who covered a number of points that the board made to ODOT over this project. I want to focus on a particular one and that is the moral responsibility, one might say, of mending the damage that was done by Mr. Moses when the I-5 was built in serving the community. The job of the proposed reconstruction or one job of it is to re-knit those communities together to give access to the riverfront from the communities that are east of the freeway. What is being presented is that trace of remaining lands which is called partial freeway cover, which assumed to be a community space that Parks is presumably expected to look after. The Parks Board would have no -- actually have no compunction in advising against such a thing. It would not contribute to any particular community. It would detract from future park work on lower Albina. And above all, it does nothing to connect the communities. We need buildings across the top of the freeway, not remainder space colored green in the hopes that it will work. So I'll leave it at that. Thank you very much.   |   |
| 2019 0311<br>Paige Goodlett  | Paige Goodlett            | No More Freeways    | I write with grave concerns about the proposition of the Rose Quarter I-5 Expansion Project. We are in the midst of a critical point in time in addressing climate change and environmental justice and this project is not only symbolic of climate change denial, but will in fact contribute to rising emissions from cars and vehicles. We need a transportation solution that seeks to curb carbon emissions through creative means and current times beg for us to take a deeper inquiry into public transportation options and electric vehicles. I strongly oppose this measure - it will not improve congestion, freeway expansions will increase air pollution and the allocated budget for this project should be invested in renewable energy and greener solutions for public transportation. Community opposition to this measure is strong and before this immense amount of money is spent on a freeway expansion that will harm our environment and negatively impact local communities, the ODOT should listen to the response from Portland communities.   |   |
| 2019 0401<br>Parents of HTMS | Parents of Harriet Tubman | Parents of Harriett | The undersigned parents of Harriet Tubman Middle School students wish to formally voice our opposition to the Oregon Department of Transportation's (ODOT) plans to widen the Rose Quarter Freeway into the backyard of the Harriet Tubman campus. Many Tubman community members believe this   | 2019 0401 Parents of HTMS Students ATT; |

| Submittal Date | Name                   | Organization                  | Submittal  | Comment Back Up Document   |
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| Students       | Middle School Students | Tubman Middle School Students | <p>freeway widening proposal is a direct affront to the immediate health and safety of our students, a potentially destabilizing blow to the decades-long community effort to restore a thriving and diverse Middle School community at the historic Tubman campus, and an unacceptable investment in fossil-fuel infrastructure that imperils future generations to the potentially catastrophic horrors of climate change. Alternatives should be more rigorously explored that don't involve threatening the health, well-being, and safety of our students, teachers, and community, and ODOT should heed the calls of PPS Board Members and numerous other elected officials to conduct a full Environmental Impact Statement before moving forward with this proposed freeway expansion.</p> <p>History and present of Harriet Tubman Middle School<br/> The history of disinvestment and subsequent gentrification and displacement of our inner North Portland neighborhood is well documented but necessary context to frame the ongoing challenges the Tubman community is facing today.<sup>1</sup> The Harriet Tubman Campus (then known as Eliot Elementary) was built in 1953 before the I-5 project was constructed. Despite opposition from PPS and the local community, the construction of I-5 in the 1970s bulldozed 330 homes in Portland's historically black Albina neighborhood. Construction of this freeway, coupled with the construction of Memorial Coliseum and the Legacy Emanuel hospital, had a significant destabilizing impact on the local black community, bulldozing many homes and businesses and pushing the African American community farther North and Northeast. PPS nearly closed Tubman in 1982, but a march of over 500 community members organized by the Black United Front demanded PPS listen to the existing African-American community who wanted to retain Tubman as a middle school and keep Boise Elementary open as a nearby neighborhood school.<sup>2</sup> Low enrollment led to the building being shuttered in 2012, despite community protests. Portland Public Schools (PPS)'s efforts to address redistricting school boundaries and provide adequate middle-level education to students in our neighborhood led to the decision to reopen Harriet Tubman as a Middle School in 2018. Harriet Tubman students and teachers have an uncompromised right to clean air. Freeway expansion inevitably leads to air pollution that directly threatens our community. Air quality researchers at Portland State University released a report in April 2018 expressing their concerns about the high levels of air pollution at Harriet Tubman Middle School. The first recommendation of the report stated that "student outdoor activities be limited at Harriet Tubman Middle School, especially during high traffic periods."<sup>3</sup> The report found levels of acrolein, benzene, and naphtalene higher than Oregon's Ambient Benchmark Concentrations. Nearly 18,000 diesel-powered trucks pass by Tubman on a daily basis - as of March 2019, Oregon has by far the weakest diesel regulations on the West Coast. The report was clear: "the primary risks to future occupants of Tubman MS related to ambient air quality are due to freeway emissions." Willamette Week reported on this finding, and quoted PSU's Dr. Linda George saying that "It's very reasonable to expect concentrations would be higher and extend further into the property" if the freeway was widened into the backyard of the campus.<sup>4</sup> This report is bolstered by other findings. Late last year, the Environmental Protection Agency (EPA) published their most recent iteration of the National Air Toxics Assessment, which reflected conditions in 2014. EPA ranked census tract 23.03 (the tract at Tubman) as the seventh highest of risk for cancer of any in Oregon (census tracts 22.03 and 21 are similarly high). All three rank among the top ten in the state, and this is almost certainly an underestimate - the EPA doesn't recognize diesel particulate as a carcinogen, so it's not fully included in the estimate. Given these statistics about the dirty air pollution in our neighborhood, we find it insulting that ODOT's freeway expansion proposal involves widening I-5 (and the tens of thousands of emitting automobiles and trucks) farther east and even closer to the Tubman building and students inside it. As parents of children who breathe the polluted air, we are the ones forced to live with the repercussions of these decisions. It's our material and physical loss when we are forced to buy inhalers for our children when they are diagnosed with asthma, and it's our children who suffer these very real health consequences. It's our teachers and administrators who are always wondering if a headache is just an occasional migraine or a symptom of something more nefarious, due to the particulates in the air from the nearby freeway. It's our right and responsibility to fiercely demand a rational, empirical, and thorough to ensuring this Middle School is a safe and healthy learning environment and workplace. The overwhelming academic literature on air pollution from transportation suggests that decongestion pricing, and not freeway expansion, is the best policy to improve local air pollutants and mitigate the impacts of freeways on their surrounding communities.<sup>5</sup> According to The Washington Post, childhood asthma rates in Stockholm, Sweden were reduced by nearly fifty percent after the implementation of decongestion pricing.<sup>6</sup> For some reason, ODOT's Environmental Assessment of the impacts of this project does not study the impact that decongestion pricing would have on the traffic on the I-5 corridor nor its impact on the necessity of this project. Our community is outraged that ODOT is not pursuing the easiest, most cost-effective policy to address traffic congestion that the scientific consensus also recognizes is the most likely to improve air quality in our community. ODOT's projections of improved air quality in the area under the no-build scenario are also based on assumptions about improvements in technology and local air quality regulations - assumptions the agency is unable to promise will happen. Tubman parents take the existential threat of climate change seriously - does ODOT? As parents of Harriet Tubman students, it's our responsibility to work to help every student at Tubman succeed, both here at this institution and into the future as the next generation of Portlanders, Oregonians, and Americans. Given this perspective, as community members we feel it is important to note that this proposed freeway expansion flies directly in the face of local, state-level, and international findings about the grim necessity of decarbonization. The notion that a sixth grader entering Harriet Tubman Middle School next autumn would be wrapping up their senior year of college in 2030, the year that the Intergovernmental Panel on Climate Change (IPCC) recently stated was the deadline for a complete decarbonization to avoid the absolute worst impacts</p> | <p>2019 0401 Parents of HTMS Students ATT 2 (hyperlinked); 2019 0401 Parents of HTMS Students ATT 3 (hyperlinked); 2019 0401 Parents of HTMS Students ATT 4 (hyperlinked); 2019 0401 Parents of HTMS Students ATT 5 (hyperlinked - abstract only); 20 2019 0401 Parents of HTMS Students ATT 6 (hyperlinked); 19 0401 Parents of HTMS Students ATT 7 (hyperlinked); 2019 0401 Parents of HTMS Students ATT 8 (hyperlinked); 2019 0401 Parents of HTMS Students ATT 9 (hyperlinked); 2019 0401 Parents of HTMS Students ATT 10 (hyperlinked); 2019 0401 Parents of HTMS Students ATT 11 (hyperlinked)</p> |

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|                         |             |              | <p>of climate change, is grounds for significant concern. Freeway expansion is climate denialism - American cities simply cannot decarbonize through electrification of existing vehicles alone.<sup>7</sup> Fossil fuel infrastructure like freeway expansion has no place in our current transportation system if we are to fully meet our goals. Investments in public transportation and dense, walkable urban communities help build low-carbon communities that will help future generations avoid the worst of climate change's excesses. Meanwhile, the Rose Quarter Freeway Expansion project actually *slows* bus speeds through the neighborhood. Harriet Tubman is a frontline community. According to PPS's data, just under half of Harriet Tubman's students qualify for free and reduced price meals. Only 31.4% of Harriet Tubman students identify as white - this is the 2nd lowest percentage of a middle school campus out of the thirteen in the district. 40% of Harriet Tubman's students identify as black - the third highest of any PPS campus across all grade levels. <a href="#">[Table insertion here - see pdf for appropriate formatting]</a></p> <table border="1"> <thead> <tr> <th></th> <th>% Non-White</th> <th>% Black</th> <th>% Underserved</th> <th>% on Free/Reduced Lunch</th> </tr> </thead> <tbody> <tr> <td>Harriet Tubman Students</td> <td>68.6</td> <td>40.5</td> <td>73.5</td> <td>48.9%</td> </tr> <tr> <td>All PPS Middle Schools</td> <td>44.3</td> <td>9.5</td> <td>47.5</td> <td>33.3%</td> </tr> <tr> <td>All PPS students</td> <td>43.7</td> <td>8.9</td> <td>49</td> <td>36.0%</td> </tr> </tbody> </table> <p>- 2018-2019 PPS Demographics</p> <p>After years of organizing on PPS's expedited timeline to open the school, Tubman parents from four demographically different elementary schools across inner North/Northeast Portland have spent the past two years collaboratively attempting to match PPS's ambitious timeline for opening by building the network of parents, teachers and students who can provide the best support for our children's education. As parents who want this school to succeed, we are tasked with solving problems big and small - we are spending enormous amounts of our own volunteer time and resources finding answers to questions as big as "what middle-level programming will best meet the needs of a student body with wildly different needs" and as small as "how do we find enough parent volunteers to chaperone our school's first Middle School dance." We are acutely aware of the reality that building these relationships across our community is especially difficult given the grave demographic and material disparities between our four feeder elementary schools. Building a social institution that can marshal the resources of the Tubman community and the city at large to stick up for and support all 491 students enrolled at the school is a difficult task, and our community continues to grapple with questions of how to serve our students equitably. Tubman Community needs stability and support - not construction headaches, relocation, and pollution. This project does an enormous disservice to the North/Northeast Portland families who are putting in the elbow grease to build a thriving, integrated, restored community at Harriet Tubman Middle School. While our community's capacity to oppose this freeway expansion is relatively low, given the numerous other daunting challenges our community face, we remain steadfastly opposed to this project and ask ODOT to explore other alternatives less disruptive to our community. We're grateful for PPS's support in asking for an Environmental Impact Statement. This freeway expansion (and the disruptive impact of years of construction leading up to it) directly threatens the work our neighborhoods have put into turning this empty school campus into a thriving, integrated community. How will these hard-won gains respond to a potential disruptive school-relocation during ODOT's construction? Will legitimate concerns about increased air pollution force neighborhood parents to reconsider sending their student to Tubman, or to more strongly consider charter/alternative/private schools? How will this school retain teachers when there's already considerable evidence that this community's air quality is a direct threat to the health and well-being of anyone who lives or works here? Has ODOT meaningfully engaged with PPS to ensure their proposal doesn't disrupt the already destabilized hillside on which Tubman rests? What assurances does the Tubman community have that ODOT won't "value-engineer" out the crucial sound walls or other remediation features of their plan when the costs of the project inevitably overrun? ODOT currently plans on routing significant bus/automobile traffic on N Flint during the proposed reconstruction of the N Williams/Vancouver bridges - two Tubman students have already been hit on N Flint while walking to school, and bringing this additional traffic to the western front of the school will make for chaotic pick-up/drop-off routines. We find it unjust to ask current and future Tubman students to pay decades of bonding debt to pay for this project, as well as pay for the enormous costs of the additional carbon in the atmosphere and air pollutants in the neighborhood. As parents, citizens, community members, students, and Portlanders, we state our firm opposition to ODOT's Rose Quarter freeway widening proposal, and demand that if this project does move forward, the agency conduct an Environmental Impact Statement to address the significant impacts this project would cause to the health and safety of our students and community. Signed, Brooke Herout, Harriet Tubman Middle School PTSA Vice President, Joan Petit, Harriet Tubman Parent, Lee Ann Moyer, Harriet Tubman Parent, Rayna Geer, Harriet Tubman Parent, Taylor Geer, Harriet Tubman Parent, Jim Herout, Harriet Tubman Parent.</p> <p>Sources: 1 Karen Gibson, Bleeding Albina: A History of Community Disinvestment, 1940-2000. 2 More on the history of the 1982 protests can be found here: The Harriet Tubman Middle Schools Protests: Black United Front vs The Portland School Board. <a href="http://publichistorypdx.org/2017/03/26/harriet-tubman-middle-school-protests-black-united-front-vs-portland-school-board/">http://publichistorypdx.org/2017/03/26/harriet-tubman-middle-school-protests-black-united-front-vs-portland-school-board/</a> 3 "Indoor and outdoor air quality at Harriet Tubman Middle School and the design of mitigation measures: Phase I report" was published on April 18, 2018; the document is available here: <a href="https://s3.amazonaws.com/arc-wordpress-client-uploads/wweek/wp-content/uploads/2018/07/05143206/Tubman-PSU_HTMSReport_Phase1-Outdoor-Monitoring_Final.pdf">https://s3.amazonaws.com/arc-wordpress-client-uploads/wweek/wp-content/uploads/2018/07/05143206/Tubman-PSU_HTMSReport_Phase1-Outdoor-Monitoring_Final.pdf</a> 4 "A Middle School Prized by Portland's Black Community Would See Its Poor Air Quality Worsen With a Rose Quarter Highway Expansion" Willamette Week, July 4, 2018: <a href="https://wweek.com/news/2018/07/04/a-middle-school-prized-by-portlands-black-community-would-see-its-poor-air-quality-worsen-with-a-rose-quarter-highway-expansion/">https://wweek.com/news/2018/07/04/a-middle-school-prized-by-portlands-black-community-would-see-its-poor-air-quality-worsen-with-a-rose-quarter-highway-expansion/</a> 5 University of British Columbia Professor Dr. Alex Bigazzi, in an interview regarding his article "Can traffic management strategies improve urban air quality? A review of the evidence" published in the Journal of Transport and Health: "We looked at the entire body of literature, including</p> |                          | % Non-White | % Black | % Underserved | % on Free/Reduced Lunch | Harriet Tubman Students | 68.6 | 40.5 | 73.5 | 48.9% | All PPS Middle Schools | 44.3 | 9.5 | 47.5 | 33.3% | All PPS students | 43.7 | 8.9 | 49 | 36.0% |  |
|                         | % Non-White | % Black      | % Underserved  | % on Free/Reduced Lunch  |             |         |               |                         |                         |      |      |      |       |                        |      |     |      |       |                  |      |     |    |       |  |
| Harriet Tubman Students | 68.6        | 40.5         | 73.5   | 48.9%                    |             |         |               |                         |                         |      |      |      |       |                        |      |     |      |       |                  |      |     |    |       |  |
| All PPS Middle Schools  | 44.3        | 9.5          | 47.5   | 33.3%                    |             |         |               |                         |                         |      |      |      |       |                        |      |     |      |       |                  |      |     |    |       |  |
| All PPS students        | 43.7        | 8.9          | 49   | 36.0%                    |             |         |               |                         |                         |      |      |      |       |                        |      |     |      |       |                  |      |     |    |       |  |

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|                            |                  |                      | <p>hundreds of published papers, and identified 65 studies documenting the real-world effects of 22 types of traffic management strategies including speed enforcement programs, lane management such as HOV lanes, road and congestion pricing, and trip reduction strategies like incentives for telecommuting or ride sharing. The strategies with the best evidence of air quality improvements are area road/congestion pricing and low-emission zones. Other strategies have potential benefits, but there is less empirical evidence, either because the benefits are very small or because the benefits are offset by some other effect."Dr. Bigazzi's article can be read here: <a href="https://www.sciencedirect.com/science/article/pii/S2214140517301330">https://www.sciencedirect.com/science/article/pii/S2214140517301330</a>Dr. Bigazzi's quote is from this interview on the University of British Columbia's website:<a href="https://news.ubc.ca/2017/10/05/road-pricing-most-effective-in-reducing-vehicle-emissions/6">https://news.ubc.ca/2017/10/05/road-pricing-most-effective-in-reducing-vehicle-emissions/6</a> "Congestion pricing also clears the lungs, researchers say." Washington Post . March 27, 2018.<a href="https://www.washingtonpost.com/news/tripping/wp/2018/03/27/congestion-pricing-clears-the-lungs-too-researchers-say/?utm_term=.fe445a2efa587">https://www.washingtonpost.com/news/tripping/wp/2018/03/27/congestion-pricing-clears-the-lungs-too-researchers-say/?utm_term=.fe445a2efa587</a> "There is a persistent belief, among both state officials and the public, that clean cars and clean fuels alone can achieve California's climate goals, but this is fundamentally untrue," [Matthew Baker, policy director for California's the Planning and Conservation League] says. "Even if we have 100 percent zero-emission vehicles and 75 percent renewable energy production by 2050" both ambitious goals "we still need a 15 percent reduction of VMT beyond what current regional plans project to achieve." Plus EVs are not a public health panacea. "EVs don't relieve congestion, and the dust from brakes and tires are a major source of particulate matter air pollution, which causes respiratory illness," says Bryn Lindblad, associate director of Climate Resolve. "That last fact doesn't really seem to be on people's radar as they look to EVs to be the solution." "When electric isn't good enough: Sacramento is the staging ground for a fight to make drivers spend less time on the road." Curbed . <a href="https://www.curbed.com/a/texas-california/electric-cars-climate-change-sacramento-california8">https://www.curbed.com/a/texas-california/electric-cars-climate-change-sacramento-california8</a> Data on the % Non-White and % Black demography of PPS schools can be found here:<a href="https://www.pps.net/cms/lib/OR01913224/Centricity/Domain/207/Enrollment%20by%20Race%20and%20School%202018-19.pdf9">https://www.pps.net/cms/lib/OR01913224/Centricity/Domain/207/Enrollment%20by%20Race%20and%20School%202018-19.pdf9</a> According to PPS, the Combined Underserved category was originally established by the Oregon Department of Education as part of the requirements of the ESEA Waiver. PPS's current definition of Combined Underserved includes the following: Students eligible for Special Education, Students with Limited English Proficiency, Students eligible to receive free meals by Direct Certification, Students identifying as Black, Latino/Hispanic, Native American, and/or Pacific Islander. This data can be found here:<a href="https://www.pps.net/cms/lib/OR01913224/Centricity/Domain/207/Enrollment%20of%20Underserved%20Groups%202018-19.pdf10">https://www.pps.net/cms/lib/OR01913224/Centricity/Domain/207/Enrollment%20of%20Underserved%20Groups%202018-19.pdf10</a> Data on PPS' free/reduced lunch demography is available here:<a href="https://www.pps.net/cms/lib/OR01913224/Centricity/Domain/207/Enrollment%20by%20Meal%20Eligibility_Free%202018-19.pdf">https://www.pps.net/cms/lib/OR01913224/Centricity/Domain/207/Enrollment%20by%20Meal%20Eligibility_Free%202018-19.pdf</a></p> |                          |
| 2019 0205 Pat Frobes       | Pat Frobes       | Portland Parks Board | <p>The Portland Parks Board has been following the I-5 Rose Quarter Improvement Project and would like to take this opportunity to provide some initial feedback and recommendations to the project team. The Parks Board Land Use and Infrastructure Committee has reviewed the documents provided. Our Subcommittee focused on the "community space" shown on illustrations of ODOT's I-5 scheme for widening the freeway and rationalizing surface streets above. The illustrations were published prior to the environmental assessment which is due to be completed soon. Attention was drawn to extensions of some of the surface street connections above the freeway since they were colored green and looked like possible public park spaces. These raised several concerns, including:- The fragmentation of the "greenspaces", with the larger pieces isolated by vehicular traffic, and thus of limited utility.- Distance from established neighborhoods in the vicinity and lack of clarity about who the greenspaces are designed to serve.- Possible expectations that Portland Parks &amp; Recreation (PP&amp;R) would be maintaining the spaces, which primarily appear to be remnant pieces difficult to successfully program and operate.- How this large investment in public open space over the Freeway might detract from other nearby opportunities such as the proposed Albina waterfront open space development (as part of the Albina Vision).- How the proposed Clackamas overcrossing would provide good connectivity to the waterfront.- Why the proposed improvements are oriented to the freeway and not to the City grid.- Whether the proposed Freeway caps provide enough community benefit to justify their expense. Our Subcommittee has observed that the paramount urban function for the streets above the freeway is to connect neighborhoods to the waterfront with active sidewalks and street frontages. In light of these observations and concerns, on January 3, 2019 the Portland Parks Board adopted the following recommendations, and directed that these be provided to PBOT, ODOT and the project team:- Support project funding of a review by an urban design team of alternative capping scenarios. This would allow opportunity to rethink how to make this project more beneficial to the community.- Extend the proposed 30-day public comment period for the project's environmental assessment, which is being prepared by ODOT. Longer comment periods are typical for any project with heightened community interest. Ideally, the comment period should be extended to 90 days.- Decline any requests for PP&amp;R to manage or maintain the Freeway caps as currently designed and configured. The Board is happy to answer any questions or clarifications that you may have. Thank you for the opportunity to comment at this time.</p>  | 2019 0205 Pat Frobes ATT |
| 2019 0327 Patience Bingham | Patience Bingham | No More Freeways     | <p>I am opposed to the Rose Quarter Freeway Expansion project. This proposed \$500 million freeway expansion in the backyard of Harriet Tubman Middle School will cause more traffic congestion, more air pollution, and more carbon emissions right by a public school that already has air pollution so bad that PSU researchers have recommended that the children there not go outside for recess. Freeway expansion has never solved traffic congestion in any North American city. Before we build an enormously expensive freeway project, let's implement some type of decongestion pricing. Furthermore, building a costly</p>   |                          |

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|                                    |                       |                  | freeway project now is a blatant denial of the existential threat posed by climate change. Oregon must do better than this! Now is the time to spend money on public transportation and pedestrian friendly improvements, not a costly project that will add to our city's air pollution and carbon emissions. Please more fully study alternatives (including decongestion pricing!) to this expansion with a full Environmental Impact Statement. Thank you,   |                          |
| 2019 0311<br>Patricia A Holm       | Patricia A. Holm      | No More Freeways | We don't need any more freeways...or roads. We have enough and let them be a little congested for awhile and maybe more folks will opt for public transportation. Listen to Tony Seba, nationwide speaker about the coming electric car revolution coming this decade. We will soon have self-driving cars and we won't have as many private vehicles. With climate change, we can longer afford the private automobile.   |                          |
| 2019 0328<br>Patricia Lee Caldwell | Patricia Lee Caldwell | No More Freeways | I am commenting on the new I5 expansion plan. I Work in Portland a lot but like to take MAX if I am able. My daughter goes to Pacific NW college of Art (PNCA) down town and parks her car in Gresham and takes MAX the rest of the way to cut down on pollution, wear and tear on roads ,save gas, and money for parking down town. That expansion would put the kids at Tubman school in a higher pollution health risk too. Also It would encourage big trucks to at last travel through Portland in the day time in stead of resting during the day and traveling through at night! Please, you need to focus on more CLEAN transportation into our beautiful city that we enjoy so much even living up here in Sandy! We say a big NO on this project!  |                          |
| 2019 0310<br>Patrick Best          | Patrick Best          |                  | 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.  |                          |
| 2019 0327<br>Patrick Craddock      | Patrick Craddock      | No More Freeways | The most simple solution to the traffic epidemic, is mass free public transportation. Why not create for new train lines running parallel to the freeway? It is an illusion that more space means less Congestion. We tend to fill all empty space. Wider freeways also make for even worse bottle necking jams. More roads is a bad idea. With perfect public transportation, less roads is more. Giving us more real estate for private properties, parks, bike paths, gardens etc. I vote for trains and bus routes instead of spending millions/billions on the same/new, failing roads and highways.  |                          |
| 2019 0326<br>Patrick Halley        | Patrick Halley        | No More Freeways | Hello, I very strongly agree that decongestion pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Portland has thrived on being a small town behind the curve of automobile culture. We have to consider the missteps of other cities to prevent history from repeating itself in our town.  |                          |
| 2019 0401<br>Patrick Hickey        | Patrick Hickey        | No More Freeways | I'm a Portland resident, and I'm strongly opposed to the Rose Quarter freeway expansion. The last thing in the world Portland needs are expanded freeways. Climate change is an urgent, existential threat to our planet, and freeways are one of the major drivers of climate change by increasing automobile dependence. It is outrageous to spend public resources on solving "traffic" by making room for more automobiles. Instead, we need to use that funding to build out more light rail, streetcars, protected bike lanes, and affordable housing. The past decade has been full of development that has pushed working class people beyond the reach of public transit, and made a pleasant commute to downtown a luxury commodity. We need to address the root causes of these problems, and adding more lanes of traffic will only induce demand and make them worse. |                          |
| 2019 0304<br>Patrick Halley        | Patrick M Halley      | No More Freeways | Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't solve the traffic problems on the corridor? The proposed solution is archaic and I continue to urge everyone I know to voice opposition.  |                          |
| 2019 0401<br>Patrick Maloney       | Patrick Maloney       | No More Freeways | As a long time Portland resident and business owner, I strongly oppose the proposed expansion of I5 through the Rose Quarter. There is no evidence that the proposed expansion will reduce congestion, and even if there was the long term climate and congestion issues facing our expanding community are better met through improved rapid transit and transit oriented development. The proposed \$500 million (not including overruns and the cost of expansion that would be required in other parts of the freeway system) would be better spent on more scalable and effective transit and planning alternatives. Sincerely,   |                          |
| 2019 0401<br>Patrick Rafferty      | Patrick Rafferty      | No More Freeways | Hey gang, I don't have a lot of time here (which is why I vote to elect officials to make decisions on my behalf), so I'll just say that this whole I5 thing isn't going to fix any problems, and it's going to make the problems we already have - notably CO2 emissions - even worse. I hate that I even need to say this, I would assume that the people running the show (i.e. you) would be smarter than this, and would have shut this whole thing down to deal with more pressing concerns, but here I am. Make the right choice here, not for more cars and the trucking industry (or whoever is pulling your strings).  |                          |
| 2019 0217<br>Patrick Sullivan      | Patrick Sullivan      |                  | 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   |                          |

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| 2019 0324 Paul           | Paul         | No More Freeways | <p>I am a person with a disability and I have concerns about the proposed I5 expansion. I cannot drive because of my disability. Therefore, I rely upon public transportation to get to work and live in the Portland metro region.</p> <p>It does not appear that the I5 rose quarter expansion considers the needs of people like myself who cannot drive. In fact, ODOT's analysis indicates increased bus travel time on certain routes through the area of expansion. How is this equitable? People who drive are getting \$500 million in infrastructure yet people like myself are getting increased bus travel times. Please consider inclusion of people of all abilities when implementing major transit projects. Without reliable public transit, people like myself would not be able to live and work in this region. How does the I5 rose quarter expansion address the transportation needs of people like myself who cannot drive?</p>  |                          |
| 2019 0327 Paul Arzt      | Paul Arzt    | No More Freeways | <p>This is a mistake. If controlling congestion is the goal it seems like a much better idea to start with tolling the freeway and seeing what kind of decongestion goals it can meet. We could spend that \$500 million in many many more ways that would help prepare us for the future and help with congestion on I-5. We really should try anything to save that money before we recklessly spend it on the freeway.</p>  |                          |
| 2019 0401 Paul Frazier   | Paul Frazier |                  | <p>Hello, I am a Portland resident voicing opposition and concern to the I5 project.1. How is the foot print of the freeway getting wider not considered a widening project? Call it aux lanes, merging lanes, wider shoulders, whatever. IF the width that cars can drive on gets bigger its a widening project.2. It would slow busses down. This makes ZERO sense. We know Portland has a congestion problem, how are going to solve it if this build option makes the status quo for a far more efficient transpiration method worse?3. It does not do enough to promote alternative transportation. Sure there are some token bike lanes and sidewalks. But it slows busses down. Doesn't create bus rapid transit lanes. And some of the bike over passes contain switchback like ramps. When is the last time you saw I5 with a switch back4. We need decongestion pricing, why not try that first? And spend this money on improving alternative transport options?5. Flawed data. I have issues with using projections that assume a bridge that currently has zero approved funding will be built6. Impact on Harriet Tubman school.7. The freeway caps are not significant enough to create actual use of them. Who wants to hang out in park surrounded by a 4-8 lane freeway?8. Renderings of rebuilt local streets are concerning, wider turn radii, confusing bike lakes, bus issue. etc.9. Impact to east bank esplanade. 10. Opportunity cost of ODOT staff, and construction crews. Lombard, 82nd, and other ODOT owned roads have more deaths on them. We need to stop having our infrastructure kill people.Thank you for you time,Paul Frazier</p>  |                          |
| 2019 0307 Paul Jeffery   | Paul Jeffery |                  | <p>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 improving real problem areas? 82nd, Powell, etc.2) Air quality: 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) Induced demand!4) Does nothing for the neighborhood5) Takes money away from transit6) Those useless caps!7) Bad bike and ped. infrastructure 8) Lost opportunity to do a real project.</p>   |                          |
| 2019 0307 Paul Jeffery 2 | Paul Jeffery |                  | <p>I oppose this project. I am not convinced that any care was taken with the induced demand study. One of your stated goals—reduced congestions—undermines your claim that induced demand does not apply. Please explain how reducing congestion won't induce more traffic through the project area.</p>  |                          |
| 2019 0307 Paul Jeffery 3 | Paul Jeffery |                  | <p>I oppose this project because you could get all the congestion relief (and more!) from a decongestion tax. Do that first, and you'd find you could save all your money! Try it! If I'm wrong, build your extra lanes later.</p>   |                          |
| 2019 0401 Paul Jeffery   | Paul Jeffery |                  | <p>I would likely oppose any freeway widening project regardless - considering the ineffectiveness of road widening in general, but the special circumstances of this one make it that much more important that we put a halt to this bad idea.When you can't even justify the Rose Quarter Freeway Widening project without misstating facts, embellishing, cherry-picking data, or burying the full story, why should we entrust a half billion dollars of taxpayer money to you? Why would we even assume it will stay at a half billion dollars? In fact, we know the history of ODOT cost estimates, so let's just call \$500 million the first lie. You know it'll cost more, and we'll have to pay once you start it regardless.Lie number two: "induced demand doesn't apply in this case." It's nice of you to admit that induced demand is even a thing, since it has been proven again and again, at the cost of hundreds of billions of dollars and ruined urban cores across the country. But if you did, you'd understand that providing capacity anywhere in the system will generate more demand for that capacity, even with fixed inputs and outputs.Lie 2.5: the extra lanes will encourage local traffic to use the freeway more, thereby clearing surface streets of traffic. This is another variant of your induced demand lie, but I feel it needs its own number, so I'm upgrading it to lie number three, because of some information we got as a result of another lie down the list- namely, you'll be widening some surface streets anyway. So, we know you know it'll just create more local traffic, because you're designing for it.The fourth lie is the most cynical. You claim this is a "safety project" , and you manipulate statistics to make it seem that this stretch of the road system is dangerous. The data show that there are a high number of low impact collisions - "fender benders" -but a very low number of injury crashes, serious injury crashes, and fatalities, relative to the rest of the ODOT network. Most of the few fatalities were pedestrians, the result of increased homelessness and poor connections across the freeway between neighborhoods, neither of which will be addressed by this project. Your</p> |                          |

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|                        |              |                  | <p>own data show that the seriousness of a collision is increased proportional to speed, so if you were somehow able to decrease congestion for a short time, speeds would increase, thereby increasing the seriousness of each collision. Even if the raw number of crashes went down, the actual safety danger would increase. The worst effect on safety, though, is the lost opportunity cost. When you elevate a relatively safe part of the road system to a major safety issue, and spend more money on it than it deserves, real safety issues go unaddressed, and are starved of money to fix them. Nearly all of Portland's most dangerous streets are ODOT-run surface streets. People are dying on them with sickening frequency. Every dollar you spend on a project that doesn't really have a safety problem is a dollar less that could go towards projects that could save lives. This is the insulting part of your safety claim, so it gets its own number: lie number five. Number six is the improvement to the neighborhood. I don't see any benefit to a couple of poorly thought out "lids", perilous and unusable pedestrian and bike crossings, and widened streets in the area. The increased noise and pollution created by the project will hurt the economic vitality of the neighborhood. Expanding a road right up against a school will hurt the children. Vacant, windswept caps will not not make everything better. Lie seven is the way you're withholding parts of the plan until it's too late to change them. You know the drawings will be unpopular, once people discover the worsened safety conditions of wider surface streets, the shadow you're putting on our beloved Esplanade, and other details. So you have been claiming the drawings don't exist. Lie eight: the models depend on projects that never got built. The CRC, another of your favorites, got cancelled, because it was a horrible idea, poorly executed. Lie nine: you claim this project will improve the air. Your projections, however, are based on things that are independent of whether you build or don't, like reduced emissions of the average car in the future. You can't get credit for that. Lie ten: there's no other way to solve congestion than this. Well, since this is a big money project that almost certainly won't solve congestion, I don't believe that at all. Tolling, increased support of transit, dedicated freight lanes: all of those would provide better benefit at lower cost. You've not made your case, and you've lied to the public to keep this project moving forward. ODOT does not deserve our trust. And you do not deserve our tax dollars. Sincerely, Portland resident</p>   |                          |
| 2019 0402 Paul Keough  | Paul Keough  | No More Freeways | <p>Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation - as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. ODOT is hiding the data. The entire traffic projection information on which ODOT's claims about the purported benefits of this project are based have been made largely inaccessible to our community groups to independently verify. Our coalition has brought on traffic engineers to review the information that should have been available to the ODOT still hasn't released numerous data sets and appendices that would allow our community groups to independently verify ODOT's assertions that this project would lower carbon emissions, improve air quality or lower traffic congestion. ODOT's strategy is to tell the public "trust us, this is good for the community," and isn't providing any of the materials available for us to double-check their dubious claims. Our coalition wrote a letter on March 4th asking for this information and we still haven't received it. How can ODOT claim to be providing meaningful public engagement with the project when they won't even make the data available for the public to review? Opportunity Costs: Even *if* ODOT can manage to keep this project under \$500,000,000 (pretty unlikely, given the agency's track record), it's an enormously expensive undertaking whereas the revenues could be spent on a litany of other projects and needs across the region. \$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief. Widespread Community Opposition: Despite ODOT's claims that this project "reconnects the community," there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed "lids" over the freeway won't be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations (we wrote a letter to Portland City Hall last year articulating the ways the surface-level street changes are not an improvement to the community).</p> |                          |
| 2019 0307 Paul Leitman | Paul Leitman |                  | <p>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 high ways demand or implementing roadway pricing to reduce demand. This is a flaw—the EA should include additional alternatives. This, 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, 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.</p>  |                          |
| 2019 0312 Paul Leitman | Paul Leitman |                  | <p>My name is Paul Leitman. I live in Portland. I'm concerned about the rationale behind the I-5 Rose Quarter Improvement Project and the lost opportunity to invest limited funds in other projects throughout the region which have greater need. I understand safety is one of the key project objectives. And I do</p>  |                          |

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|                        |              |              | <p>agree that safety is a very important factor to consider. However, the EA safety technical report indicates there were only seven serious injury crashes on I-5 in the study area in a five year period. With limited funds available to spend on transportation projects in our region, we need to be judicious with how we use our resources. According to Metro's high-injury corridors and intersections report from 2017, MLK Junior Boulevard, McLoughlin Boulevard, Burnside Street and Sandy Boulevard had between 30 and 40 serious crashes over a five-year period. TV Highway had 55. Powell Boulevard 66, 82nd Avenue 75, and Division Street had 80 serious crashes. Like I said, I-5 had only seven. Metro and many local jurisdictions in the region are shifting from a traditional safety approach that focuses on all collisions equally to a safe systems approach where fatal and severe crashes generate the most attention and resources. Metro's 2018 State of Safety report indicate that arterial roadways are the location of the majority of the region's crashes. That freeways and freeway ramps are relatively safe per mile traveled compared to the arterial collector streets. Metro areas arterials have more than four times as many crashes for every 100 million people miles traveled than metro area freeways. Therefore, I'm asking ODOT to consider reallocating the I-5 Rose Quarter funds to reduce the prevalence of serious crashes throughout the region. Taking the triage approach, apply these resource and funds to the locations where action is expected to have a significant and immediate reduction in the number of people who are killed or seriously injured. Thank you for your time.</p>   |                            |
| 2019 0401 Paul Leitman | Paul Leitman |              | <p>Comments submitted by Paul Leitman in response to the Environmental Assessment for ODOT's I-5 Rose Quarter Improvement Project 1 April 2019 I am providing the following comments to express my concerns with the Rose Quarter Improvement Project. I also provide suggestions for additional analysis and content that should be added to the Environmental Assessment. I've divided my comments into two sections: Safety &amp; Collisions, and Additional Alternatives to Analyze. Safety &amp; Collisions The Environmental Assessment identifies the crash history along I-5 as one of the key justifications behind the Rose Quarter Improvement Project. The EA provides a high-level analysis of highway crashes including total number of collisions, percent with severe injuries, crashes by hour of the day, and contributing factors. The report includes details for 13 different segments along the corridor. These collision details are important, but they do not clearly analyze or identify the causes of the collisions. Specifically, the report should provide sufficient detail and analysis to provide justification for the new auxiliary lane on I-5. Although the report identifies "following too closely" and "improper lane changing" as the predominant collision types, the EA fails to provide sufficient explanation for the reasons these types of collisions have occurred so much, fails to identify whether these collisions are a direct result of drivers who were margining onto or off of the highway (i.e. did they occur in the outside lane and in between the on and off ramps?), and fails to provide documentation or research of the countermeasures and treatments that have been proven to reduce or mitigate these collisions (specifically whether adding auxiliary lanes actually would reduce these collisions). Secondly, the collision analysis frequently refers to the total number of collisions or collisions per mile. While these numbers are valid representations, they can be misleading. It is good practice to provide normalized values that accurately represent the roadway layout and how well it is used. For example, collisions should be identified as collisions per lane mile (to accurately reflect the size of the roadway and relative capacity), as collisions per AADT (to accurately reflect overall demand of the roadway), or as collisions per VMT (to accurately reflect overall distance of travel). Additional Alternatives to Analyze I'm concerned that the EA does not sufficiently review different options and alternatives that could be used to mitigate the history of collisions along the corridor. There needs to be additional due diligence to demonstrate that adding auxiliary lanes to I-5 is the only option that ODOT can use to address the safety and operational concerns along this corridor (or at least the option with the highest cost-benefit or the least externalities). Operational changes For example, (1) what is the impact of modifying the existing southbound auxiliary lane between the Greeley on-ramp and south of the Broadway off-ramp into an exit-only lane onto Broadway? Does the fact that the lane extends a little past the Broadway off-ramp contribute to collisions? (2) A second potential alternative to analyze is the reduction in the number of lanes on the southbound Broadway off-ramp and the northbound Fremont off-ramp from two to one. Would this reduce the complexity for drivers who are exiting the highway and could it reduce the likelihood that a driver may make an unsafe lane change (simply because there is only lane that they can use to make that exit)? (3) Another idea that should be considered is closing one or more on-ramps or off-ramps, and to direct vehicles to the ramps that have the fewest conflicts with other entering/exiting vehicles. This would also directly address the documented issue with the on and off ramps being spaced too closely together. I recommend a couple alternatives be added that include ramp closures, and their likely impacts (to highway collisions, highway congestion, arterial/surface street collisions, and arterial congestion). (4) Lastly, are there ways to slow vehicles down when they are merging onto the highway? Slower vehicles provide more time to react to conditions and decreases the stopping distance should a driver need to stop or slow down quickly to prevent a collision. Would the addition of ramp metering during periods of peak congestion on the I-405 and I-84 ramps when they enter I-5 be helpful to achieve these reduced speeds? Or would the metering directly address the collisions that may be caused by vehicles merging into traffic? Value pricing In addition to operational changes along I-5, ODOT should also consider value pricing as a potential alternative to mitigate the collisions. If the collisions are in fact occurring as a result of congestion and a high vehicle-to-capacity ratio, then the key issue is clearly the presence of too many vehicles, not the lack of auxiliary lanes. If designed well, value pricing would charge the smallest toll necessary to reduce the number of vehicles to levels that would result in reliable travel speeds and flow. It is well documented that congestion occurs as a result of a very small number of vehicles being added to a roadway. Sometimes all it takes is to remove very few vehicles from a highway for there to be sufficient roadway space to significantly reduce delay and increase</p> | 2019 0401 Paul Leitman ATT |

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|                         |               |   | <p>travel speeds. I urge ODOT to consider using value pricing first as a trial to see if it actually addresses the issues along the corridor. If it does not, then it may make sense to continue with adding the auxiliary lanes. However, it is not a good use of public funds to spend \$400 to \$500 million dollars to add auxiliary lanes when there are other options that are significantly less expensive that may have the same (or much more beneficial) impacts and directly address the project's initial purpose. As ODOT has already begun studying value pricing on this corridor, it makes sense to coordinate both projects and studies to achieve mutually beneficial outcomes. Transportation demand management A third series of alternatives for ODOT to consider is transportation demand management, and providing additional transit service in the corridor. This would be a demand-focused alternative, rather than the supply-focused alternative that is the current Build Alternative in the EA (i.e. the EA should have an alternative that reduces congestion and collisions by finding ways to reduce travel demand, rather than the single alternative now in the EA that responds to the issues along the corridor by adding capacity). The Safety Technical Report indicates noon to 6 pm is the time of day when the most crashes occur. This, however, it is also the time of day with the highest volumes and most congestion. Are there steps ODOT and the City of Portland can take to encourage these drivers to travel at different times of day to spread out the demand more evenly throughout the day? Are there other investments that can be made in the corridor to encourage people to use another mode? For example, it is likely that people traveling to/from Clark County are a significant percent of drivers along this corridor. Recently the State of Washington restarted discussions to study and fund a replacement to the Interstate Bridge. These initial discussions have included a potential MAX Yellow Line extension as part of the bridge replacement. Would a shift of people (even if small) from I-5 onto the Yellow Line provide any notable reduction in collision frequency? Even if not, such a project could provide a high quality level of travel reliability on the corridor that is not achievable by car. It would give people the option to use a congestion free travel option that avoids I-5 altogether. Travel reliability was identified as one of the project needs in the corridor; and a Yellow Line extension to Vancouver would adequately address that need. Next, the EA should include an analysis of the general origins and destinations of the people who are traveling in the corridor to identify specific TDM measures and other strategies to reduce travel demand on I-5 and minimize the travel demand as a means to reducing collision frequency. Lastly, the EA should directly note the important contribution of density and land use mixing on vehicular demand and congestion. Currently as written, the EA provides a very narrow focus on the I-5 corridor and fails to accurately identify the much larger systemic cause to the collisions and congestion: vehicle dependency, and spread out land uses. Consolidating land uses into compact, walkable, mixed-use areas, centered around high-capacity, frequent and congestion-free transit stations throughout the region is an important step that would lead to reduced vehicle dependence, and therefore reduced traffic, congestion and collisions on the region's highways. Flint Street Bridge The Build Alternative recommends the demolition of the Flint Street Bridge to accommodate the widening of I-5. I'd like the EA to identify if there are ways to widen I-5 while preserving the bridge, or to consider including a new Flint Street replacement bridge in the Build Alternative. I do like the new Hancock/Dixon Street Bridge that is proposed as part of the Build Alternative. However a new east-west bridge does not compensate for the loss of a north-south connection. It is well documented that high levels of street connectivity and network redundancy is important to improve walkability, reduce congestion and enhance the value and development potential of land. Therefore ODOT should do its due diligence to explain why it is not possible to have bridges for both Flint Street and Hancock/Dixon Street across I-5.</p> |                          |
| 2019 0327 Paul Millius  | Paul Millius  |   | As a frequent user of the NE Broadway Entrances to I-5, I strongly support the expansion of lanes to better accommodate those merging off and onto I-5 at that point. The current set-up invites fender benders as drivers weave in and out.   |                          |
| 2019 0228 Paul Philpott | Paul Philpott | Pacific NW Regional Council of Carpenters | As a carpenter who works in the area I support the I-5 rose quarter project and urge you to as well.   |                          |
| 2019 0312 Paul Philpott | Paul Philpott | Carpenters Union                          | My name is Paul Philpott. I am a representative for the Carpenter's Union, a recent transplant from Gresham to Rainier. I thank you for your time. And I would like to say that I do respect the opinions of the people who are opposed to this project. There are concerns. I would say that I would like ODOT to work with them more closely to find ways that make shore sense for the cyclists. But something does have to be done for vehicle traffic as well, because cars are not going away, they are changing. They are still going be there. They are still going to need to get through the city. And I have to take this interchange right here to get home. A lot of times it's really backed up. It's dangerous. And I just think that there is a way that we can make this better for all of us if we work together. Thank you.   |                          |
| 2019 0307 Paul Riopel   | Paul Riopel   | Cascadia High Speed Rail Coalition        | 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 cooridor with veteran 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 <a href="http://cascadiahighspeedrail.com">cascadiahighspeedrail.com</a> for additional information.  |                          |

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| 2019 0312 Paul Rippey   | Paul Rippey   |                  | <p>My name is Paul Rippey. I live in north Portland at St. Johns and I'm going to sing my testimony. In the '60s we built the interstate. In the '70s and '80s, they were working pretty great. In the '90s we said let's add another lane, and now we want to do it again. But the thing we need to understand is induced demand. Now, we all like to drive around town and I know it's been slowing down. But adding more lanes is never done because if we build them, they will come. And the thing we need to understand is the induced demand. I wish Tom McCall was still alive. He tore down Harbor Drive. And now Dennis Buchanan has gone away and he stopped the Mt. Hood expressway. Men of courage, men of goodwill, I know we've got that kind of leader still, but the thing we need to understand is induced demand. Now, I know we'll need more buses and MAX, that's just transportation facts. But the way to get the highways off our backs is with revenue neutral congestion tax, because the thing we need to understand is induced demand. In the '60s we built an interstate, let's stop the madness before it's too late, because the thing we need to understand is induced demand. Thank you very much.</p>   |                          |
| 2019 0331 Paul Runge    | Paul Runge    |                  | <p>To whom it may concern--Thank you for reading. I oppose the I-5 freeway expansion and ask you to direct those funds to more progressive, equitable causes, like improved public transportation. There are many reasons not to expand the highway: the project primarily serves the elite, it won't reduce congestion, it promotes long commutes and climate change, and tolls should be instituted first to establish a better congestion baseline. But I'm going to focus on another reason that you may not have heard much about yet. PSU professors Greg Schrock and Jason Jurjevich found that Portland has an unusual ability to attract young, educated workers--a net benefit for the city. You can read about their findings here. The professors argue that Portland's amenity-rich lifestyle acts as the primary attractor of such talented individuals. I am a young, educated worker considering moving to Portland. My long-term partner is from Portland (she works for Stumptown Coffee and may start working at PDX Headquarters soon) and her parents live in Southeast. Many of my peers and I agree with Greg and Jason. We consider Portland a fantastic long-term place to settle because of its urban amenities: charming neighborhoods with a diversity of shops and people that make life great. Investing in a freeway rather than public transportation, walkability, and bikeability makes Portland a less attractive option for young, educated workers like me. There are important connections between Portland's investment in walkable, bikeable, and car-optional urban fabric, its amenities, and its ability to attract talent. Portland's investment in infrastructure that reduces driving is estimated to save residents over a billion dollars each year. Residents, in turn, can spend those savings at local businesses, creating demand for attractive commercial zones in the center of ordinary neighborhoods. This process is called the Green Dividend, and it demonstrates how car-optional places (themselves an amenity) beget interesting commercial activity (another amenity), which in turn attracts talented outsiders who can contribute to the local economy. This cycle is a key part of Portland's success, and it stems from investment in much more progressive transportation than freeways. The city should continue investing in that cycle rather than a competing, climate-change promoting form of infrastructure. I understand a decision in favor of the freeway will not erase Portland's amenity-rich cityscape, but it will undermine it and step the region in an unsustainable and inequitable direction. Please oppose the expansion. Thank you very much, Paul Runge</p> |                          |
| 2019 0328 Paul Schroder | Paul Schroder |                  | <p>My name is Paul Schroder. I oppose the Rose Quarter expansion. Best.</p>   |                          |
| 2019 0308 Paul Sheprow  | Paul Sheprow  | No More Freeways | <p>This project will not reduce traffic, is not consistent with Portland or Oregon's transportation goals, and will accelerate climate change. It is a bad idea and should be abandoned in favor of congestion pricing and other tools.</p>   |                          |
| 2019 0313 Paul Sochacki | Paul Sochacki | No More Freeways | <p>Somehow we have found \$500M to widen a freeway to promote more people driving, but still can't find the money to replace the crumbling I-5 bridge or extend the MAX across the Columbia to alleviate traffic at its core... this is ridiculous.</p>   |                          |
| 2019 0331 Paul Souders  | Paul Souders  | No More Freeways | <p>To whom it concerns,</p> <p>I oppose the proposed Rose Quarter expansion. There are lots of policy reasons for opposing it, which I know you're hearing all about from wonky types: It won't relieve congestion. It justifies itself with cooked data. It's a ridiculous waste of money. The process supporting it lacks transparency. It's a slap in the face to our climate change commitments. It is YET ANOTHER insult to integrity of the neighborhoods it runs through, who have already dealt with a century-plus of redlining and "urban renewal." It's a nightmare for transit, biking and walking.</p> <p>Who thought this was a good idea, really? Maybe Vancouverites think this is a good idea, but why am I paying to trim a Washingtonian's commute? Which it doesn't actually do anyway? I love Vancouver and all but are they footing the bill for this?</p> <p>This whole boondoggle is lazy, expensive, harmful and undemocratic. It's such a transparently bad idea, presented in such transparently bad faith, that I can only guess it's thoroughly crooked. As such it fits perfectly with the new national political mood these past 3 years. OREGON IS BETTER THAN THIS. It's not why I moved here twenty five years ago. I didn't move here for acres of elevated pavement and bumper to bumper traffic. Nobody loves places like that.</p>  |                          |

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|                                   |                         |                  | <p>They are nasty and inhuman. Great for machines but lousy for people. I lived in Socal for like a year, and I lived in Texas too, I know what those places are like. They suck. Oregon should take no cues from them.</p> <p>As I'm writing this I realize I'd be down with decommissioning I-5 entirely between the 405 interchanges. That's how lousy this expansion is, as an idea: it argues against itself. The more you think about it, the more you realize that not only should you NOT do it, you should do the OPPOSITE of it. This is the "we should eat at Arby's" of infrastructure plans.</p> <p>Look, we get the places we build for. If we build for people, we get people. If we build for cars, we get cars.</p> <p>Do the right thing for Oregon and smother this bad idea before it goes any farther.</p>   |                          |
| 2019 0311 Paul Vandenberg         | Paul Vandenberg         | No More Freeways | The state of Oregon has an opportunity to provide a model approach to this issue, consistent with our history of progressive statewide planning, and in alignment with current City of Portland development plans. The real issue is not traffic slowdowns on I-5; those won't go away. Expand the freeway and we'll eventually get expanded congestion. The abundance of information available today points directly to the real issue: quality of life - local and global. As such, we should be spending public funds on development options that keep people off the freeway to the extent feasible.  |                          |
| 2019 0401 Paula Wichienkuer       | Paula Wichienkuer       | No More Freeways | <p>I'm a physician, parent, and concerned NE Portland citizen that wants our city to have sustainable and healthy transportation. The Rose Quarter Freeway expansion will not promote this. It will also cause more air pollution for our middle school Harriet Tubman at a time in life when children should be engaging in lots of physical activity.</p> <p>Please do not go forward with this freeway expansion.</p> <p>Sincerely,<br/>Paula Wichienkuer MD</p>   |                          |
| 2019 0314 Paulette Meyer          | Paulette Meyer          | No More Freeways | Message: More public transportation and fewer cars to lessen air pollution in PDX. Save the school for children and keep heavy traffic out of residential areas.  |                          |
| 2019 0311 Peg                     | Peg                     | No More Freeways | Dear ODOT, We do not want a highway expansion project in Portland. We are smarter than this. In our community we have multi-modal needs and opportunities to enhance, create and reimagine an end to our obsession and addiction to the use of fossil fuels. Stand up for the health of our planet. Take a strong stance, here and now. Turn around. Create a healthy State and City by choosing green, clean energy alternatives.  |                          |
| 2019 0325 Peter Banka             | Peter Banka             | No More Freeways | Please DO NOT DO THIS PROJECT. Let's retain the mantle of leadership in this country as a city and a state that takes environmental concerns seriously. This project is simple climate-denialism. It's time for Oregon to get serious about solving transportation problems and not creating new ones.  |                          |
| 2019 0401 Peter Duplissie-Johnson | Peter Duplissie-Johnson |                  | Hi there,I am really concerned that this plan is in direct opposition of the city's "pledge to our children's future." While transitioning to renewables seems intelligent and insightful, doubling down on fossil fuel usage by expanding a highway does not. Could this money not be better used for expanding the range of the MAX? Does adding lanes reduce congestion or incentivize driving? Would providing more globally conscious alternatives actually decrease congestion and also serve Portland as a more long term solution in the face of climate change?Thanks,Peter Duplissie-Johnson  |                          |
| 2019 0401 Peter Dydo              | Peter Dydo              |                  | 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 |                          |

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|                           |                 |                  | 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.  |                          |
| 2019 0327 Peter Englander | Peter Englander |                  | I drive this section of highway often enough to know it's limitations and believe that widening the freeway will have no positive impact on either traffic flow or safety - redirecting traffic through congestion pricing and pushing alternatives to SOV so that freight can continue to move quickly is where the focus should be. We, here in Portland, should be way above building more and wider freeways at this point. I'm also a very big supporter of the Albina Vision Trust's request to build lids that can support buildings to reconnect this area to the historically black neighborhood to the north and give this city a chance to repair the significant damage we've caused to communities of color, particularly our Black brothers and sisters. We must take a more regenerative approach to our transportation solutions Peter Englander   |                          |
| 2019 0226 Peter Herring   | Peter Herring   | No More Freeways | The IPCC gives us no more than a couple decades to transform our fossil fuel driven economy to a sustainable, non-greenhouse gas economy. That means we must find ways to have less travel by automobile, not more. It is ludicrous to consider a freeway expansion when we know that cars are one of the greatest contributors to greenhouse gas emissions. Monies need to be spent on alternative transportation while cities need to be redesigned for more walking/biking and less traffic. Work, living, and shopping spaces need to be closer. No more freeways or freeway expansions. Not if we want a future.  |                          |
| 2019 0401 Peter Koehler   | Peter Koehler   | No More Freeways | ODOT - I am a lifelong Portlander. I have my Master's in Urban Planning. I run a small business. I care deeply about our city, our region, and our state. I am strongly opposed to freeway expansion in NE Portland. This will not solve our problems, and over the long run, it will simply make them worse. The proposed expansion is the very definition of short term thinking. As planners and policymakers and builders, we have a responsibility to fight against short term thinking and to design cities and places with the long term in mind. Spending \$500m to expand a freeway that will fill back up in short order will a) not improve the congestion in the long run; b) will increase pollution and make air quality worse; and c) will contribute to climate change. We do not want any of these things. Think of all the ways we could spend \$500M - why go this route? Furthermore, and perhaps most harmfully, doing a project against the will of the community and the people who would be most affected by that project is fundamentally a deeply cynical and harmful way to govern. Please heed the calls of the hundreds of individuals and organizations who are requesting an expanded EIS. This is the most basic of your responsibilities. Additionally, you have a responsibility to study and share multiple alternatives to this freeway expansion. If your goal is to reduce congestion, there are many ways to achieve that goal that will be more effective and result in fewer negative externalities. Get creative, and you will surprise yourself at the compelling alternatives you can generate. Thank you for listening and doing the right thing. Peter Koehler   |                          |
| 2019 0219 Peter Seaman    | Peter Seaman    |                  | Good day: I'm writing to express my opposition to the I-5 widening project in the Rose Quarter. In these times of tight budgets, it seems unconscionable to consider spending a half-billion (BILLION, with a "b") in taxpayer funds when you haven't yet considered whether other methods, such as peak-hour congestion tolling, would solve the problems that the project purports to solve. The half-billion (with a "b") could go to other more worthy projects, such as making safe the many deadly arterial streets and highways that ODOT is responsible for. The stretch of I-5 you propose to widen has not seen any fatalities in recent years. And where is your commitment to reducing air pollution, greenhouse gases, and noise pollution? Making it easier for people to get in their cars and drive alone is only going to exacerbate these other problems. This is not a project for Portland in the 21st century. I wish you would NOT pursue it. Thank you. Peter Seaman  |                          |
| 2019 0331 Peter Welte     | Peter Welte     | No More Freeways | We should note, for the record, that the I-5 Rose Quarter Freeway Expansion Project's Environmental Assessment section on Climate Change begins half-way down page 33 and ends on page 35. To highlight the fact that an Environmental Assessment is of insufficient scope and depth, it's useful to compare the 2.5 pages of analysis in the EA to a previous ODOT project along the same roadway but just a few miles north: the CRC (Columbia River Crossing). That project conducted a full Environmental Impact Analysis and has an examination of GHG/climate impacts which is about four times as long [1]. If we are going to spend half a billion dollars on a project, it is imperative that the projected carbon emission reductions represent a solid return on our investment, and to tell if that is the case the analysis on GHG emissions should compare the build scenario with 1) a scenario where we invest an equal amount in local biking, walking, and transit improvements, and 2) a scenario where very little is spent on infrastructure itself except for that needed to implement a decongestion pricing schema. If ODOT were to do this necessarily rigorous analysis, the EA (or EIA) would have a climate change section weighing in at at least a dozen pages, but in reality all we got was 2.5. So when the kids run out of water during summer because Bull Run never freezes, and they ask ODOT what they were doing when the world was beginning to melt, the answer it appears will be "Not doing our homework." 1: CRC Final EIS, Chapter 3 pages - 3-439 to 3-447 <a href="http://library.state.or.us/repository/2011/201109191128141/3.19.pdf">http://library.state.or.us/repository/2011/201109191128141/3.19.pdf</a> |                          |

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| 2019 0330 Peter Welte   | Peter Welte  | No More Freeways | The Environmental Assessment's climate analysis has an obvious flaw:Both the build and no build alternatives share the same flawed assumption of a "highway engineering as usual" approach to transport planning and urban development. In this highway engineering dream world, every single project within the metro area's transport wishlist (Regional Transportation Plan) is built, including the Columbia River Crossing mega freeway expansion. Any traffic project built for this hypothetical future would carry with it a commensurate mega-expansion in reliance on single occupancy vehicles and their related VMT -- something with obvious and direct emissions impacts even *if* everyone were to switch to electric vehicles, due to the nonzero emissions from vehicle production and energy production of even the "cleanest" cars and the "cleanest" energy sources.A more realistic and appropriate carbon analysis would consider the following two possibilities:Partial Build:In this scenario, only a subset of the Metro RTP projects are built, starting with those that are fiscally achievable given identified funding sources. As the Columbia River Crossing mega freeway expansion project died due to lack of funding when the Washington Legislator declined to fund it years ago, this project would obviously not be on the list of projects assumed in the "partial build" list. Without the additional traffic generated by that freeway widening project, the carbon emissions estimates of the no-build scenario would be much lower, as you wouldn't have nearly as much backed up traffic in the Rose Quarter.Alternative Build:In this scenario, the Metro area takes serious action on climate. The build list assumed here would be those projects most likely to facilitate biking, walking, and transit. In this case, the actual carbon emission impacts of the build alternative would be more accurately highlighted for their unique contribution to Portland's carbon emissions. |                          |
| 2019 0330 Peter Welte 2 | Peter Welte  | No More Freeways | The Environmental Assessment's climate analysis has an obvious flaw:- The no-build scenario is estimated to higher maintenance-related GHGe emissions (134MT/year) than the build-scenario (94MT/year). Yet because the maintenance emissions are related to the area of roadway surface (emissions from processing of materials), the larger built-out scenario will obviously have higher annual emissions. So where does this logical fallacy in the EA come from? A magical sort of thinking where the freeway (or at least its emissions) somehow disappear come year 2045. A more accurate analysis would calculate the maintenance based on a normalized long term time frame that more accurately represents the fact that roads don't disappear after project analysis scope windows pass.   |                          |
| 2019 0329 Peter Welte   | Peter Welte  | No More Freeways | I'm deeply distressed by, and opposed to, the proposed I-5 Rose Quarter freeway expansion project. I believe between the information provided in the Environmental Assessment, and the information clearly left out of it, even the most casual observer can clearly see a full Environmental Impact Assessment is required to determine the extent and scale of the significant human and environmental impacts this project will very likely have.Here are just a few issues identified during a cursory read in the small allotment of time this reader had available due to ODOT's small comment period window.* Increased noise from faster and more freely flowing, traffic along Eastside Esplanade.* Additional noise and air toxin concerns along Esplanade will reduce active transportation use. Given how essential this infrastructure is to a very large number of bike commuters in Portland, this puts in grave danger the city's own biking and walking goals as spelled out in the city's planning documents.* Reduced use of Eastside Esplanade will lead those who would be biking to instead drive (along a now freer flowing freeway, in fact), and this modality switch will clearly lead to an increase in carbon emissions.* Increased overhang and shadow from the expanded I-5 near the esplanade (in particular the west side of the SB ramp near I-84) could severely degrade the ability of plants along the multi use path to grow (and potentially threatens their very existence depending on the as of yet unstudied shading effect). The then decreased vegetation could have severe impacts on local native habitat, water quality, and would increase noise levels due to a lessening of the vegetative buffer effect.   |                          |
| 2019 0312 Phil Richman  | Phil Richman |                  | Hi, my name is Phil Richman from Portland. Thanks for the opportunity to speak7 today. Most people here have actually already said8 what I've thought. I did bring a couple pictures9 just to remind myself. One is a rendering of the10 project. The other is a rendering of the Albina11 vision. I'm assuming both of you have seen these12 renderings.13 And what's disturbing about them is the14 fact that this ODOT project seems to be moving15 forward which makes the Albina rendering impossible.16 And so I'm wondering to myself what are telling17 these people who have been pushed out and are18 working so hard to develop this vision that is19 completely pie in the sky. And then at the same20 time, what are you telling people to convince them21 to get out of the single-occupancy vehicles which22 has gotten us into this mess in the first place.23 Why does the environmental assessment not have any24 dedication towards freight or transit thru-lanes,25 but instead just offers the same mess we're already I was just in Florida a few months ago3 where they're raising now over a billion dollars a4 year in toll revenue. Unfortunately, they're only5 using that revenue to build new highways. When you6 go there, if you've been there, I see you smiling,7 you will find yourself sitting in traffic. So what8 we're signed up here for is more of the same. And9 I'd encourage you as a city council member,10 Commissioner Eudaly, because I have a tremendous11 amount of respect for you, to use your leadership to12 oppose this, and we have your back.   |                          |
| 2019 0329 Phil Sano     | Phil Sano    | No More Freeways | Is this all we should expect from ODOT? Zombie Freeways?It seems every year a new freeway expansion proposal is made. Every year we are told this project will solve traffic problems. Every year the data is massaged to accommodate incredulous projections. The monstrous Columbia River Crossing proposed a similarly unnecessary freeway expansion under similarly faulty projections of increased demand. I saw those well-paid consultants laughed out   |                          |

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|                              |                    |                  | of meeting rooms. At public meetings they were brutally mocked for wasting our public funds on a boondoggle that would have tied up all our state's transportation money for a decade. This project uses data that presumes a massive new I-5 bridge across the Columbia River will be built. Once again, Zombie Freeway rises from the dead to prey upon the living. It doesn't have to be this way. We could work together to examine and address traffic concerns. We could build infrastructure that doesn't contribute to childhood asthma. We could repair our existing bridges that are rated by the Army Corps of Engineers as "Poor" or worse. We could make a plan that takes into account the greatest threat to human life on this planet; call it climate change, call it global warming, but rest assured we won't be calling it business as usual. We could do all this and more if ODOT wasn't solely focused on trying to build its way out of congestion, which, due to induced demand, has never worked. 1000s of cities across the planet have shown this to be true: if you build it they will come. Cars are already the number one cause of death for those under 37. Wider freeways means more cars, which means more death. Please stop throttling the future by burning the past.  |                          |
| 2019 0226 Philip Brunner     | Philip Brunner     | No More Freeways | We should not be expanding any freeways, period. It won't create faster commute times (induced demand) but even if it did, it wouldn't be the right thing to do. The consensus is that we need to be reduce our carbon footprint and spending money to improve access for primarily single occupancy vehicles is the opposite of that. Anytime we are spending money on transit, it should be spent on improving and prioritizing public transportation and building walk-able and cycle-able communities. I haven't even gotten to the public health issues, especially considering this is right next to a middle school where it is recommended that the kids not play outside due to health concerns. The fact that people are able to sit with that being OK, let alone doing something to make it worse is very concerning. Please no more freeway expansive, especially in the middle of our "progressive" city. Let's find ways to lead on climate change and transition QUICKLY off our dependency on fossil fuels and single occupancy cars.   |                          |
| 2019 0315 Philip Cooper      | Philip Cooper      | No More Freeways | The Rose Quarter/I5 expansion project is completely environmentally unethical, as you well know, not only for the children who live and go to school alongside this stretch of I5, but in the larger context of the ticking time-bomb that is climate change. Portlanders do not want this project. We want economically responsible alternatives like congestion pricing. We would also like you to prioritize safety on other ODOT 'owned' streets that run through the city.  |                          |
| 2019 0313 Philip COX         | Philip Cox         |                  | I am in FULL support of this project to remedy the bottleneck at the Rose Quarter  |                          |
| 2019 0327 Philip H Fensterer | Philip H Fensterer | No More Freeways | Do you think the resources of the planet are infinite? When you pave more habitat for more lanes and those lanes fill bumper to bumper, you lose again. What historical evidence proves otherwise? None. You are just trying to appease those who know no better. Spend that money getting people out of their cars and embracing a healthier lifestyle. Spend that money on education and help the birth rate fall. When we voluntarily have fewer people, guess what, less congestion.   |                          |
| 2019 0401 Phillip Kast       | Phillip Kast       |                  | Hi, I'd like to submit a comment opposing the Rose Quarter freeway expansion project: I have many concerns about the project, but chief among them is the opportunity cost of spending so much money for a relatively short portion of freeway. The approximately \$500 million is about 1/3 of the cost of the MAX Orange line (a third of a whole new light rail line!). It's enough money to radically overhaul bike infrastructure all across the Portland area. Rebuilt separated bike lanes throughout the city (and other improvements) could put Portland back on the cutting edge of bike-friendly cities, make bike transportation dramatically less intimidating to new riders, and even save some lives in the process! Like many other opponents, I also don't believe a freeway widening will improve traffic flow. It's more likely that - as has happened in many similar projects - the higher capacity will encourage more traffic and worsen the problem. I believe that along with expanding public transit, congestion pricing is the right approach to reduce traffic. But for some reason, exploring congestion pricing seems to be a lower priority than the Rose Quarter project. That's very disappointing. Increasing car traffic capacity in the center of Portland doesn't make any sense for the city's long term future. Let's see some alternative plans that move us towards a less car-centric future instead. |                          |
| 2019 0307 Phillip Richman    | Phillip Richman    |                  | 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 Maruga Bridge just to the south.  |                          |
| 2019 0401 Phyllis Trowbridge | Phyllis Trowbridge |                  | Dear ODOT, I am writing this morning to urge you not to go ahead with the Rose Quarter freeway expansion project currently under consideration. There are so many reasons why freeway expansion is not the solution here: - For decades we have relied on fossil fuels for transportation even though we have also known for much of that time how they contribute greenhouse gases that are causing climate change. So it is madness that in 2019 we are still thinking freeway expansions are going to help. Experience has shown again and again that freeway expansion actually does the opposite. This is not the way future to a carbon neutral world. - the children in Portland, particularly at Harriet Tubman middle school deserve better than this. They lose part of their schoolyard and gain more emissions so much so they can't use the yard they have. How does that make this a viable project? - Freeway expansion   |                          |

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|                                      |                                |                                | seems like such a useless way to spend 500 million dollars. What about investing this money into alternative forms of transportation such as bus rapid transit lines or fixing roads and sidewalks and awkward interchanges where traffic backs up due to lousy design? I implore you to study and implement decongestion pricing and conduct a full environmental impact assessment before going further with this freeway expansion idea. I am frustrated as anyone about traffic and pollution in Portland. But our climate is changing and I believe and fear we are in for a rocky future no matter what. But I am certain that freeway expansion is not the right direction. For the sake of our future, for our children and for the earth, stop this plan immediately, please! Respectfully, Phyllis Trowbridge   |                          |
| 2019 0312 Pia Welch                  | Pia Welch                      | Portland Freight Committee     | Good afternoon. My name is Pia Welch, and I am the Chair of the Portland Freight Committee that is an advisory to the Portland City Council and Mayor's office. I am familiar with this project as this section of the freeway is part of my daily commute to my job at FedEx Express where I do logistical planning. We've also had a few of our Portland Freight Committee members serve on the north/northeast quadrant plan stakeholder advisory committee keeping us up to date on the project particulars. We look forward to the work being done to improve the most congested freeway interchange otherwise known as the red stop light on I-5. The addition of auxiliary lanes is a welcome safety improvement. We know from other auxiliary lane projects that crashes can be significantly reduced. Real shoulders will allow for better access for emergency response vehicles. We also look forward to better ridability in an important transportation corridor. This is truly a multi-modal project where significant investment is being made in pedestrian, neighborhood, and bicycle improvements. Thank you for your time.   |                          |
| 2019 0307 Piper Wyrick               | Piper Wyrick                   | Portland Youth Climate Council | I am concerned that the expansion will increase air pollution (more freeway = more cars = more air pollution), in turn harming people, causing bad health effects, 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.  |                          |
| 2019 0401 Portland Design Commission | Brian McCarter / Andrew Clarke | PDC                            | On behalf of the Portland Design Commission, we want to thank you for the excellent briefing on March 7, 2019. We also commend you for your continuing work with community members and other stakeholders through the alternatives analysis to-date. It's important that this project accomplish the community urban design goals as identified in the project vision. Below is a summary of our concerns and recommendations to you as you proceed into the next phase: 1. Overall urban design: From our perspective the potential to re-connect and rebuild the community that was lost is paramount. Therefore, the design of the infrastructure is critical and should support these efforts. 2. Pedestrian/Bicycle Features: We commend the effort to improve pedestrian and bicycle connections through this area, but we do note a few areas of concern: § Some of the intersection corner radii appear very driven by large vehicle turning criteria and not pedestrian safety. On the preliminary plans, these features seem to coincide with unusually wide pedestrian crossings. Higher potential turning speeds and less pedestrian queueing area could lead to a place that does not encourage walking or a safe walking environment. This project should embody more of PBOT'S urban street standards that have evolved to accommodate multimodal mobility. § Street design should employ current best practices used by PBOT in existing street re-design and new street design projects throughout the city. Highway geometric design should not encroach into the surface streets of this project. 3. Highway Covers: The concept of covering over a trenched highway to re-connect urban districts is a strong idea and critical to re-establishing a viable neighborhood structure. However, the cover configuration as currently show is flawed in several ways: § Fragmented, staggered lid shapes due to structural span or ventilation constraints (or other?) are not valuable or useable as open space and are not sized or shaped to accommodate new air rights buildings. The way to re-establish continuity of street level experience from east of I-5 to west of I-5 is to provide continuous public sidewalks and commercial uses at street level. We are at a point in Central City Portland where new fragments of landscape open space that are not programmed with activities, don't have an adjacent active use that spills out to occupy, don't have visual cues as to ownership of the space, and don't have a robust management and maintenance program are more liability than asset. Un-housed citizens, substance abuse victims, and a lack of mental health services all produce a population that seeks out unclaimed fragments of public space to set up temporary living. That outcome is not going to advance the re-connecting and re-birth of Lower Albina Neighborhood. § Central Open Space: the proposed one-block park space shown in the concept simulations is potentially ill-conceived. Active ground floor uses in future buildings are across very busy traffic streets and essentially cut off from activating the proposed park. Passive activities like strolling, sitting, small gatherings, eating lunch, etc., will all be subject to significant noise impacts of both the surrounding surface streets, highway entrances and exits, and the mainline freeway itself. The covers as illustrated aren't extensive or continuous enough to provide effective noise mitigation. An active building use like offices with ground floor retail or common rooms would seem to have a higher chance of providing continuity at this critical block. The project team should look further into structural capacity for a low-rise commercial building here. 4. Noise Barriers: We have a concern about the possibility of noise barriers against sections along the east edge of the freeway as planned. In the effort to re-connect a fragment of an original neighborhood to a larger, intact adjacent district, physical and visual continuity are important. Buildings with active ground floor space, adequate sidewalks, street trees and amenities all contribute to a continuous experience. However, visual continuity of neighborhood on either side |                          |

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|                                      |                         |              | <p>of I-5 is also important. More detail is needed, but it should be noted that noise walls are typically 10-12' tall and made of dense material like concrete to provide noise mitigation. These will isolate the two sides of the neighborhood, to their detriment. Consider transparent noise barriers or other alternative configurations that don't cutoff views between areas. The Commission's feedback is based on the Central City Fundamental Design Guidelines, the approval criteria that applies to most of the project area. Specifically: A3: Respect the Portland Block Structures A5: Enhance, Embellish &amp; Identify Areas A7: Establish and Maintain a Sense of Urban Enclosure A8: Contribute to a Vibrant Streetscape B1: Reinforce and Enhance the Pedestrian System B2: Protect the Pedestrian B3: Bridge Pedestrian Obstacles B4: Provide Stopping and Viewing Places B5: Make Plazas, Parks &amp; Open Space Successful C1: Enhance View Opportunities C4: Complement the Context of Existing Buildings C5: Design for Coherency C7: Design Corners that Build Active Intersections We encourage to continue the dialogue with all stakeholders as you move into the project's next phase. We look forward to our next briefing with the project team during the public urban design phase planned for Spring of this year. As mentioned in the briefing, a Design Commissioner may be available to be on urban design panel. Please reach out when this panel is being formed. Thanks again for the opportunity to comment. Sincerely, Brian McCarter Andrew Clarke Portland Design Commission Portland Design Commission cc: BDS Design Review Staff Portland Design Commission</p>  |                                       |
| 2019 0328<br>Portland Public Schools | Portland Public Schools |              | <p>Portland Public Schools (PPS) appreciates the Oregon Department of Transportation's (ODOT) and the Portland Bureau of Transportation's public involvement, planning, and design efforts to improve public safety and enhance pedestrian/bicycle mobility in the I-5 Rose Quarter area. PPS also appreciates the opportunity to review and comment on the I-5 Rose Quarter Improvement Project Environmental Assessment (EA) published on February 15, 2019. PPS owns and operates two properties within the study area of the EA. These properties will be impacted by the proposed "Build Alternative" identified in the EA. Harriet Tubman Middle School (Tubman), located at 2231 N. Flint Ave., is located directly adjacent to the I-5 right-of-way. The immediate adjacency of this site to the proposed project presents significant risk for the school to have short and long term impacts from the proposed project. The location and scope of the proposed improvements and presence of a young, vulnerable population, require that the highest standard of care be applied to the consideration of the proposal. Additionally, the district's headquarters, known as the Blanchard Education Services Center (BESC) located at 501 N. Dixon St., potentially could also experience impacts from changes to local street patterns adjacent to the site. The EA, issued by ODOT, is a dense document complete with technical data, definitive and assumed conclusions, dozens of supporting technical and reference documents, and a broad range of acknowledged impacts ranging from aquatic biology to environmental justice and socioeconomics. PPS has completed an initial review of the EA, however the limited time provided to review this comprehensive document (approximately 6 weeks), has not afforded PPS time to complete an in-depth review and analysis informed by outside consultants or experts. Even though PPS's initial review is only cursory, a number of potential significant short and long term impacts have been identified. Additional time and information will be necessary to compile a more thorough list of concerns. Below is a preliminary list of concerns and questions:</p> <ul style="list-style-type: none"> <li>- Air Quality. The SW corner of Tubman is currently located only a little over 50 feet from the closest north-bound lane of I-5. This project will reduce that distance to less than 30 feet. On the north side of the school, students spend time outside before, during, and after normal school hours. Many assumptions have gone into estimating the impact of this project on future automobile emissions. In addition, great weight appears to have been given to projections of future automobile emissions, including the basic assumption that expanding I-5 will result in a long-term decrease in congestion, which is not universally accepted by knowledgeable analysts. Since Tubman is occupied by almost 500 young students, this complex issue demands a more thorough analysis, understanding, and description of all variables and unknowns. ODOT has yet to release the assumptions underlying the findings on air quality, making it impossible to evaluate any conclusions in the EA.</li> <li>- Soil Stability. The site of Tubman Middle School is known to contain poorly compacted fill material. The proposed changes to I-5 are situated within feet of the existing Tubman school building, prompting several questions that have not been answered. For example, how will ODOT ensure that the design and construction of the proposed changes will not negatively impact PPS property or the Tubman school? How will ODOT design and construct any retaining wall elements adjacent to the site to not interfere with the timber pile and micropile foundations that are at Tubman Middle School? Have these issues even been considered in the development of the project?</li> <li>- Sound Wall. ODOT is proposing a sound wall along the right-of-way adjacent to Tubman Middle School which prompts additional questions: How will ODOT ensure the design of the proposed improvements and the construction of the proposed improvements will not negatively impact PPS property or the Tubman school? Does ODOT's proposed sound wall start at the top of the retaining wall that would be required to expand the freeway, or would the required height for a sound wall be included in the overall height of the retaining wall? How will the wall affect air flow around the school—could it funnel even more pollutants into the air surrounding Tubman?</li> <li>- Noise. ODOT discusses noise levels that were monitored and their predicted future levels at multiple locations along the right-of-way. However, looking into the locations and their relationships to the project site, they do not appear to provide a model that is similar to the relationship of the Tubman site and the project site. None of the locations where noise was monitored are as close to the project site as Tubman is (50'), and none of the monitored sites have similar elevation profiles in relation to the project site as Tubman Middle School has. All of the monitored sites are currently buffered from the project site by distance, elevation change, or adjacent buildings, and foliage. How will ODOT design noise mitigation requirements without exact noise measurements at a school that is one of the closest, least buffered, properties adjacent to the project site?</li> <li>- Construction.</li> </ul> | 2019 0328 Portland Public Schools ATT |

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|                                |                   |                  | <p>ODOT's proposed project area is directly adjacent to the Tubman site. ODOT's proposed design would install new travel lanes less than 30 feet from Tubman school. There are several hundred students in the Tubman site every day during the school year from August through June. How will ODOT's project plan minimize or mitigate potential impacts to the learning environment of those students during the construction phase of the project? How does ODOT propose to construct the new lanes closer to the Tubman site? Will ODOT need to access the Tubman site to execute their project plan? What dust and noise control measures will ODOT put in place to minimize or mitigate potential impacts to the learning environment at the Tubman site? What kind of vibrations will be felt in the building? Traffic. Changes to the routing of local streets during and after construction have the potential to change the level of service on local streets and intersections receiving traffic being routed from closed streets (N. Page St./N. Vancouver St. and N. Page St./N. Williams Ave.) and from the addition of new streets (Hancock/Dixon Crossing). These changes in traffic and pedestrian patterns will have both direct and indirect impacts on both the Tubman and BESC sites and may increase risk of injury for students and staff. We are particularly concerned about whether it is feasible for school buses to use Tillamook Street. The potential impacts of the proposed project to Harriet Tubman Middle School are particularly troubling. The Harriet Tubman Middle School opened in 1952 as Eliot Elementary School. The neighborhoods served by Tubman have traditionally been more diverse than most other schools in the district. Additionally, the Eliot and Albina neighborhoods suffered some of the most significant impacts from freeway and urban renewal projects in the latter half of the last century, from poor health outcomes from environmental hazards to gentrification and dislocation. City and state agencies are required to apply both an equity lens and a public health lens to project planning. The historical legacy of damage to these communities demands that the proposed I-5 Rose Quarter Improvement Project receive a higher level of scrutiny to ensure the negative consequences of past projects are not repeated. The creation of Tubman Middle School in the early 1980s at the former Eliot School had historical significance, as it played a pivotal role in the struggle over school desegregation and racist busing policies in Portland during the 1960s-1980s. Additionally, Tubman reopened as a middle school in 2018 as part of a district-wide Middle School Framework to provide students with a more comprehensive middle school experience and better preparation for high school. The Framework is now in its second year of implementation. The long term successful implementation of this Framework depends, in part, on students being educated in a building free of concerns related to impacts from project construction and longer term impacts from ambient air quality, noise, and vibrations. Enrollment at Tubman has traditionally been more diverse than other schools in the district. The current enrollment of 491 students is 40.5 percent African American and 14.9 percent Latinx, and 73.5 percent of the students are considered historically underserved. Districtwide averages by comparison are 16.3 percent and 8.9 percent for Latinx and African American enrollment respectively, with 49 percent considered historically underserved.</p> |                          |
| 2019 0301<br>Prescilla Celino  | Prescilla Celino  | No More Freeways | <p>Hello,<br/>I am opposed to the Rose Quarter Freeway Expansion Project because it is a wasted opportunity to support city and state commitments to Vision Zero and climate goals.<br/>Thank you,</p>   |                          |
| 2019 0331<br>pretypenguin999   | pretypenguin999   |                  | <p>I don't want esplanade users to have to breathe in more emissions. I don't agree with widening the expressway.</p>  |                          |
| 2019 0329 Qiqi de Graaf        | Qiqi de Graaff    | No More Freeways | <p>My name is Qiqi de Graaff and I am a NE Portland resident writing to voice my concern with the proposed I-5 Rose Quarter project. I believe we should be focusing our efforts and dollars towards projects that reduce our dependency on vehicles. I also believe it is irresponsible to not consider congestion pricing as a reasonable alternative to this project. I strongly believe that that implementing tolling or congestion pricing should be first priority given it has been proven effective in other cities at a much lower cost.</p> <p>In short, I do not support ODOT's plan for the I-5 Rose Quarter and I believe it goes against Portland and Oregon values to even consider such a project.</p> <p>Qiqi de Graaff</p>  |                          |
| 2019 0327<br>Quinland Thompson | Quinland Thompson | No More Freeways | <p>It is in no way worth the negative impact to the environment, the loss of taxpayer dollars, or the time, energy, traffic increase during construction etc., to put into effect a project that has not been proven to make any positive difference. Following through with this project would be an embarrassment to a community that claims to be environmentally conscious, transit friendly, and a supporter of local businesses.</p>   |                          |
| 2019 0327 R<br>Mumford         | R Mumford         | No More Freeways | <p>This is a terrible idea. \$500,000,000 which is never the final cost. Let's spend it on improving transit, improving cycling, buses, max rail, but please not for single occupancy vehicles.</p> <p>The most important reason for my child and wife is climate change. This freeway expansion will only exacerbate the problem.</p>   |                          |

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|                                |                      |                        | A win-win to the freeway and climate change is removing a portion of the vehicles by investing in congestion tolling, bike-bus-light rail infrastructure. Even scooters please! Reducing car use will solve congestion.  |                                |
| 2019 0312<br>R.J.Sheperd       | R.J.Sheperd          |                        | Thank you very much. R.J. Sheperd, Overlook neighborhood. On February 24 of this year, Juana Francisco, a sophomore at Madison High School was struck by a driver as she was walking home from the bus stop. Today she is still fighting for her life. I just want to ask for a few moments of silence, just send your thoughts to Juana. And remember the 467 people were killed on Oregon roads just this last year.(Moment of silence.)I am so proud to be here today to stand with No More Freeways, Light Rail PDX, Harriet Tubman Middle School students and my north Portland neighbors who have turned out to stop the largest freeway expansion Oregon has seen in the last 30 years. Well, our planet has already warmed by three and a half degrees Farenheit. ODOT is proposing to expand fossil fuel infrastructure. ODOT has refused to release the data their climate and modeling show -- and their climate modeling which shows that they are not acting in the best interest of our plant. Meanwhile, ODOT has neglected the roads that desperately need investment. ODOT roads, many of the high-crash corridors, including 82nd Avenue, Lombard and Killingsworth, ODOT's urban highways have had more deaths in the last year than this section of highway has had in the past 10 years combined. It should come as no surprise that the Madison High School student, Juana Francisco, was struck by a driver on ODOT's 82nd Avenue, walking home from the her bus stop. Commissioner, please stop this freeway expansion and implement congestion pricing. |                                |
| 2019 0401 Rabbi<br>Ariel Stone | Rabbi Ariel<br>Stone | No More<br>Freeways    | I stand with those community organizations which have already pointed out that this expansion will not alleviate congestion. It will worsen pollution in a way that will have a racist impact even it that is unintended. It will lead Portland in the wrong direction at a time when action on climate change is urgent. It will encourage cars when we should be doing anything else for our own health and that of the planet. Freeways are not free.   |                                |
| 2019 0226<br>Rachel Adler      | Rachel Adler         | No More<br>Freeways    | To whom it may concern,I am a resident of Portland, Oregon writing to state my opposition to the proposed expansion of I-5.It has been well documented for decades that expanding capacity for vehicular traffic only leads to induced demand. The idea that adding a lane would lead to decreased congestion and travel times is incorrectâ€”something I'm glad ODOT's own consultation concluded.We need to be taking immediate action against climate change and reducing our carbon emissions. Not only can we not accommodate more cars in our city, we have to start passing likely unpopular legislation to limit the use of cars, especially for able-bodied folx making unnecessary single passenger journeys.Tolls, decongestion pricing, and increasing the cost of owning and parking cars will have to be countered with bold, progressive legislation that prioritizes affordable, equitable transit and vastly improved infrastructure for cyclists and pedestrians.Expanding I-5 would be an expensive, critical mistake that generations ahead of us will be paying for with their health. I urge you to move forward with the plans for improving the Rose Quarter without expanding I-5.Thank you for reading my comments, and taking them into consideration.Best,Rachel Adler   |                                |
| 2019 0401<br>Rachel Alder      | Rachel Adler         | No More<br>Freeways    | Hello,<br><br>As a citizen of Portland, I deeply disapprove of expanding the I-5 freeway. Larger freeway infrastructure won't solve the communities most pressing issues like air pollution, climate change, and increased congestion. It will make Portland a less livable city and I won't allow a change like that in my home. Please, please do not move forward with this project. I do not want a larger I-5 and Portland neighbors feel the same way.<br><br>Thank you,<br><br>Rachel   |                                |
| 2019 0401<br>Rachael Banks     | Rachael Banks        | Mult Co Health<br>Dept | Multnomah County Health Department requests additional time to review the Environmental Assessment (EA) prepared for the I-5 Rose Quarter project. An investment of this magnitude deserves close study and a high degree of confidence in projections of likely impacts to the community. This is especially true for impacts that may disproportionately fall on low-income populations and communities of color. We are aware that Portland Public Schools and other community organizations have called for further study, and we are supportive of a more detailed analysis.Our concerns about the project relate to potential impacts on human health in the short and long term. We are especially concerned about air pollutants near Harriet Tubman Middle School and impacts during construction. ODOT did not model changes in criteria pollutants in the EA. This class of pollutants are among the more commonly known pollutants, including fine particulate matter (PM2.5), ozone, and carbon monoxide (CO). Instead of quantitative modeling, the EA includes a qualitative discussion of trends in the metro area, concluding that National Ambient Air Quality Standards (NAAQS) are unlikely to be exceeded as a result of the Rose Quarter project. NAAQS compliance can be achieved for the entire airshed even when there are localized high concentrations of pollution. Without more detailed modeling we cannot confidently state whether concentrations near Tubman would increase or decrease relative to the no-build option.                        | 2019 0401 Rachael<br>Banks ATT |

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|                               |                  |                  | <p>Additionally, compliance with NAAQS does not necessarily protect from all health effects. For some criteria pollutants, such as lead and PM2.5, there are no known safe levels of pollution. We request that for both criteria air pollutants and air toxics, ODOT conduct dispersion modeling that takes into account local topography, meteorology, and the influence of structures such as sound walls and freeway covers. As you may know, Multnomah County and the City of Portland adopted Clean Air Procurement Standards in 2018 in recognition of the harmful effects of diesel particulate matter. We also recognize that there are unacceptable disparities in exposure to these pollutants, finding in 2014 that Black and African American residents are exposed to diesel particulates at levels three times higher than in predominantly white neighborhoods<sup>1</sup>. We agree with the EA finding that air quality near Tubman could improve because of changes to the vehicle fleet, but we are unable to determine from the information in the EA whether there are localized effects from the project. Additional study is needed to ensure that the project does not exacerbate existing disparities or cause significant health impacts. We thank you for the opportunity to comment on this project and we look forward to working with ODOT to ensure that the project promotes health for all.</p>   |                          |
| 2019 0315<br>Rachel Brunner   | Rachel Brunner   | No More Freeways | <p>Please listen to Portlanders on this. I grew up here and know that a slightly wider, much more expensive freeway in part of the city is not even on the top 500 most important things that the city needs. If we want to reduce congestion, we should use congestion pricing or, even better, subsidize effective public transit. Younger Portlanders (30 year old homeowner here) are overwhelmingly not interested in this project. The proposed project is a huge waste of public funds, especially as it won't make much of a dent in our congestion problems.</p>   |                          |
| 2019 0304<br>Rachel Elizabeth | Rachel Elizabeth | No More Freeways | <p>I live only two blocks away from I5 North. The air in my neighborhood is contaminated with diesel particulate matter along with other pollutants. I object to the concept that widening the freeway will ease traffic and congestion. The only way to combat air pollution and traffic jams is to strengthen state law and local laws regarding air quality and eliminating the most offensive and polluting vehicles.</p> <p>Also, put tolls on the roads. Especially at peak traffic hours. Promote electric cars, more alternative forms of clean transportation and instead of building bigger and wider freeways think about ways to reduce the need to drive.</p> <p>A wider freeway will cause greater environmental harm. Lets put our resources into eliminating and fining corporations who are the biggest polluters. Require much more stringent guidelines regarding all of the toxins and particulate matter that currently pollute our air.</p> <p>Expanding the freeway is the wrong approach. It just encourages more driving and more pollution. Lets clean up our air and water together so that people can enjoy being outside. The other issue which is another reason to not expand the freeway is that it will also create more noise in all of the neighborhoods affected. This is an additional harm for human and animal / wildlife health.</p> <p>Stop building bigger freeways. Expand and improve laws to protect the environment and start using the laws effectively to shut down polluters forever.</p>  |                          |
| 2019 0327<br>Rachel Hanes     | Rachel Hanes     | No More Freeways | <p>As a teacher in Portland Public Schools I cannot support a project that will make worse the already horrible air quality for students attending Tubman Middle School. 40% of Tubman's students are Black, and 73% are identified by PPS as vulnerable populations. This is a clear example of environmental racism. Increasing traffic and pollution is unacceptable. Secondly, we need to make systemic and meaningful action to address the very serious issue of climate change. Investments should be made in reducing our dependence on cars and fossil fuels. We should be investing in public transportation, bicycle infrastructure and safe walking routes, not creating more access for more cars. This is a horrible idea and a wasted investment that goes counter to our goals as a community. Voters overwhelmingly supported the Clean Energy Fund and disinvesting in fossil fuels. Stop this short sighted project and start to prioritize reducing carbon emissions.</p>   |                          |
| 2019 0322<br>Rachel Hunter    | Rachel Hunter    | No More Freeways | <p>Before moving to Montavilla, I was a longtime Boise/Eliot resident and was, and still am, a regular bike commuter. This proposed freeway expansion is completely irresponsible. It's been made public that ODOT's own hired consultants have said that traffic won't improve in the long term, and this should be the end of the story. There is absolutely no reason to move forward with this project when the data shows it will be ineffective, considering the damage it will do to an already marginalized community and a school where students can't even have recess outside. As citizens of this city, with a public university that prides itself on its sustainability focus, and as decent human beings with a responsibility to future generations, we cannot in good conscience move forward with a project that won't improve traffic and that will have such an intense impact on pollution, when it is OUR responsibility to lessen the impact of climate change in the next 10 years. If Oregon generally and Portland specifically is committed to making this a city that values accessibility and equity, it will invest in expanded public transportation and incentivize its usage. When 40% of our pollution is generated by cars, I know I would much prefer to take a bus to work if it didn't require changing three times and take an hour and a half. Portland can invest in improving this system. More people in buses getting where they need to be is without question a better solution than expanding a freeway so MORE CARS can be on it. ODOT is not thinking strategically,</p> |                          |

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|                                |                   |                  | responsibly, or compassionately. I urge them to drop this project.   |                          |
| 2019 0401<br>Rachel Hutchison  | Rachel Hutchison  | No More Freeways | Please do not waste more taxpayer money on a misguided project that will make Portland not dangerous, more polluted and further contribute to global warming while failing to actually solve traffic congestion. This is an awful project and needs to be halted.  |                          |
| 2019 0308<br>Rachel Slocum     | Rachel Slocum     | PSU              | Dear ODOT i5 Rose Quarter staff:I oppose the expansion of i5 in the Rose Quarter on the basis that it will not improve safety, will diminish air quality and will increase greenhouse gas emissions. There is substantial evidence showing that when you expand a highway in an urban area, you invite cars to fill that space. Congestion is not reduced and air quality gets worse. Furthermore, the IPCC has given us a foreshortened window "now 11 years" to decarbonize our way of life or face catastrophic warming. Expanding a highway when transportation emissions represent the largest percentage of Oregon's total emissions is precisely the opposite direction to be taking the city, county and state. While the state may claim a desire to lower emissions, its commitment to highway expansion is evidence to the contrary. Decongestion pricing is a far better route to confront air pollution and congestion, and one that can be done equitably, unlike highway expansion. The state supposedly cares about racial justice. Expanding a highway uses public funds to enable the wealthy who are disproportionately white. The wealthy, after all, have jobs, are more likely to drive to work, and are less likely to take transit. Ultimately every time the state enables cars, it encourages (SOV) driving, which undermines the social and financial viability of public transit. Undermining public transit hurts those dependent on it. Since the poor are disproportionately people of color, the expansion of I-5 promotes institutionalized racism. Sincerely,Rachel Slocum***LecturerPSU Urban Studies and PlanningResearchGate  |                          |
| 2019 0328<br>Rachel Thieme     | Rachel Thieme     | General Public   | I am strongly against expanding I-5 at the Rose Quarter and urge ODOT to cancel this project and focus budget and efforts instead on projects that will improve livability for Portland residents. In 2019 I find it highly irresponsible to widen a freeway in the center of the city which will inevitably encourage more cars on the road. With all we know about climate change and the impacts that vehicles have on increasing carbon in our atmosphere, it is backwards to spend this money and efforts to encourage vehicular travel. This should be redirected to make transportation easier for people traveling by public transportation, bikes and on foot, which could have a much more meaningful effect to decrease congestion. Oregon is a leader in sustainable development, but this project tarnishes that reputation and will set us back.My family of three uses a variety of methods to get around town, including our one car, public transportation, bike and on foot. We live two blocks from I-5 (further north from the project location) and do not wish to see additional demand and thus further air pollution which will inevitably increase with this project. Beyond impacts to my own family, I am horrified by the impacts on the students of Harriet Tubman Middle School if this project moves forward. These vulnerable students do not deserve to have any further decreases in air quality as they attend school. The state of Oregon and the city of Portland have made countless decisions over the years which have negatively impacted the Black community in this area, and I am concerned that this project will just continue this legacy for the students of Harriet Tubman Middle School. I want these kids to have clean air now and I want to leave them a healthy planet where they can grow up and thrive. Thank you for including my comments and I urge you to reconsider this project. |                          |
| 2019 0326<br>Ralph Cohen       | Ralph Cohen       | No More Freeways | I am in support of the anti-Rose Quarter I-5 expansion advocates(www.nomorefreewayspx.com). In addition to the reasons provided by this group, I am adding a few additional points:1. There is something fundamentally flawed with paving the way to passing even more vehicles through the heart of Portland. Is there no concern for the livability of the city? Thenoise, the pollution, the blight?2. We could better use that money on earthquake hardening the Burnside Bridge and the SWCorridor light rail project - two projects that will be costly and for which funding is not yetsecured.3. Why expand the highway before the Columbia Crossing bridge is implemented; thisexpansion will just make the bridge backup worse.4. Why expand the highway before time of day tolls are implemented and the effect evaluated?5. Why is PDOT ignoring what every other highway expansion has proven - that morehighways bring more vehicles? If I-5 needs to be expanded, perhaps it should be done rightwith another city bypass.  |                          |
| 2019 0305<br>Ralph M. Cohen PE | Ralph M. Cohen PE | No More Freeways | After hearing a presentation by Joe Cortright at PEO on why this expansion won't solve the congestion problem, I am convinced that PDOT/Oregon/ODOT should first implement tolling as has been successfully done elsewhere. Further, this measure does nothing to reduce emissions and the money could be better spent on mass transit e.g. along Barbur Blvd and SW Portland or upgrading the Burnside bridge to withstand a major earthquake and function as a lifeline across the Willamette. Once a replacement bridge across the Columbia is sited, a comprehensive highway approach can be considered.   |                          |
| 2019 0327<br>Ramtin Rahmani    | Ramtin Rahmani    | No More Freeways | ODOT has presented arguments in bad faith during the enticement Comment Period, during public testimony, and in presenting the Environmental Assessment. Joe Cortright and other members of the community found that this project models assume the completion of the Columbia River Crossing "a new I 5 bridge across the Columbia between Vancouver and Portland". Why did ODOT in its model assume the bridge is built; however, consistently has said it did not need to include congestion pricing in its model? The federal authority has already provided the go-ahead for ODOT to study congestion pricing towards implementation. There is currently no plan for the CRC yet it was included, but congestion pricing, which has a concrete plan, was not. This is not a fair presentation of the data, and I am requesting a full Environmental Impact Assessment which includes ODOT led congestion pricing, Oregon Metro  |                          |

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|                                  |                |                  | <p>Council cordon pricing, the full expansion of the SW Corridor MAX transit, and induced man. On the last point, ODOT included a nonexistent bridge and nonexistent plans for a bridge, but failed to include a bedrock of transportation modeling: induced demand. This is a failure of accurately presenting information to the public and is made in bad faith. It reads as a biased presentation not a neutral assessment. To The Columbian, ODOT said that the CRC expansion isn't present in the model. To OPB, they said it is included. ODOT is lying to one of these newspapers. Why is it giving different information to different news organizations? This goes to reaffirm the bad faith presentation of information by ODOT. I am requesting a rejection of this project-No Build- and a full EIS. <a href="https://www.columbian.com/news/2019/mar/25/500-million-odot-plan-addresses-rose-quarter-bottleneck-issue/">https://www.columbian.com/news/2019/mar/25/500-million-odot-plan-addresses-rose-quarter-bottleneck-issue/</a><a href="https://www.opb.org/news/article/odot-used-long-dead-i-5-bridge-replacement-to-plan-rose-quarter-upgrade/">https://www.opb.org/news/article/odot-used-long-dead-i-5-bridge-replacement-to-plan-rose-quarter-upgrade/</a>The City of Portland and ODOT a few decades ago agreed that I-5 should be moved eastward. Why wasn't that studied as part of the various build option? What is I-405 and I5 was removed and I-205 was renamed as I-5. If ODOT can reason that the model should include throughput based on the construction of a nonexistent bridge, the CRC, then it should fully examine all options including closing this section of I5. Lastly, this project will destroy the serenity of the Eastbank Esplanade. It is already loud being adjacent to a freeway, but having a ramp go over the Esplanade will make this Portland treasure unbearable. Please do not ruin our parks. I walk across the Darlene Hooley bridge weekly. It goes across 14 car lanes. It is horrendously loud. This project will ruin the Eastbank Esplanade, and create a ped/bike bridge that no one wants. A 10% incline over lanes and lanes of vehicles is not pleasant. This project only serves vehicle and I urge you to reject it, select No Build, and demand a full EIS.</p> |                          |
| 2019 0326<br>Ramtin Rahmani      | Ramtin Rahmani | No More Freeways | <p>A report was just released that the greatest portion of super commuters are those who take public transit. A Super Commuter is someone who spends 90 minutes or more in one direction commuting. This project makes bus times longer. We know that all incomes and types of people in Portland take public transit but lower income community members predominantly rely on public transit to get around. This project goes directly against ODOT's state goal of preventing their past wrongs in Albina area. Governor Kate Brown has reaffirmed the need for climate action and for Oregon to lead the way. This project only serves emission spewing vehicles. Even the "bread crumbs" meant to placate the community such as freeway lids will not benefit anyone. The project forces pedestrians and bike users to fight for ROW while an extraordinary amount of surface street space is devoted to vehicles. One one road, 20 ft is devoted to bicyclists and pedestrians while car users get 2 turn lanes, and 2 through lanes. Over 50ft for vehicles and scraps for pedestrians and bike users to fight over? Why does ODOT treat everyone not in a car as a second class citizen? This is directly against the City of Portland climate goals and their transportation system plan. The width of the bike lanes would actually decrease on Williams after this project. The surface street improvements are a wash at best, and at worst make it less safe for vulnerable road users. I urge you to reject this project and spend \$500 million in Region 1 building sidewalks for everyone or making ODOT owned roads safer for vulnerable road users. This is a poor use of \$500 million. There have been no deaths on this stretch of highway in 10 years but people are dying on ODOT owned surface streets in Region 1. This is an unjust and inequitable distribution of money. Reject this Project, Select No Build, and Demand a full Environmental Impact Study.</p>   |                          |
| 2019 0326<br>Ramtin Rahmani<br>2 | Ramtin Rahmani | NMF              | <p>I am firmly opposed to this freeway expansion. I live in Tigard, Oregon. I am a suburban resident opposed to this project. I rely on my car but can see why driving, car infrastructure, and emissions are hurting all of us both acutely and chronically. ODOT has acted in bad faith in releasing an environmental assessment that lacked full information. The comment period should be extended and the federal authority reviewing these replies should deny ODOT the authority to move forward. How can ODOT argue it is acting in good faith when it failed to release all the data. On Day 1 of the Comment Period, ODOT released the EA in a non-ADA accessible format and only fixed it at the request of the public. However, they again failed to extend the Comment Period to accommodate their failure. After pleading, calling, and multiple requests by many organizations, community members, and more, ODOT continued to act in bad faith and refused to release all the data associated with the Environmental Assessment. I am not referencing additional data, but the basic figures and data listed in the appendices uploaded. They were missing! At a public hearing, Commissioner Eudaly, a City of Portland elected official, promised that ODOT will release the information. ODOT never formally apologized, nor did it ever intend to fix its errors were it not for Commissioner Eudaly. Then, a community member requested the technical drawings for this project to which ODOT replied they do not exist. However, a few weeks later, after Commissioner Eudaly forced ODOT to release all information, it was revealed that the technical drawings do exist and were available to send. ODOT has continued to act in bad faith, against the guidance of NEPA. I recommend you reject the EA and force a full EIS or an outright rejection of this project. Select No Build. How are we supposed to evaluate this project if the Agency does not provide all information for analysis? I showed my work in math class and ODOT should too. It shouldn't take lawyers and public officials to force ODOT to provide information. On this basis alone, the project should be rejected.</p>   |                          |
| 2019 0326<br>Ramtin Rahmani<br>3 | Ramtin Rahmani | No More Freeways | <p>I am firmly opposed to this freeway expansion. Regardless of what ODOT, elected officials, or project managers attempt to sell, the ROW for car travel is expanding on the freeway and on the surface streets. This goes directly against the City of Portland's Vision Zero goals. There are many issues with this freeway expansion so let's start with the first: Oregon Department of Transportation acknowledges that I-5 destroyed African American neighborhoods in the past and that it was a poor decision. They wrote this in the Environmental Assessment. They said that this project will help "alleviate" this; however, the Albina Vision Trust, the neighborhood communities, the Parent Association of Harriet Tubman, Portland Public School Board, and others are all against this</p>   |                          |

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|                             |                |                  | <p>project. What kind of community engagement has ODOT done if everyone has told them "no thanks". but they have only heard "yes" It is revolting for you, ODOT employees and leadership, PBOT leadership, and Commissioner Eudaly, to say that this project heals the wounds the State of Oregon and City of Portland have caused. This project places a highway directly in the backyard of Harriet Tubman Middle School, a school with a very high minority rate and a high rate of lower income families. I was fortunate enough to go to a school with a large campus to play and grow. I cannot imagine, as a child, being denied the opportunity to go outside because of the air quality and this project will only make it worse. Recess was serene. We ran in the woods, watched the birds, and played on the playground. How can ODOT say this improves any aspect of a child's education at Harriet Tubman education? This will actively contribute to asthma and other lung issues for children at Harriet Tubman. The Department also acknowledged they did not study or model air quality at the school itself. What will happen long term to residents health? We need a full Environmental Impact Study to understand how this highway is currently negatively affecting residents and how this expansion will make it worse. It is well established that car emissions have acute and chronic negative impacts on human health. This project helps no one living near the project. It only serves to move vehicles through this area faster to the detriment of its residents. My family relies on cars, but they see why cars destroy. The car is a tool because we have no other option. My mother is in her late 50s and has told me she wishes she had safe streets so she could bike to friends and the grocery store. Every time I go outside on my bike, she says a prayer that I don't get hit and worries until I come home. Given the transportation hierarchy, does ODOT truly believe this is the best use of \$500 million? My grandpa feels like a burden on my family because he cannot drive. His freedom is gone. He is reliant on me or my mother to take him to the places he wants to go. We are happy to do it, but why should someone lose their independence because they cannot drive? ODOT should fund safer streets led by NACTO designs and Vision Zero principles. The surface street changes ODOT is proposing to the Rose Quarter area do none of this. They are intended to placate the community while ODOT chases its tail endlessly expanding freeways and claiming victory. 500 million dollars could expand transit in the Metro area so my grandfather doesn't have to feel like a burden and so he can regain his independence. 500 million could build hundreds of miles of sidewalks so our children and elderly can walk safely. 500 million could build hundreds of miles of safe biking infrastructure so my mother can comfortably ride instead of drive; she is currently too afraid. Instead, we are spending half a billion dollars on a short sighted project that solves a nonexistent issue and caters to vehicles. ODOT has termed this to be "bottleneck relief". But by design, these bottlenecks are never ending. When one area is "relieved" of the congestion, it only shifts to the next area, making this a never ending task. When will we stop expanding our highways and acknowledge that this will not work? There will always be a bottle neck to chase. We are running after our tails. A highway expansion has never solved congestion. Why did this study not include induced demand in its model? Why did this study no include the federally approved congestion pricing in its model? Why did ODOT refuse to provide the community with the full Environmental Assessment until forced to by elected city leaders? Reject this project, select No Build, and lastly, demand a full Environmental Impact Study.</p> |                          |
| 2019 0402<br>Ramtin Rahmani | Ramtin Rahmani | No More Freeways | <p>I recently learned, as of last week, that this freeway expansion will also partially cover the Eastbank Esplanade. This information was not volunteer by Oregon DOT, but came to light due to the threat of FOIA by two community members who then asked a local business to model the expansion over the esplanade. The Esplanade is a treasured community resource. Not only would this resource be temporarily impacted during the construction period, it would be permanently altered due to the expansion. Resources like these, completely motor vehicle free facilities, are the only places my family feels comfortable enough to ride bicycles. We also have so few of these facilities available to us. This project would significantly damage the value of this community resource. There are other portions of the trail alongside the Eastside of the river that have the highway going overhead--they are horrendously loud and uncomfortable to walk under. This freeway expansion would hurt our public park more than the currently-present highways have already done. Please conduct a full EIS so we can know how our people, natural resources, and more will be affected by this freeway widening. This study does not adequately address how people not in cars will be affected by this freeway expansion project. Active Transportation goes hand in hand with reducing serious and fatal injuries on our streets--a topic ODOT is supposed to be focusing on. All projects should make walking, biking, and public transit more appealing, not less. This project seems to only cater to motor vehicles drivers. Please study how the various arms of this project will alter all modes of transportation, not just motor vehicle movement.</p>   |                          |
| 2019 0215<br>Ramtin Rahmani | Ramtin Rahmani | General Public   | <p>Hello,Your PDF is not text to speech accessible. You need to fix this issue and delay the 45 day comment period until everyone of differing abilities can read this. I believe as a state agency you must follow ADA laws. For the able bodied, you can't even search and find in the PDF. If you posted this in good faith and expect people to provide detailed comments, they should be able to search the many documents. Very few people do this as their main job - I do not - and I have limited time to go through the documents. Cheers,Ramtin</p>   |                          |
| 2019 0327<br>Randall Taylor | Randall Taylor | No More Freeways | <p>I'm writing to oppose the Rose Quarter freeway expansion project. At this time, Portland needs more investment in clean-energy transportation infrastructure, and resources should not be funneled toward expanding freeways that contribute to climate change and environmental damage, including air pollution. This project will not improve congestion, will negatively impact the Portland community, and is widely opposed by Portlanders. I strongly oppose this expansion.</p>  |                          |

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| 2019 0304<br>Randall Webb    | Randall Webb       | No More Freeways | We must take global climate change seriously, and this means ending our heretofore endless support for fossil fueled vehicles and focusing on public transportation and electric cars.   |                          |
| 2019 0313 Ray Anderson       | Ray Anderson       | No More Freeways | I oppose the I5 Rose Quarter freeway expansion, or any freeway expansion for that matter. More cars and more freeway is not what Portland, or the world, needs. It is laughable to think that less than 2 miles of an extra lane in that area will make any difference, and practically criminal to think that even if it did make a short term difference it would be worth \$500,000,000 (and inevitably much more). Urban density problems, and especially climate change, are NEVER going to be solved by more cars. And Portland has a real advantage here. For such a active, vibrant and interesting city, Portland is very small. Alternative environmentally sustainable transportation is a real viable option, not just a dream. Please invest in the future, and not in perpetuating the mistakes of the past.   |                          |
| 2019 0325 Ray Atkinson       | Ray Atkinson       | No More Freeways | Congestion won't improve. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor.   |                          |
| 2019 0315 Raymond Piccolotti | Raymond Piccolotti | General Public   | I how else to submit my comment, if there is a better contact please forward it to me.<br>I am a home owner in Portland - 7005 NE Oregon St, Portland, OR 97213.<br>I am strongly opposed to the proposed freeway widening project.<br><br>Thank you for taking the time to ready this.  |                          |
| 2019 0226 Rebecca Canright   | Rebecca Canright   | No More Freeways | Hi there,<br>As a college student, I respectfully oppose increasing this freeway. Let's instead invest in expanding public transportation. Transportation emissions account for 40% of greenhouse gas emissions in Oregon, so why would we invest \$500 million dollars in a project that would add capacity for traffic? New transportation infrastructure projects must address our crises with climate change, air quality, and equity, not make them worse. Unfortunately, the proposed I-5 Rose Quarter Expansion Project-- like all other freeway expansion projects-- will increase traffic congestion, carbon emissions, and air pollution, and do so right in the backyard of Harriet Tubman Middle School where the pollution is already so bad that public health experts recommend students forgo outdoor recess.<br><br>Sincerely,<br>Rebecca Canright  |                          |
| 2019 0330 Rebecca Canright   | Rebecca Canright   | No More Freeways | As a lover of the outdoors, and a young person, I respectfully ask for a full Environmental Impact Statement on this freeway expansion project. I am worried that ODOT's truncated Environmental Assessment document simply isn't focused enough on the significant impacts to health and public safety this project represents. I hope we can instead more fully study alternatives (including decongestion pricing!) to this expansion with a full Environmental Impact Statement.Thanks so much,Rebecca   |                          |
| 2019 0402 Rebecca Matsumoto  | Rebecca Matsumoto  | General Public   | To whom it may concern, I strongly oppose the proposed freeway expansion. Making more lanes of traffic encourages more people to drive, thereby creating more carbon emissions at a time when our survival depends on us cutting our carbon emissions in half within the next 11 years. I am deeply horrified by the toll climate change is taking on humans and animals. It is not just a couple of species in jeopardy but, 50-75% of the animals on earth. And humans are suffering from climate change-fueled water shortages, floods, wildfires and more. Increasing the number of cars on the road has a direct impact on climate change.I spent two years living in Japan, and in that country it was rare for someone to own a car. What we need are transportation solutions that make public transportation more convenient, expedient, widespread and accessible.I suggest:1. Expanding the reach of public transit lines to make more destinations accessible.2. Rather than an extra lane, a carpool lane that actually encourages people to carpool.3. Express buses and light rail routes that can take people from one hub to another without making a lot of stops in between.4. Improved parking and access to MAX stations. The parking lot for my closest MAX station is full by 8 am, and others have extremely tight spaces and highly punitive parking fees.5. If something could be done to increase the number of MAX trains running during busy times, that could make a more pleasant riding experience.In conclusion, our transportation choices are irrevocably affecting the livability of our planet. Our carbon emissions affect our forests, our recreation, our fishing, our agriculture, and the ability of our children, elderly, and outdoor workers to avoid harm from dangerous weather. Nearly half (40%) of Oregon's greenhouse gas emissions come from transportation. Any option that increases driving is completely unacceptable.As a preschool teacher and nurturer of children, I realize that with only 11 years to change our pollution habits, the children I teach now will be turning 16 when it becomes too late to reduce carbon emissions to a survivable level. Will our addiction to driving condemn these innocents to a planet in turmoil?I implore you to find a better way.Sincerely,Rebecca MatsumotoLead Pre-K TeacherBeaverton, Oregon 97006 |                          |

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| 2019 0326<br>Rebecca Rosenfelt | Rebecca Rosenfelt | No More Freeways | I live in an adjacent neighborhood and am strongly opposed to the freeway expansion of I-5. It will not help solve traffic problems, and it increases pollution in Portland, which is the last thing we need. We need to be progressive and focus on alternative forms of transit, and sinking this much money into a freeway is moving in the exact wrong direction. Rebecca  |                          |
| 2019 0331<br>Rebecca Rowhm     | Rebecca Rowhm     |                  | <p>I oppose the plan to expand the freeway in Portland. I have lived all over the country with varying levels of congestion. It has been my experience that more freeways do not mean better traffic flow. Toll roads do not reduce traffic congestion. That only spreads out the congestion and pushes it out into residential neighborhoods. It also increases the cost of commuting for low income residents.</p> <p>There are other solutions that we can work towards. We need to get cars OFF the road. That alone will greatly improve congestion.</p> <p>Spend the money building more MAX lines that reach more neighborhoods (especially those in areas greatly underserved by light rail).</p> <p>The state could incentivize local employers to allow telecommuting. Less cars = less traffic.</p> <p>An expanded freeway will not solve our problems. It is the same as buying a bigger house because you need more space. Eventually you fill that space with more stuff and your problem resurfaces. It is a never ending cycle.</p>  |                          |
| 2019 0312<br>Rebecca Small     | Rebecca Small     |                  | <p>Good afternoon. My name is Rebecca Small. I am from Portland, Oregon, and my opinions are my own. I am deeply concerned about the inadequacy of this EA. How can so many words say so little. There's a number of topics in here I could go into on detail on a lot of them, but I particularly care about safety so I'll just focus on that. The project states that the overall project purpose is to improve safety and operations and I-5 in the vicinity of the Broadway/Weidler change, and I am extremely concerned that a project of this complexity, the safety analysis leaves so much to be desired. In part two slows east through this high traffic area, the vast majority of the these collisions do not result in serious injury or fatal crashes. The main document does not discuss fatal and serious crashes, nor does it provide an analysis of the factors that contribute to these crashes. Any mention of the most serious safety concerns for the entire project area are buried deep in one of the six appendices to an appendix. Fatal and serious crashes are the most important crashes to examine if we're sincerely interested in improving safety on I-5 as the EA states. But ODOT presents no separate analysis of these crashes. ODOT's crash analysis shows a single fatality in the five-year look-back period from 2015 to 2011. I pulled up these records and found that if they look back a little bit further to 2007, and found that there have been a total of four fatalities in those years. And three out of four of those deaths were pedestrians. The leading cause of death in the study area as not been adequately addressed or 6 investigated. What were pedestrians doing on the freeway? How did they get there? And in what ways will the proposed expansion prevent this kind of fatal crash from happening again in the future? It's not mentioned, let alone discussed. Without a clear assessment of the fatal and serious crashes and their contributing factors, there's nothing in this EA to show how the proposed Rose Quarter widening will mitigate the existing safety hazards. The crash reports on the most serious crashes you have suggest a different kind of problem in this area altogether that's not even addressed.</p> |                          |
| 2019 0401<br>Rebecca Spain     | Rebecca Spain     |                  | <p>Please reconsider widening the I five highway at the Rose quarter. Why didn't highways simply leads to more congestion. I advocate trying easily implemented and easily reversed if necessary actions like a congestion charge to see if those can be effective. Also investing in public transit and alternative transit like bicycles is an excellent way to reduce traffic. Thank you for your attention. Sincerely, Rebecca Spain Southeast Portland</p>  |                          |
| 2019 0331<br>Rebekah Loughlin  | Rebekah Loughlin  | No More Freeways | I do not support this project. We are at a point where we need to act NOW on climate change. We should be investing in transit and ped/bike facilities and not more fossil fuel infrastructure.  |                          |
| 2019 0327<br>Reece Nitschke    | Reece Nitschke    | No More Freeways | I moved to Portland from Australia at the beginning of 2018. I am 30 years of age and have a 4 year old son. Since moving to Portland I have still have not found the need to own a vehicle. My son and I have used Portlands amazing biking network and amazing public transportation system. The thought of Portland investing in the expansion of roads and highways seems counter intuitive. This cities identity should be build on progress and challenging the status quo. Inspiring people to think progressively.   |                          |
| 2019 0313<br>Reed Buterbaugh   | Reed Buterbaugh   |                  | <p>Hello, My name is Reed Buterbaugh, I live at 4729 N Willis Blvd in Portland. I object to this highway expansion. ODOT has not been honest with the public about its environmental impact. There has never been a highway expansion project that solves congestion. ODOT should implement decongestion pricing which would force polluters to pay their fair share and cut down on the harmful emissions that currently blanket the neighborhood. We have 12 years to dramatically cut down on our carbon emissions, expanding a highway is the equivalent of going to an all-you-can-eat buffet the day before a weigh in where you're overdue to lose 10 pounds. Thank you, Reed</p>   |                          |

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| 2019 0314 Reed Parsons   | Reed Parsons   | No More Freeways   | Having grown up in San Fransisco and San Diego and watched major road expansions do nothing to alleviate traffic. I must add my voice in objection to the Rose Quarter Freeway Expansion. The money set aside by HB 2017 can be much better used to increase public transportation, and road repair.  |  |
| 2019 0401 Regina Tricamo   | Regina Tricamo   | General Public   | I strongly oppose this freeway expansion. There is abundant evidence that widening freeways does not help traffic. Why on earth would we spend this kind of money on a project that won't do what it is purported to do?There are so many other reasons that I oppose this plan as well. I have deep concern for the worsened air quality which will affect communities of color disproportionately. And I can not understand why this kind of money would be invested in a mode of transportation that we are going to have to render near obsolete in the near future if our planet is to survive. Please, improve the public transit that I take daily. Make it safer for me and my fellow residents to walk and bike more places. THOSE are goals to focus on.Thank. I hope you take these comments into account.Regina Tricamo   |  |
| 2019 0401 Reid Blomquist   | Reid Blomquist   | No More Freeways   | This strategy seems wholly preposterous and deceitful. We need fewer cars not more. Please implement congestion pricing and higher taxes on vehicle as well as promoting carpooling and making it easier (fiscally or otherwise) for people to reduce their impact on our environment. This money could go to so many better things - like expanding max lines, bus routes, implementing more (and safer) bike infrastructure... the list goes on. Don't need it, don't want it.  |  |
| 2019 0401 Ren Stein  | Ren Stein  | No More Freeways   | I take the bus. I bike. I want more bike routes and bus lines and better, more comprehensive MAX routes. High way expansion means more cars, means Portland becomes more dangerous to bikers. Where are people gonna park all these dang cars? We're building so many new expensive apartment buildings but nowhere to park anyone's cars. Let Portland lean into being the great walking/biking/pub transit city it is. Build another bridge to Washington. Build more protected bike lanes. No high way expansion!  |  |
| 2019 0330 Rene Pyatt   | Rene Pyatt   | No More Freeways   | I'm a native Oregonian who has lived in the Willamette Valley for more than 40 years. I've traveled the world and there is no place else quote like Oregon. We were once a leader in for environmental agency. I remember Smokey Bear and The Bottle Bill and Woodsy Owl. We taught our children and our new comers about becoming stewards of our neighborhoods and forests. What we are living with now is a result of our past actions.Let's keep our priorities, and while we welcome new comers, let's save what makes Oregon a paradise. Investing dollars in expansion of our current transportation grid is short-sited and not in alignment with what being an Oregonian means. We want clean air and water, more bike and walking paths, more frequent and accessible public transportation, and less suburban sprawl. We do not want more freeways.  |  |
| 2019 0402 Renee M Jankord  | Renee M Jankord  | General Public   | Regarding the proposed expansion of the I-5 Rose Quarter expansion, I have several concerns. Expanding freeways is not an effective strategy for reducing congestion. ODOT has failed to make the case for why this project should move forward.ODOT should fully evaluate proven strategies such as congestion pricing and investment in public transportation before spending a half billion dollars to expand a short stretch of highway.The project is entirely at odds with the City's Climate Agenda. 40% of Oregon's emissions are from the transportation sector. We need to focus on strategies that reduce dependency on cars, not perpetuate 1950s style highway projects.At the same time that ODOT is proposing to spend nearly half a billion dollars on expanding I-5, the region continues to neglect serious road safety problems in East Portland. As a Portland Resident living in East Portland, I can attest to this. Many of our communities don't have sidewalks. Roads have more potholes than roads. I live on SE 132nd which doesn't even have a road between Bush and Powell - Powell is a major artery and there is no way to access it from the road I live on. The project will increase air pollution in the backyard of Harriet Tubman Middle School, which already has some of the worse air quality in the state.For a project with an estimated cost of over \$500 million, we feel the projected community benefits are just not there - while the opportunity cost of using these funds shelves other deserving projects with tangible safety improvements or opportunities to decarbonize our transportation system. In addition, there are MANY other things that ODOT should work on like retrofitting bridges so the city isn't completed divided when "the" earthquake hits. Sincerely, |  |
| 2019 0329 Rev Robyn Hartwig  | Rev. Robyn Hartwig   | No More Freeways   | I strongly urge you not to expand the highway. This is the wrong solution to a serious problem. Expanding the highway will exacerbate injustice, harm the most vulnerable, increase carbon emissions when we desperately need to reduce them. Please insist upon a full environmental impact study which will demonstrate that this is true. We need to be incentivizing people to get out of their cars through decongestion pricing, not expanding freeways to encourage them to drive, pollute, and waste time. Please invest in renewable energy infrastructure and financial incentives that get people out of their cars and into healthy means of transportation for them, our community and the planet. Thank you!Rev. Robyn Hartwig  |  |
| 2019 0401 Rhett Lawrence Doug Moore Nicholas Caleb Meredith Connolly | Rhett Lawrence<br>Doug Moore<br>Nicholas Caleb<br>Meredith<br>Connolly | Sierra Club;<br>Oregon League<br>of<br>Conservation<br>Voters; Center<br>for Sustainable<br>Economy, | Note, see Attachment -----From: Rhett Lawrence, Conservation Director, Oregon Chapter, Sierra Club; Doug Moore, Executive Director, Oregon League of Conservation Voters; Nicholas Caleb, J.D., LL.M. Staff Attorney - Climate Justice Program, Center for Sustainable Economy; Meredith Connolly, Oregon Director, Climate SolutionsSubject: Public Comment on I-5 Rose Quarter Freeway Project: Request for Congestion Pricing Study and Implementation on I-5 Rose Quarter before Proceeding with Freeway ExpansionOur organizations wish to thank the Oregon Department of Transportation(ODOT) for the opportunity to provide public comment on the Rose Quarter FreewayExpansion project. Our organizations worked diligently with state legislators and advocates to to pass House Bill 2017, which allocated funding for this proposed project. HB 2017 was a transformative, bipartisan legislative victory for investment intransportation infrastructure across the state, directing over \$5.3 billion in funding. Our organizations are proud of our role in the passage of  | 2019 0401 Rhett Lawrence Doug Moore Nicholas Caleb Meredith Connolly ATT |

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|                |      | Climate Solutions | <p>this bill - HB 2017 is directing hundreds of millions of dollars to fund a substantial increase in the provision of public transportation across the state, new revenue to build safe routes to school, incentives for electric vehicles, and bike/pedestrian infrastructure in cities across Oregon. These investments are crucial to Oregon's commitment to providing congestion relief to commuters stuck in traffic, decarbonizing our states economy, fulfilling our statewide land use planning goals, and reducing air pollution. We find it gratifying to watch the numerous components of the Keep Oregon Moving legislation move forward, and our organizations share a sense of ownership and obligation in ensuring these projects and proposals are thoughtfully implemented through meaningful public engagement to ensure the intent of the transportation bill is realized in our community.</p> <p>Value Pricing a Core Component of the HB 2017 Legislation Among the key components of the HB 2017 bill that our organizations prioritized in our advocacy was the inclusion of policy language asking ODOT to move forward with the study and implementation of value pricing the Portland Metro Region. Value Pricing, (also known as Congestion Pricing or Decongestion Pricing), is a cost-effective, innovative, and demonstrably powerful policy mechanism that is now available at our disposal to manage traffic on our states busy roads. Dr. Alex Bigazzi, a professor at the University of British Columbia, recently concluded after an exhaustive review of sixty different peer-reviewed studies on the subject that road pricing is the most effective strategy to reduce emissions (both air pollution and carbon pollution) and traffic.1 With HB 2017, the Oregon Legislature directed ODOT to move forward with a study to determine the efficacy and value of establishing Value Pricing on stretches of I-5 and I-205 through the Portland Metropolitan Area. ODOT's Value Pricing Stakeholder Advisory Committee concluded in the Spring of 2018, and the agency received federal approval this past December to move forward with implementation of value pricing on stretches of I-205 and I-5, including the entire stretch of the Rose Quarter Freeway on which ODOT is proposing this \$500 million expansion. Studies commissioned by ODOT during the Value Pricing process affirmed what we already knew; congestion pricing is very effective at reducing carbon emissions, reducing traffic congestion, and reducing local air pollution, and it would have a substantial positive impact on traffic if implemented on any stretch of I-5 (all scenarios that included value pricing implemented on I-5 included this stretch of the Rose Quarter Freeway from I-84 to I-405).2 Our organizations also recognize the potential regressive impacts of value1. Can traffic management strategies improve urban air quality? A review of the evidence "AY Bigazzi, M Rouleau Journal of Transport &amp; Health 7, 111-1242 Baseline, significant congestion will exist in 2027 on the I-5 and I-205 study corridors, even with all the improvements... This congestion impacts not only speed, but also the number of vehicles that the facility can accommodate, with consequential impacts upon quality of life, economic vitality, and vehicle emissions in the region. This quote is from the Portland Metro Area Value Pricing Feasibility Analysis: pricing if implemented poorly; we encourage ODOT to continue to reach out to frontline populations to ensure value pricing provides mobility and public health benefits for working class and marginalized communities across the Portland region. Concern that Rose Quarter Freeway Expansion Traffic Modeling Does not Include Significant Impacts Value Pricing Implementation will have on Traffic Given the bipartisan support for value pricing, the overwhelming academic literature suggesting its efficacy as a policy mechanism and ODOT's own research suggesting the applicability of this policy initiative to this specific stretch of freeway, we were surprised to learn that ODOT's traffic modeling for the Rose Quarter Freeway Expansion were conducted without any consideration as to how congestion pricing would impact these projections. ODOT appears to be moving forward with the next steps of value pricing implementation in foreseeable future. We therefore question the validity of the traffic projections that ODOT is using to justify the Rose Quarter Freeway Expansion, given that the EA document projects traffic volumes out to 2045 and does not consider the substantial impacts that value pricing is likely to have on this project. Its difficult to understand how ODOT can be certain about the accuracy of these traffic projections and this proposed expansion's impact on travel times over the next 25 years without factoring in a forthcoming policy initiative likely to dramatically impact travel patterns. Our organizations would also ask ODOT why the Environmental Assessment project didnt study the impact that value pricing would have on traffic through this corridor if implemented first, without any freeway expansion or auxiliary lanes. Efficacy of Value Pricing to Reduce Transportation Related Carbon Emissions Round 1 Concept Evaluation and Recommendations Technical Memorandum #3 produced for the Value Pricing Stakeholder Advisory Committee. The document is available here: <a href="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</a> Meanwhile, in the nearly two years since House Bill 2017 was signed, the international consensus has coalesced around a finding that our planet must lower greenhouse gas emissions to 45% of the 2010 levels in the next eleven years to limit warming to 1.5C. This urgent warning stems from the IPCC report released last October, and this call to action to expedite decarbonization initiatives are growing in strength locally, nationally, and internationally. Our communities across the state of Oregon have experienced first hand a mere taste of what this new normal might mean - more wildfires, floods, heat waves, water shortages. To quote The Oregonian, The effects of climate change are no longer predicted. They are here today, they are serious, and they are costing Oregonians money and affecting their lifestyles and health. The state is suffering through drought, reduced snowpack, increased wildfire and impacts to fisheries. Larger forest and grassland fires are now more frequent, a consequence of warmer, drier summers. The fire season begins earlier and ends later. That article goes on to acknowledge that The main culprit is transportation emissions, primarily from trucks and passenger vehicles. This sector is the largest source of emissions in Oregon, accounting for nearly 40 percent of the total. There are three main ways to lower those emissions: Boost the conversion rate to electric vehicles; substantially increase public transit; and modify urban design over time to support electric vehicles, bikes, walking and public transport.3 Even with passage</p> |                          |

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|                                |                      |                           | <p>of pending Clean Energy Jobs legislation in Salem, Oregon simply wont hit carbon reduction targets without fundamentally reducing emissions from private automobiles. Value Pricing Implementation Must Be Studied Before Freeway Expansion Given ODOT's own findings that Value Pricing was likely to be more effective in both reducing traffic congestion and traffic-related carbon emissions, it seems self-evident that this policy should be implemented before freeway expansion is3 With emissions on the rise, Oregon falls well short of greenhouse gas reduction goalsâ The Oregonian, December 15 2018. <a href="https://www.oregonlive.com/politics/2018/12/with_emissions_on_the_rise_ore.html">https://www.oregonlive.com/politics/2018/12/with_emissions_on_the_rise_ore.html</a>undertaken. We believe that the current Environmental Assessment is inadequate in its lack of analysis of this cost-effective, climate-friendly, demonstrably proven policy alternative included in the bipartisan statewide transportation package. We ask that ODOT undertake a more rigorous Environmental Impact Statement to study the impact that implementation of value pricing could have on carbon emissions, air pollution and traffic congestion before moving forward with plans to expand the Rose Quarter Freeway. This position is wholly consistent with our years of advocacy and engagementwith the state legislature to pass HB 2017 - implementation of value pricing should inform how ODOT moves forward with the Rose Quarter. There are simply too many significant impacts to the local community to not prioritize studying value pricing and understanding its impacts to traffic patterns before moving forward with a \$500 million freeway expansion.</p>   |                                    |
| 2019 0401 Rich and Betsy Reese | Rich and Betsy Reese | Owners, Paramount Parking | <p>We disagree with the methodology used, the interpretation and stated implications of findings, the accuracy of findings, and the accuracy of stated facts in multiple parts of the EnvironmentalAssessment of the Rose Quarter Improvement Plan. Additionally, we find that the EA omits some essential assessment data entirely. In principle, we are not fans of freeway expansion. We share most of the views of those who are opposed to this entire project. Nevertheless, because this project promised to revitalize the Albina/Rose Quarter neighborhood, we have supported it. Our support has gone to the extent of participating in discussions in 2011-12 about entering into a "land-swap" agreement with the City and State that would reconfigure a parcel of land that we have owned for over 20 years through which public ROW acquisition is integral to the project. We do continue to have some hope for this project, but only if significant modifications are made in the design, and a complete Environmental Impact Statement is done that will truly address mitigation of the many adverse environmental impacts of the current plan. As a dramatically affected private property owner, we cooperated with the ROW acquisition of our property because we were led to believe the following:1. That the reason this area, which is so important to Portland, due to both it's wealth of underdeveloped close-in land and its history of successive demolitions and displacements of the African American community that once thrived here, has remained moribund for decades is because no one could agree on what to do about the freeway. We were told that the revitalization and restitution finally could begin with acceptance of the N/NE Quadrant / I-5 Rose Quarter Plan, which was developed over a period of two years by community stakeholders and an ODOT/PBOT partnership. In 2012 that plan was formally approved by City Council, the Bureau of Planning and Sustainability, and the Oregon Transportation Commission. The funding in 2017 of the transportation portion of that plan, referred to here as the Rose Quarter Improvement Project, was to be the first step in this revitalization and restitution. 2. That creating a new bicycle and pedestrian ROW through our parking lot connecting Hancock and Dixon Streets was the solution to the notoriously dangerous Broadway/Flint/Wheeler intersection. In addition, two new MUPS, Multi-Use Paths, would be created on ODOT property to maintain the Flint Ave. route for bicyclists and pedestrians. 3. That we would be made whole with land, not money. Land equivalent to that taken from northwest end of our parcel for the new ROW was to be added onto the east side, leaving us with piece of land that had all the characteristics, including, size, shape, access, grade, etc., that would have had as good or better development potential as that which we would have without the taking. This new land would come from the Flint Ave. ROW which was being vacated, or removed, as part of the plan. This is important to us as we want to have a hand in making sure that our property is put to its highest and best use contributing to neighborhood revitalization, such as that described by the Albina Vision Trust. 4. That the areas in front of the Paramount Apartments and the Grandma's Daycare property on the north side of Broadway, would be joined and made contiguous by the vacated Flint ROW. This would create a public space described as "a broad pedestrian plaza", "the center of place in placemaking" of the newly revitalized area. The 1923 Paramount Apartments on the north side of Broadway and the 1923 Left Bank Building on the south side, two of the only 10% of structures still standing of the African American architectural heritage of this community, would be "the twin bookends to this center of place". This plaza would be designated as the 'African American Neighborhood Memorial Plaza, commemorating the neighborhood that was destroyed here.' This plaza would be marked as a testament and reminder so that Portland residents and visitors would not forget this negative chapter in our city's history. The Environmental Assessment of the current RQIP plan shows a negative alteration or entire omission of all four of these improvements benefiting us and the people of Portland. Additionally, the RQIP deviates dramatically from many other carefully considered concepts and details of N/NE Quadrant / I-5 Rose Quarter Plan. I focus here on two areas: A. Coordination with appropriate land use planning, and B. Development of improved active transportation routes and infrastructure. A few examples: A.a. Protecting existing land use: The EA methodology does not adequately measure the impacts or propose sufficient mitigation required to protect existing land uses. For example, neither the historic Paramount Apartments nor the Harriet Tubman School received a sufficiently detailed analysis and acceptable mitigation plan for both short and long term negative environmental impacts of noise, air pollution, vibration, architectural heritage, social and economic equity and justice, etc. For example, the EA describes how Sound Wall 5 was determined not to be economically warranted during the construction period. The methodology used noise sensors placed inside the</p> | 2019 0401 Rich and Betsy Reese ATT |

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|                |      |              | <p>Compass Oncology Building located west of the Paramount Apartments. The findings showed that that building would be adequately shielded from the freeway construction noise by the "fourstory apartment building" between it and freeway, therefore the sound wall would not produce significant added noise attenuation for the oncology clinic. The methodology should have placed sound sensors inside the Paramount Apartments, instead of merely considering the Paramount Apartments as a sound wall shielding the oncology clinic. Furthermore, the EA fails to even get the number of stories of the Paramount Apartments correct, let alone do any kind of inspections, testing, etc. for impacts on this soon-to-be-100-year-old historic building that is home to over 80 people. No specific mention is made of adverse health effects or displacement of tenants due to noise, air, vibration, transportation, parking removal, the creation of a new busy street on the north side of the building, etc. during the 5-year construction period, nor of the long-term environmental impacts of these changes. A.b. Supporting future land use development: EA methodology fails to assess the project's impact on future land use development in the project area, nor propose mitigation of those impacts. For example, the property fragment that will be left to Paramount Parking is rendered inaccessible from the new Hancock/Dixon St. and from its historic access point off Wheeler. The proposed new access to this fragment runs on Flint, the ROW that was to be removed and dedicated to the memorial pedestrian plaza described in #4 above, thus making that plaza impossible. Additionally, Paramount Parking is inaccurately labeled in the EA as "parking for the residents of the Paramount Apartments", when in fact it is independently owned and fully leased to multiple business tenants serving the neighborhood. The RQIP shows the entire Grandma's Daycare property being taken for new public ROW in order to create an ADA-compliant switchback MUP that will be unappealing to both pedestrian and bicyclists. This taking and paving over of land for public ROW eliminates the opportunity for private, public, or non-profit investors to develop their properties to their highest and best use and to contribute to the creation of a thriving new housing and business development at the gateway of the newly revitalized Albina neighborhood. The RQIP has failed to design freeway lids or covers that are strong enough to create new buildable land that will help knit the Albina neighborhood back together. The lids as currently designed are ineffective at covering and healing the gash that has torn this neighborhood in two. They are destined to become unmaintained wastelands that will further divide this neighborhood and cut it off from surrounding areas. Project staff, state and city government, environmental assessment contractors, and the people of Portland must be reminded that these transportation improvements were conceptualized in tandem with land use planning for this area by the N/NE Quadrant - I-5 Broadway-Weidler Stakeholder Advisory Committee. These have been but a few examples that show land use being sacrificed for transportation ROW that favors motor vehicle through-traffic at the expense of creating a walkable, bikeable, transit-oriented, renewed neighborhood. B. Creating safe, comfortable bicycle and pedestrian routes to and through this neighborhood: The EA narrative repeatedly states that the project creates better, safer, more comfortable connectivity for bikes and pedestrians. The data contradict those assertions. A few examples: The new Hancock-Dixon St. cutting through our property and promised to be the solution to avoiding the dangerous Broadway/Flint/Wheeler intersection, will now be just an autothoroughfare. It will have sidewalks and painted bike lanes, but at a 10% grade, this route is now acknowledged by ODOT as being so unappealing to and unused by cyclists and pedestrians that they are no longer even indicating it on the maps they use when presenting active transportation infrastructure upgrades. The original 2012 plan showed two new MUPS that were to effectively replace Flint Ave. Running on ODOT property connected by the new Hancock/Dixon lid over I-5, the new off-street bike/ped paths were to connect the stubbed-off Flint at Tillamook to Broadway west of I-5. Of these two proper MUPS, one is completely missing, and the other is not a MUP, but what I call BS, Bikes on Sidewalk. BS is what engineers sometimes propose when they can't figure out what to do with bikes. This one is an awkward and cramped 5%-grade switch-back that will pit pedestrians and bicyclists against each other, and that few cyclists will use more than once. So instead of a safer and more comfortable bicycle route to replace Flint from North Portland to the Broadway Bridge, it's, 'Nope. Sorry. It's the Vancouver/Broadway/I-5 Freeway intersection for you, bicycle riders.' Yes. The Vancouver route is what we are left with that most bicycle commuters will opt for. It includes a shift of the bike lane from the right side to the left side of the Vancouver, funneling cyclists into a "jug-handle" staging area for a right turn across Vancouver and the freeway offramps. The number of daily bike commuters on this route is the highest in the city. Especially at rush hour, they will have an uncomfortable and unsafe time switching across motor vehicle lanes and making that the 90-degree turn into the jug-handle, crossing over and avoiding cyclists on the through-bike-lane on Broadway, and lining up in the too-small staging area to wait for the light. We were promised multiple routes that would be improvements over the right turn onto Broadway from Flint that we have now. What we got was only one viable route that is worse. Multiple issues with the RQIP make this area uncomfortable and unsafe for pedestrians. Just one example is the shaved-off corners at multiple locations that were created to allow large trucks a more comfortable turn at the expense of shorter, more direct, and safer crossings for pedestrians. The plan was supposed to create a walkable neighborhood that would be safe and pleasant to walk to, from, and through and that would support the current and future land use that that will revitalize the neighborhood. The current plan does not support that, and in many locations directly impedes that vision. The environmental impacts to the Vera Katz Eastside Esplanade, both short and long-term, are unmitigated and intolerable. This city park and Federal Transportation Corridor cannot tolerate additional exposure to noise, air, and light-blocking from the I-5 freeway. It is an essential transportation route with no nearby detour and cannot tolerate the closures needed during the construction period and for ongoing maintenance which are described in the EA as being periodic and of unknown frequency and duration. The Esplanade</p> |                          |

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|                             |                   |                  | has been closed just twice since it opened 18 years ago, once for exceptionally high water in the Willamette that made the floating bridge joints dangerous, and just this year for extensive and badly needed maintenance. With the current proposal, we are concerned that closures will be more frequent and prolonged. In summary, we challenge the adequacy and accuracy of this Environmental Assessment . We recommend that issues described here, and other issues mentioned by others, be addressed with further design, and only then that an Environmental Impact Statement be done. Thank you for taking our testimony.   |                          |
| 2019 0228 Rich Franklin     | Rich Franklin     | General Public   | Who decided to schedule the Public Open House at the Leftbank Annex on the same night as a Trail Blazers home game a block away when every parking lot in the area is charging for parking and traffic is at its worst? Or was that done purposely?<br><br>Rich Franklin  |                          |
| 2019 0331 Rich Prosert      | Rich Posert       | General Public   | Hi, my name is Rich, and I'm a Portland resident in SE.I may have already submitted a comment, and if so, I apologize. I just need to make sure that my absolute shock that Portland is even considering this project is taken in writing. This is a freeway expansion (even if you deny that, it's true). You're spending a ton of money on fender-benders, while Portlanders using human-powered transit are getting hit and killed every month due to distracted drivers and poor road design. You're tearing out safety features and currently-used human space on Weidler to make it easier to drive a car through Portland, and that's just unacceptable. And this is barely even a partial list of the things I object to!It should be getting harder to drive a car in Portland, and everywhere, but you're trying to make it harder to do anything else!I sincerely hope that you're going to block this plan, or that if you approve it, you're ready for the protests that come next.  |                          |
| 2019 0401 Richard Byron Gay | Richard Byron Gay | No More Freeways | I object to the I5 Rose Quarter expansion. I demand a full environmental impact study and publicly-available report prior to any further steps are taken. I demand implementation of decongestion pricing over a period of 1 year or more before any further steps are taken. The community is against this freeway expansion, and ODOT has thus far not listened to the community to which it is beholden. This project represents \$500M of misspend funds which could find a much better object in terms of transportation improvement, outside of road expansion. ODOT has been disingenuous by hiding data and withholding information from the public within the public comment period and before. The city, state, nation, and world faces a climate catastrophe. Auto transport produces about 40% of carbon emissions in Oregon and we can't afford the contribution by growth of highways and personal vehicle transportation. This highway expansion promises an unacceptable public health threat from air pollution, toward the most vulnerable citizens. Highway congestion will not improve, as induced demand will negate any proposed gains from this construction.<br><br>Listen to the constituency, and do not build this highway expansion.  |                          |
| 2019 0329 Richard Gorrige   | Richard Gorrige   | General Public   | ODOT's projections show a much bigger improvement in trip times from the Rose Quarter project than is actually warranted. The state should instead impose tolling in the Rose Quarter area, which would reduce congestion without the expense of building the freeway. Richard Gorrige, Ph.D.   |                          |
| 2019 0329 Richard Johnson   | Richard Johnson   | No More Freeways | Very little bang for the buck. The study shows very little change on commute times. "Morning commutes would still be roughly one minute longer through the area for southbound travelers in 2045 if the project is built. Afternoon commuters would see nearly two-minute savings, the report said. Northbound commuters would see negligible time savings under most scenario."  |                          |
| 2019 0331 Richard McNeill   | Richard McNeill   | No More Freeways | I oppose this project. It requires more thought and study.  |                          |
| 2019 0313 Richard Nunno     | Richard Nunno     | No More Freeways | Congestion won't improve. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor.This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue - 40% of Tubman's students are Black.Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation - as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities.ODOT is hiding the data. As of Friday, March 8, ODOT still hasn't released numerous data sets and appendices that would allow our community groups to independently verify ODOT's assertions that this project would lower carbon emissions, improve air quality or lower traffic congestion. ODOT's strategy is to tell the public "trust us, this is good for the community", and isn't providing any of the materials available for us to double-check their dubious claims. Our coalition wrote a letter on March 4th asking for this information and we still haven't received it. How can ODOT claim to be providing meaningful public engagement with the project when they won't |                          |

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|                               |                  |                  | <p>even make the data available for the public to review? Opportunity Costs: Even *if* ODOT can manage to keep this project under \$500,000,000 (pretty unlikely, given the agency's track record), it's an enormously expensive undertaking whereas the revenues could be spent on a litany of other projects and needs across the region. \$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief. Community Opposition: Despite ODOT's claims that this project "reconnects the community," there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed "lids" over the freeway won't be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations (we wrote a letter to Portland City Hall last year articulating the ways the surface-level street changes are not an improvement to the community). Decongestion Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't solve the traffic problems on the corridor *without* sinking half a billion dollars into the expansion? ODOT's studies of traffic patterns of the proposed freeway expansion *completely* ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion. (There are meaningful, valid concerns about how to implement decongestion pricing fairly - we've explored that in letters to the Oregon Transportation Committee last year)</p> |                          |
| 2019 0304<br>Richard Posert   | Richard Posert   | No More Freeways | <p>I hope that ODOT sees reason and doesn't go through with the freeway expansion. Beyond the fact that making bigger freeways don't solve congestion (induced demand! look at LA!), this money could be used for so much smarter and greener solutions to congestion. What about buying more buses to increase service and making bus-only lanes? What about bike lanes, or better walkability in our city? At a time when we need to be seriously cutting our carbon emissions as an entire planet, incentivizing driving is a short-sighted action that is deeply disappointing.</p>   |                          |
| 2019 0226<br>Richard Weinhold | Richard Weinhold | No More Freeways | <p>I worked in downtown Portland for 11 years (1987-1998). I commuted from Salem in a 4 passenger carpool and later a 15 passenger vanpool. You might say I've had a share in doing my part to reduce congestion, preserve air quality, and saved money too. This sort of ride sharing was my only option since there was no frequent commuter bus service that would have worked for my 9-5 schedule. I felt fortunate that the ride sharing options did. I know that these kinds of options also operate from Clark Co, as well as frequent bus service.</p> <p>I also know that I-5 is heavily used by trucks, since it is our major N-S west coast route, and that most of the truck traffic isn't Portland-originating. I also know that there are congestion problems on I-205, and travelers are directed that way as the preferred route to avoid Portland. Knowing those realities, the next logical way to address the problem is to make the use of these important passage routes more efficient, and that means management of peak flows, and the simplest and least expensive way to do so is to implement congestion pricing and thereby reduce through traffic during peak times.</p> <p>This is a far better alternative than spending \$500 million to increase peak time freeway traffic in north Portland that disrupts neighborhoods and enables additional air quality degradation.</p>   |                          |
| 2019 0330                     | Richard Weinhold | No More Freeways | <p>Hello, I commuted to Portland from Salem for 11 years starting in the late 80s, and another 2 years to Lake Oswego from 1999. Fortunately I didn't have to cope with the bridge congestion to Vancouver, but of course I did experience the congestion from the south end and did my part to save sanity, save money, and reduce environmental impacts by being part of a carpool and later a vanpool. Therefore I am very familiar with some of the issues surrounding the proposed freeway expansion on the north end, especially the impact on community in terms of access/utilization and air quality. Even then I felt that congestion pricing would have been a real help in combating the difficult daily journey. Carpool and transit lanes would make a big difference, and a pricing penalty for nonparticipants would make the road access fairer for all. Furthermore, restricting truck traffic, whether by pricing or outright prohibition would make a huge effect on traffic volume reduction and reducing air pollution from diesel exhausts. I recognize that transit doesn't work for everyone, since not everyone works in the downtown core or in an area well served by rapid transit options, but still transit is also a key part of the traffic solution. A Max-type connector that crosses the river and goes beyond (say to Ridgefield), and another branch should be constructed to the east side to connect with the Gresham line near the airport. Short range, though, the traffic reduction measures outlined above can be put in effect rapidly and at low cost while longer range solutions (such as Max) are designed and constructed.</p>   |                          |
| 2019 0226<br>Richard Wood     | Richard Wood     | No More Freeways | <p>It is more important that Mass transit, shared ride services and fossil fuel emissions harm should drive this conversation. Reducing traffic and not enabling poor behaviours seems a good goal.</p> <p>Toll roads will not help, they will make some individuals rich while sacrificing poorer drivers ability to get around.</p>   |                          |
| 2019 0331                     | Rick             |                  | <p>Dear ODOT, Please do not build the I-5 Rose Quarter project. It will make a worse situation for public transit, nearby schools, walking, and biking. Freeways divide neighborhoods.</p>  |                          |

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| 2019 0327 Rick C          | Rick C          | General Public   | I support the I 5 rose quarter project   |                          |
| 2019 0226 Rick Christman  | Rick Christman  | General Public   | yes I would like information sent to me about upcoming meetings and open houses about this issue about a guess the freeway expansion so if you could please get back to me that would be great with the dates times and locations of these upcoming meetings and open houses   |                          |
| 2019 0212 Rick Kappler    | Rick Kappler    | SW Trails Member | ODOT 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.   |                          |
| 2019 0331 Rick Kappler    | rick kappler    |                  | Do not make a bigger freeway. Just put a cap over the freeway and remove the weeds. simple as that.  |                          |
| 2019 0226 rick rappaport  | rick rappaport  | No More Freeways | Every freeway expansion always claims a less traffic, less pollution future but the opposite always occurs. Einstein said doing the same thing over and over and expecting different results is insanity.<br><br>Not so much insanity, too many smart and wily people involved, more like money money money.<br><br>This is a failure waiting to happen and basically you're all just trying to come up with a way to sell this. Actually I'm ashamed that this has come this far.   |                          |
| 2019 0326 Rick Ray        | Rick Ray        | No More Freeways | Decongestion Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't solve the traffic problems on the corridor *without* sinking half a billion dollars into the expansion? ODOT's studies of traffic patterns of the proposed freeway expansion *completely* ignore the reality that the state is mandated with moving forward with fair decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion.   |                          |
| 2019 0219 Rick Ray        | Rick Ray        | No More Freeways | Hello ODOT staff,We all know that Portland traffic has gotten worse. I drive the I-84 and I-5 interchange every week. However, freeway expansion will not solve our issues.Freeway expansion has never solved traffic congestion, in any North American city, anywhere. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess.40% of Oregon's carbon emissions come from transportation - as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities.The revenues could be spent on a litany of other projects and needs across the region. \$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief.Congestion Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Thank you,Rick Ray |                          |
| 2019 0327 Rick Seufert    | Rick Seufert    | No More Freeways | Every decision we make going forward needs to be informed by what we now know about climate change. Aggressively expand green public transportation options.   |                          |
| 2019 0326 Ricky von Hulha | Ricky von Hulha | No More Freeways | I do not understand why this expansion is being done. Our limited transportation resources should not be spent on a project that prioritizes helping put more single occupancy vehicles on the road. Climate change is real and it is a slowly unfolding crisis. This regressive step to widen a freeway (in an area that has been historically wronged by an earlier freeway project no less) exacerbates not just longer term climate change but also immediately will increase pollution in the area. Instead of pursuing this expansion, investment in large scale public transportation projects and (de)congestion pricing should be considered. This is not something people who live close by actually want! I ask for a suspension of the expansion until a full environmental review and more broad based community discussion can take place. Specifically I think this needs to be voted on by those directly affected by the expansion.   |                          |
| 2019 0326 Riley Peck      | Riley Peck      | General Public   | Hi,<br>I'm writing to convey my disappointment that ODOT is considering moving on in the I-5 project without conducting a complete EIS. This is a major project that will have profound impacts on Portland and the rest of the state and it would be inappropriate to continue the process without the benefit of an EIS.<br><br>Riley Peck   |                          |
| 2019 0401 Rita            | Rita Webb       | No More          | No City in the history of cities, has ever solved the issue of traffic congestion on an interstate by adding more lanes.Los Angeles is a superb example of   |                          |

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| Webb  |                                   | Freeways                            | <p>that.<a href="https://www.laweekly.com/news/11-billion-and-five-years-later-the-405-congestion-relief-project-is-a-fail-5415772">https://www.laweekly.com/news/11-billion-and-five-years-later-the-405-congestion-relief-project-is-a-fail-5415772</a>as well as<a href="https://www.latimes.com/opinion/livable-city/la-ol-traffic-toll-lane-freeway-20170303-story.html">https://www.latimes.com/opinion/livable-city/la-ol-traffic-toll-lane-freeway-20170303-story.html</a>Aside from the links above, which you can also google more in regards to this point by using the search feature; this also put both the Elementary School at risk for toxins and the Eastbank Esplanade in a bad place for similar issues as well. You are putting more people in danger EXPANDING the freeway that do NOT use the freeway than you would by not expanding it at all.I implore the ODOT to look up other alternatives, especially since Oregon is supposed to be about alternative energy and commuting resources. If we pride ourselves on these, what is keeping us from looking into other options for congestion??I'm saying NO to this expansion. I will continue to say NO, until the funding for cycling and better mass transit infrastructure and toll roads exist.Thank you.</p>   |   |
| 2019 0312 Rithy Khut                        | Rithy Khut                        | Portland Bicycle Advisory Committee | <p>Hello Commissioner Eudaly and Manager Windsheimer. My name is Rithy Khut. I'm the chair of Portland Bicycle Advisory Committee. A committee that is tasked with reviewing many of the bicycle projects that go before the city and the city builds. And based on our understanding of the project we don't see the benefit that is laid out in the EA. Most of the benefits for Oregon past Central City in Motion Plan will actually make Broadway and Weidler better than what is proposed in the environmental assessment. But more importantly, I actually want to change tack a little bit. As I was looking through this and going over my research, I stumbled upon House Bill 2846. It is currently in the Joint Transportation Committee at the State. And a key point of that bill is the creation of jurisdictional transfer funds. And what better way to start off that fund than using the funds that are allocated to this project and seeding it. Commissioner Eudaly, you have an energized staff and I know the City has great legislative staffers who go down to advocate for the priorities of the City. Why don't we engage them and engage Senator Dembrow and Representative Keny-Guyer, and work on putting this money towards areas like 82nd, Powell, and any other orphan highways that exist within the state. For me I think that would be a better use of rectifying some of the wrongs that have already been talked about. So hopefully, we'll see what happens. Thank you for your time.</p>  |   |
| 2019 3022 Rithy Khut and Elliot Akwai-Scott | Rithy Khut and Elliot Akwai-Scott | Bicycle Advisory Committee          | <p>As a citizen committee representing a broad spectrum of Portlanders advising the City on matters related to bicycling, the Portland Bicycle Advisory Committee (BAC) is writing to strongly recommend the No-Build Alternative for I-5 Rose Quarter Improvement Project. While the project in its current configuration should not be built, the Albina neighborhood is not without need. Albina Vision, a community-created and led plan to heal the neighborhood devastated by the construction of the I-5 freeway decades ago, should be the starting point for a new vision of a vibrant, prosperous neighborhood between the Willamette River and Lloyd District. Throughout the I-5 Rose Quarter project, obfuscation and delay in providing information for public review has hampered the ability of the community and stakeholders, including the BAC, to provide meaningful input. This includes key information not released at the beginning of the Environmental Assessment 45-day public comment period. Transportation modeling assumptions were not released until 20 days after the beginning of the comment period. Partial engineering drawings were released yesterday with only 10 days remaining in the comment period, while fully detailed drawings have still not been released as of the writing of this letter. The BAC joins the call for a full Environmental Impact Statement before the project proceeds any further. Based on the limited information provided, the BAC finds that the Build Alternative would fail to achieve the stated project goals and objectives, especially in critical areas related to bicycling, but also including the resulting conditions for walking and transit, local connectivity, safety, equity, and climate outcomes. This is in direct conflict with city and state planning goals. Throughout the I-5 Rose Quarter project area, the Build Alternative would mostly propose rebuilding bicycle facilities on the same streets that already have them, except in some places like the Flint Ave overcrossing, currently used by 3,000 bicyclists per day, which would be permanently removed. During five years of construction, "multimodal conflicts could increase [and] bicycle detour options would be limited" for the 8,000+ people who currently bicycle through the project area every day, according to the Active Transportation Technical Report. We have serious concerns about whether it is possible to support existing bicycle travel patterns during construction, as Active Transportation Technical Report Section 6.2.1 identifies: The CPC [Construction Phasing Concept] Plan does not address the following:— Design details for temporary pedestrian/bicycle facilities (e.g., facility typologies, widths, and signage)— Details for maintaining pedestrian and bicycle movement throughout the entirety of the project's construction timeline For people walking and biking the city's Waterfront loop, the Eastbank Esplanade would be closed for an unknown duration to complete work in the Willamette River supporting portions of the freeway that are designated for expansion as part of this project. Requiring bicyclists to leave existing paths or bike lanes to ride in mixed traffic detours during a five-year construction period would increase travel times and reduce safety. After five years of construction, the Build Alternative would not offer compelling or substantial improvements for bicycling. The predominant bicycle travel pattern through the project area is between downtown Portland and all of North and Northeast Portland north of I-84, via the Broadway and Steel Bridges. Under the Build Alternative, the majority of bicycle trips through the project area would experience increased delays due to signalization, reduced connectivity, longer travel distances, and steeper grades compared to existing routes under the No-Build Alternative. The removal of the Flint Ave crossing, which currently supports the lion's share of westbound bicycle trips from Vancouver Ave and the Tillamook neighborhood greenway into downtown Portland, would have a negative impact on bicycle travel that cannot be replaced by any of the facilities proposed in the Build Alternative. The Hancock/Dixon crossing proposed by the project would not include any separate bicycle facilities and would be constructed at a permanently inaccessible 10% grade. The Clackamas bicycle and pedestrian bridge proposed by the project does not support this travel pattern, and would not replace</p> | 2019 3022 Rithy Khut and Elliot Akwai-Scott ATT |

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|   |   |                                     | <p>any of the decreased utility of existing bicycle facilities impacted in the project area. Many existing street design issues facing people bicycling and walking, such as exposure to double turn lanes and wide curb radii at freeway ramp intersections, would not be addressed in the Build Alternative. These proposed designs rate bicycle and pedestrian movements as a lower priority than vehicle movements, requiring two-stage crossings and increasing delay. Some facilities planned in the Build Alternative are touted as improvements over existing conditions, but build in problems that cannot be solved by any later design, such as the proposed two-way multi-use separated facility on the rebuilt Williams Ave crossing. Transitions back to one-way facilities on either side of the project area can only be achieved by additional signalization and accompanying increased delay. These design features do not belong on designated Major City Bikeways like Broadway/Weidler and Vancouver/Williams, which according to the Portland Transportation System Plan should be designed to "minimize delays by emphasizing the movement of bicycles." Page 2 of 4</p> <p>The proposed bicycle facilities in the I-5 Rose Quarter project fail to provide meaningful safety improvements, improve travel times for bicyclists, or encourage the desired city-wide bicycle mode splits. To reach the city bicycle mode share goal of 25% adopted in the Transportation System Plan, permanent infrastructure at key regional transportation hubs like Albina must not only support existing bicycle travel patterns, but future growth. Directly in conflict with the City's goals, the Build Alternative would reduce the existing capacity of the bicycle network in the project area and place a permanent cap on the capacity for bicycle travel between downtown and North and Northeast Portland via the Broadway and Steel Bridges. While the BAC is primarily responsible for advising the Portland Bureau of Transportation and Portland City Council on matters related to bicycling, transportation issues are multimodal, and transportation funding is finite. Walking, bicycling and transit all support each other as complementary modes that increase equity, livability, safety and efficiency. Transportation projects deserve funding based on cost effectiveness at achieving overarching transportation and land use planning goals, which increasingly focus on mitigating climate change. The BAC also supports the No-Build Alternative for these related reasons:— Similar to outcomes for bicycling, bus travel times through the project area under the Build Alternative would increase for many routes according to the Transit Technical Report, decreasing the viability of transit in the project area.— While funding for the I-5 Rose Quarter project was assigned by HB 2017, the project budget is unclear. There is no reference to the overall project budget in the 38-page Environmental Assessment Executive Summary. Any cost to Portland when the project cost exceeds this amount would reduce the City's ability to build more impactful bicycling, walking and transit improvements.— Technical Report sections 6.3.2.2, Reasonably Foreseeable Future Actions, a required portion of the alternatives analysis for the Build and No-Build Alternatives of the Environmental Assessment, do not include the implementation of value (congestion) pricing on the freeway system in the Portland area. A study of value pricing was included in the same bill, HB 2017, that funded this I-5 Rose Quarter project. Any analysis is incomplete without considering the effects of value pricing on the project area.— Areas outside of streets on proposed freeway lids have been shown as green and landscaped public spaces, but lack accessibility. Portland Parks and Recreation has not been included as a project partner for programming and support of these areas after construction. The project has not demonstrated that the freeway lids will be designed to support the infrastructure necessary to meaningful public spaces in these areas, such as the depth of a growing medium necessary to support trees, or irrigation for landscaping.— The Climate Change Technical Report, which appears to be a limited analysis on only freeway traffic rather than considering the outcomes for climate-friendly walking, bicycling and transit trips that cross it, and based on an unsupported assumption that 2045 traffic volumes will be the same as 2017, projects only a 0.2% reduction in carbon emissions over No Build. This is incompatible with the recent UN IPCC report that found carbon emissions must be reduced by 50 percent by 2030, and to zero by 2050.— While the I-5 Rose Quarter project has been billed as a safety project, no fatal crashes have occurred in the project area since 2009. The victim of the fatal crash in 2009 was a pedestrian attempting to cross the freeway in an area where no crossings were available. According to PBOT data from 2010-2018, 133 people walking and bicycling have died on other Portland streets since then. As a regional multimodal hub, the transportation network in Albina is overdue for investment that reflects the city's and state's current transportation planning goals and priorities. This investment should prioritize equity, active transportation, transit, and safety. Instead, the I-5 Rose Quarter project is a freeway expansion, and a failed attempt to patch local connections, bicycling, walking and transit facilities back together afterward. For these reasons, we strongly endorse the No-Build alternative for I-5 Rose Quarter Improvement Project. Respectfully submitted on behalf of Portland's Bicycle Advisory Committee, Rithy Khut, Chair Elliot Akwai-Scott, Vice-Chair Bicycle Advisory Committee Bicycle Advisory Committee Cc: Portland Pedestrian Advisory Committee Portland Planning &amp; Sustainability Commission Chris Warner, Interim Director, Portland Bureau of Transportation Joe Zehnder, Interim Director, Portland Bureau of Planning and Sustainability Rian Windsheimer, ODOT Region 1 Manager Oregon Transportation Commission Metro Council</p> |   |
| 2019 0319 Rithy Khut Elliot Akwai-Scott | Rithy Khut, Chair; Elliot Akwai-Scott, Vice-Chair | Portland Bicycle Advisory Committee | <p>Re: ODOT I-5 Rose Quarter Environmental Assessment - No-Build Alternative As a citizen committee representing a broad spectrum of Portlanders advising the City on matters related to bicycling, the Portland Bicycle Advisory Committee (BAC) is writing to strongly recommend the No-Build Alternative for I-5 Rose Quarter Improvement Project. While the project in its current configuration should not be built, the Albina neighborhood is not without need. Albina Vision, a community-created and led plan to heal the neighborhood devastated by the construction of the I-5 freeway decades ago, should be the starting point for a new vision of a vibrant, prosperous neighborhood between the Willamette River and Lloyd District. Throughout the I-5 Rose Quarter project, obfuscation and delay in providing information for public review has hampered the ability of the community and stakeholders, including the BAC, to provide</p>  | 2019 0319 Rithy Khut Elliot Akwai-Scott ATT |

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|                |      |              | <p>meaningful input. This includes key information not released at the beginning of the Environmental Assessment 45-day public comment period. Transportation modeling assumptions were not released until 20 days after the beginning of the comment period. Partial engineering drawings were released yesterday with only 10 days remaining in the comment period, while fully detailed drawings have still not been released as of the writing of this letter. The BAC joins the call for a full Environmental Impact Statement before the project proceeds any further. Based on the limited information provided, the BAC finds that the Build Alternative would fail to achieve the stated project goals and objectives, especially in critical areas related to bicycling, but also including the resulting conditions for walking and transit, local connectivity, safety, equity, and climate outcomes. This is in direct conflict with city and state planning goals. Page 1 of 4 Throughout the I-5 Rose Quarter project area, the Build Alternative would mostly propose rebuilding bicycle facilities on the same streets that already have them, except in some places like the Flint Ave overcrossing, currently used by 3,000 bicyclists per day, which would be permanently removed. During five years of construction, multimodal conflicts could increase [and] bicycle detour options would be limited for the 8,000+ people who currently bicycle through the project area every day, according to the Active Transportation Technical Report. We have serious concerns about whether it is possible to support existing bicycle travel patterns during construction, as Active Transportation Technical Report Section 6.2.1 identifies: "The CPC [Construction Phasing Concept] Plan does not address the following:— Design details for temporary pedestrian/bicycle facilities (e.g., facility typologies, widths, and signage)— Details for maintaining pedestrian and bicycle movement throughout the entirety of the Project's construction timeline— For people walking and biking the city's Waterfront loop, the Eastbank Esplanade would be closed for an unknown duration to complete work in the Willamette River supporting portions of the freeway that are designated for expansion as part of this project. Requiring bicyclists to leave existing paths or bike lanes to ride in mixed traffic detours during a five-year construction period would increase travel times and reduce safety. After five years of construction, the Build Alternative would not offer compelling or substantial improvements for bicycling. The predominant bicycle travel pattern through the project area is between downtown Portland and all of North and Northeast Portland north of I-84, via the Broadway and Steel Bridges. Under the Build Alternative, the majority of bicycle trips through the project area would experience increased delays due to signalization, reduced connectivity, longer travel distances, and steeper grades compared to existing routes under the No-Build Alternative. The removal of the Flint Ave crossing, which currently supports the lion's share of westbound bicycle trips from Vancouver Ave and the Tillamook neighborhood greenway into downtown Portland, would have a negative impact on bicycle travel that cannot be replaced by any of the facilities proposed in the Build alternative. The Hancock/Dixon crossing proposed by the project would not include any separate bicycle facilities and would be constructed at a permanently inaccessible 10% grade. The Clackamas bicycle and pedestrian bridge proposed by the project does not support this travel pattern, and would not replace any of the decreased utility of existing bicycle facilities impacted in the project area. Many existing street design issues facing people bicycling and walking, such as exposure to double turn lanes and wide curb radii at freeway ramp intersections, would not be addressed in the Build Alternative. These proposed designs rate bicycle and pedestrian movements as a lower priority than vehicle movements, requiring two-stage crossings and increasing delay. Some facilities planned in the Build Alternative are touted as improvements over existing conditions, but build in problems that cannot be solved by any later design, such as the proposed two-way multi-use separated facility on the rebuilt Williams Ave crossing. Transitions back to one-way facilities on either side of the project area can only be achieved by additional signalization and accompanying increased delay. These design features do not belong on designated Major City Bikeways like Broadway/Weidler and Vancouver/Williams, which according to the Portland Transportation System Plan should be designed to minimize delays by emphasizing the movement of bicycles." Page 2 of 4 The proposed bicycle facilities in the I-5 Rose Quarter project fail to provide meaningful safety improvements, improve travel times for bicyclists, or encourage the desired city-wide bicycle mode splits. To reach the city's bicycle mode share goal of 25% adopted in the Transportation System Plan, permanent infrastructure at key regional transportation hubs like Albina must not only support existing bicycle travel patterns, but future growth. Directly in conflict with the City's goals, the Build Alternative would reduce the existing capacity of the bicycle network in the project area and place a permanent cap on the capacity for bicycle travel between downtown and North and Northeast Portland via the Broadway and Steel Bridges. While the BAC is primarily responsible for advising the Portland Bureau of Transportation and Portland City Council on matters related to bicycling, transportation issues are multimodal, and transportation funding is finite. Walking, bicycling and transit all support each other as complementary modes that increase equity, livability, safety and efficiency. Transportation projects deserve funding based on cost effectiveness at achieving overarching transportation and land use planning goals, which increasingly focus on mitigating climate change. The BAC also supports the No-Build Alternative for these related reasons:— Similar to outcomes for bicycling, bus travel times through the project area under the Build Alternative would increase for many routes according to the Transit Technical Report, decreasing the viability of transit in the project area.— While funding for the I-5 Rose Quarter project was assigned by HB 2017, the project budget is unclear. There is no reference to the overall project budget in the 38-page Environmental Assessment Executive Summary. Any cost to Portland when the project cost exceeds this amount would reduce the City's ability to build more impactful bicycling, walking and transit improvements.— Technical Report sections 6.3.2.2, Reasonably Foreseeable Future Actions, a required portion of the alternatives analysis for the Build and No-Build Alternatives of the Environmental Assessment, do not include the implementation of value (congestion)</p> |                          |

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|                     |           |                  | pricing on the freeway system in the Portland area. A study of value pricing was included in the same bill, HB 2017, that funded this I-5 Rose Quarter project. Any analysis is incomplete without considering the effects of value pricing on the project area. Areas outside of streets on proposed freeways lids have been shown as green and landscaped public spaces, but lack accessibility. Portland Parks and Recreation has not been included as a project partner for programming and support of these areas after construction. The project has not demonstrated that the freeway lids will be designed to support the infrastructure necessary to meaningful public spaces in these areas, such as the depth of a growing medium necessary to support trees, or irrigation for landscaping. The Climate Change Technical Report, which appears to be a limited analysis on only freeway traffic rather than considering the outcomes for climate-friendly walking, bicycling and transit trips that cross it, and based on an unsupported assumption that 2045 traffic volumes will be the same as 2017, projects only a 0.2% reduction in carbon emissions over No Build. This is incompatible with the recent UN IPCC report that found carbon emissions must be reduced by 50 percent by 2030, and to zero by 2050. While the I-5 Rose Quarter project has been billed as a safety project, no fatal crashes have occurred in the project area since 2009. The victim of the fatal crash in 2009 was a pedestrian attempting to cross the freeway in an area where no crossings were available. According to PBOT data from 2010-2018, 133 people walking and bicycling have died on other Portland streets since then. Page 3 of 4 As a regional multimodal hub, the transportation network in Albina is overdue for investment that reflects the city's and states current transportation planning goals and priorities. This investment should prioritize equity, active transportation, transit, and safety. Instead, the I-5 Rose Quarter project is a freeway expansion, and a failed attempt to patch local connections, bicycling, walking and transit facilities back together afterward. For these reasons, we strongly endorse the No-Build alternative for I-5 Rose Quarter Improvement Project. Respectfully submitted on behalf of Portland's Bicycle Advisory Committee, |                          |
| 2019 0322 Rob Falk  | Rob Falk  | No More Freeways | We should spend our transportation \$\$ on High speed rail and coupling it with local bus and transportation to make it effective and efficient. Also high speed rail to the beach (then folks could use local transportation or rent cars there.). Widening freeways and highways is inefficient  |                          |
| 2019 0315 Rob Haley | Rob Haley | No More Freeways | As someone who works in the industry, I can assure you that devoting a bunch of funds to a highway system that results in just more hierarchical distribution of POV based travel results in no traffic relief. This does nothing to move us in any form of progress in terms of reducing carbon emissions. Instead it wastes funds that could be better used for moving our community away from POVs to modes that have greater community support. We need to keep pretending like we are this progressive community if we are going to keep supporting trash initiatives. There is a reason this proposal is shrouded in secrecy: any effective transportation analyst can tell you it would not achieve the objectives it's claiming. This is garbage politics.   |                          |
| 2019 0226 Rob McRae | Rob McRae | General Public   | Dear ODOT, I am a lifelong Oregonian and I am against this project. The benefits for a few minutes of drivers' time are not remotely worth the financial or environmental costs of such a massive undertaking. The project that I have read about sells the improvement of the interchange as a safety upgrade and addition of a few little parks above a loud freeway. It also adds some vague promises bike and pedestrian improvements that would reconnect the Lower Albina and Rose Quarter area with the rest of the city. I commute daily through the North Broadway-Weidler interchange, frequently run in the area, and attend multiple Blazers and Winterhawks games each year. There is no trouble accessing this section of the city via any mode of transportation. The infrastructure currently in place, works. There is no improvement of "safety" with regard to the freeway interchange. It has been widely publicized that there have been no traffic fatalities in the area for decades, and fatalities often happen because of higher speeds. If travel times and speeds are increased - wouldn't that make the interchange less safe? The infrastructure in place is clearly safe. Expanding this section of freeway also has the problem of making the air quality around Harriet Tubman Middle School worse. It is already unsafe for kids to be outside around this school, cutting the freeway closer to it is not an improvement. Proceeding with this project would not be an improvement to the people who live, work, and play in the area. It will improve travel times for those passing through the area by a few minutes. \$450 million dollars is not worth a few minutes of people's time. Thank you, -Rob McRae   |                          |
| 2019 0329 Rob McRae | Rob McRae | No More Freeways | Dear ODOT, I am a lifelong Oregonian, a daily commuter through this area, and I am supporting the No More Freeways campaign. I have already written one comment directly to your email address, but the sheer volume of misinformation and gaslighting that has been submitted to the public in the form of an Environmental Assessment makes me suspect that my email will be discarded. The project that I have read about sells the improvement of the interchange as a safety upgrade and minor time savings for drivers on the freeway. However, there is no improvement of "safety" with regard to the freeway interchange. It has been widely publicized that there have been no traffic fatalities in the area for decades, and fatalities often happen because of higher speeds. If speeds are increased - wouldn't that make the interchange less safe for drivers? The infrastructure in place is clearly safer than the \$450 million Build option. In expanding this section of freeway, there is also the problem of making the air quality around Harriet Tubman Middle School worse. It is already unsafe for kids to be outside around this school, cutting the freeway closer to it is not acceptable to the children at that school and people who live in the area. I commute past this middle school, and each day I see the giant HVAC system recently installed on the roof, it makes me wonder how we, as a community, could even consider their lives to be worth less than a few minutes of people's time on the freeway. Building a \$450 million freeway for people in cars at the expense of kids' lungs and lives is not ok. It is hard to believe that an agency from the once proud, environmentally conscious, state of Oregon  |                          |

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|                            |                  |                  | would mislead the public and lawmakers so dramatically in an Environmental Assessment. It is a tool that is supposed to inform the public of the options available. Instead, the models used to measure traffic were not included in the original report but eventually provided (late in the comment period) and assumed that the \$3 billion CRC was built 4 years ago. The engineering drawings of the changes to surface streets and freeways were claimed to not exist, until they were reluctantly released (very late in the comment period) and show awful infrastructure for users of surface streets. We need a full Environment Impact Statement to understand how a \$450 million investment and years of construction will actually change this area vs. alternatives like congestion pricing and No Build (without the non-existent CRC traffic). We need to transparently inform the public of all the options available. Thank you,- Rob McRae           |                          |
| 2019 0329 Rob Parker       | Rob Parker       | No More Freeways | I would like to voice my opposition to the I5 expansion project. I am opposed to it for several reasons:-lack of ODOT transparency -more freeway will result in more carbon pollution/climate change-increased air pollution for surrounding neighborhoods, mine included. -wasteful spending-this project priorities cars over people!Instead I support:- spending that supports mass transit/bicycle/pedestrian modes-congestion pricingThanks for listening to my input!Sincerely,Robert Parker   |                          |
| 2019 0401 Robbi M. Brewer  | Robbi M. Brewer  | General Public   | Please add my name to those who strongly oppose the proposed ODOT project to expand Interstate 5 between the Fremont Bridge and the Interstate 84 interchange.<br><br>You have been thoroughly apprised of the key issues, enumerated by thousands of other Portland citizens and transportation/infrastructure experts. Nearly all of these points are important to me personally, but the monumental expenditure of funds for no meaningful benefit to citizens is most repellent of all. This project must not move forward when so many other transportation needs remain unmet, with harm to citizens and environment in the immediate and greater region.<br><br>If you need more contact information for me, please reply by email. Thank you.<br><br>Robbi M. Brewer<br>Portland   |                          |
| 2019 0401 Robert Bullard   | Robert Bullard   | General Public   | To: ODOTRe: Rose Quarter I-5 Freeway ExpansionFreeway congestion is the primary transportation crisis in the Metro area. We have spent hundreds of millions on studies to increase carrying capacity that have gone nowhere! Meanwhile our community is becoming increasingly less livable because of our inability to transport goods, and people. This process seems to be controlled by a minority of individuals who seem to think that the problem can be solved by adding bike lanes and mass transportation services. It can't. It's time for ODOT to quit spending all of our resources on these studies and start building some roads so we can get back to work! Please, do your job and expand this freeway, then expand some others and build a new west side bypass and new Columbia River bridge. That's your job!Sincerely,Robert BullardBob Bullard DVMCornelius Veterinary Clinic PC1280 N. Adair StCornelius, OR 97113Ph 503-357-2525 Fax 503-357-5230 |                          |
| 2019 0215 Robert D Rowen   | Robert D Rowen   | General Public   | BUILD IT AND THEY WILL COME!!!   |                          |
| 2019 0331 Robert Galanakis | Robert Galanakis | No More Freeways | Please do not go forward with this project. Nothing I've seen presented makes this seem like it creates the type of city my family wants to live in. Invest in our future, not a wider highway.  |                          |
| 2019 0331 robert gantz     | robert gantz     | No More Freeways | While they're trying to expand freeways, will ODOT also be promoting any other horrible, long-discredited "solutions" to problems? Perhaps we should all take up smoking or get lobotomies? Trepanning and exorcism for everyone! There is a myriad of ways \$450 million could be spent working to make transportation safer, cleaner, more efficient, and more equitable, on projects based on actual research and proven results. The proposed I5 Rose Quarter project seems intent on working against those goals, the adopted policies of the state, Metro, and the City of Portland, and the people of this community. This project should be condemned in the strongest possible terms!   |                          |
| 2019 0310 Robert Hemphill  | Robert Hemphill  | No More Freeways | Hello ODOT,My name is Robert Hemphill and I am a resident of the Eliot neighborhood. I am deeply concerned with the proposed RQ freeway project due to its impact on climate change, particulate emissions, and creating worse pedestrian and bicycle connections. I believe your EA to be incomplete, disingenuous, and flat-out false, not understanding basic principles of transportation economics. I ask you to re-check your math and reassess whether other options (congestion pricing) would achieve the same goals set out for this project.With transportation comprising 40% of the City of Portland's greenhouse gas emissions, any transportation project deserves increased scrutiny for its impact on transportation emissions. In this case, a project that is   |                          |

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|                |      |              | <p>designed to make transportation more convenient for cars will only increase greenhouse gas emissions. I know ODOT argues that auxiliary lanes don't actually add freeway capacity, but the fact is that even auxiliary lanes are additional capacity. And with one of the goals of the project being decreased congestion, that makes driving easier. When driving is easier, more people will drive. That is induced demand 101, and why this freeway expansion will lead to more drivers and more greenhouse gas pollutants. Additionally, this expansion takes place in the literal backyard of Harriet Tubman Middle School, and in the broader context of a historically diverse neighborhood. We know from environmental justice research that communities of color and low income populations are disproportionately exposed to more particulate emissions. The very initial construction of I5 was run through a marginalized neighborhood with insufficient political clout to prevent the construction. To then expand the freeway under the guise of somehow restoring the community is extremely disingenuous. None of this will improve emissions, just subject a diverse school to more pollution and ensure that the Albina neighborhood will never be reconnected. Lastly, this project claims to improve bicycle and pedestrian connections, but as a resident and bicycle commuter, I cannot help but see how this will make my experiences worse. The proposed Tillamook bridge will have a 9% grade! That is not ADA compliant, and is almost 2x as steep as any other bicycle route in the city. The proposed addition of switchbacks connecting to the bridge are not a solution - no one likes using switchbacks, and they still are a 5% grade. This prioritizes car access and de-prioritizes bicycles. Then there's the diverging diamond at Williams. That area is already fraught for cyclists. I've nearly been run over by cars ignoring red lights, cutting lanes without looking... and now I'm supposed to ride down the middle with traffic on either side? That sounds awful. How do I merge from the right side to the left side on the north side of Broadway and Williams? What about the wider corners that encourage higher-speed car operations? That will make me feel unsafe. Lastly, there's also a bus lane on the bike lane? This feels like we're the after-thought. I want ODOT to address safety on its roads. I want ODOT to address congestion on its roads. I want ODOT to improve bicycle and pedestrian connections on its roads. For safety, start with stretches (like 82nd) where there are increased traffic fatalities. For congestion, use congestion pricing! Congestion pricing is the only tool that has ever successfully decreased congestion. Freeway expansion only leads to more congestion. And for bicycle and pedestrian connections - plan with those in mind. As the most vulnerable road users, when bicyclists and pedestrians are safe, drivers are less stressed. I know, because when I drive I'm acutely aware of how easily I could injure someone and that I want them to be protected first. Thank you for your time. I will be including the No More Freeways testimony below for additional thoughts and comments. Robert Hemphill Congestion won't improve. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. Have you seen our video highlighting how ODOT's proposed freeway widening would expand I-5 into the backyard of Harriet Tubman Middle School? Increase in air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue - 40% of Tubman' students are Black. Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation - as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. ODOT is hiding the data. As of Friday, March 8, ODOT still hasn't released numerous data sets and appendices that would allow our community groups to independently verify ODOT's assertions that this project would lower carbon emissions, improve air quality or lower traffic congestion. ODOT's strategy is to tell the public "trust us, this is good for the community," and isn't providing any of the materials available for us to double-check their dubious claims. Our coalition wrote a letter on March 4th asking for this information and we still haven't received it. How can ODOT claim to be providing meaningful public engagement with the project when they won't even make the data available for the public to review? Opportunity Costs: Even *if* ODOT can manage to keep this project under \$500,000,000 (pretty unlikely, given the agency's track record), it's an enormously expensive undertaking whereas the revenues could be spent on a litany of other projects and needs across the region. \$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief. Community Opposition: Despite ODOT's claims that this project "reconnects the community," there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed "lids" over the freeway won't be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations (we wrote a letter to Portland City Hall last year articulating the ways the surface-level street changes are not an improvement to the community). Decongestion Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't solve the traffic problems on the corridor *without* sinking half a billion dollars into the expansion? ODOT's studies of traffic patterns of the proposed freeway expansion *completely* ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to</p> |                          |

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|                               |                  |                                    | drive on the corridor and greatly reduce congestion. (There are meaningful, valid concerns about how to implement decongestion pricing fairly - we've explored that in letters to the Oregon Transportation Committee last year)  |                          |
| 2019 0327<br>Robert Hunter    | Robert Hunter    | No More Freeways                   | I am opposed to expanding the I5 freeway basically right through my neighborhood. It increases air pollution and noise pollution. It won't do anything to help congestion. In fact, ODOT didn't even turn over all their research materials like they were supposed to. This hundreds of millions of dollars should be used for expanding our bikeways, fixing all the potholes, and more   |                          |
| 2019 0328<br>Robin            | Robin            | No More Freeways                   | Hello,As a 30 year Oregon resident who has never owned a car, I oppose widening the freeway. Instead, adding a toll would generate money and deter the congestion that causes so much road rage! It's working for Seattle, which is where I lived before moving here. More road will cause more cars and more pollution, not ease congestion.Thank you.   |                          |
| 2019 0304<br>Robin Gray       | Robin Gray       | No More Freeways                   | I am in complete opposition to the proposed expansion of the freeway in Portland. As an environmentally concerned city, it is unfathomable that ODOT would see this as an improvement in any way. I came here from California where freeway expansion does nothing more than make room for more cars causing MORE pollution. It does NOTHING to improve travel time (look at research). Community members will be hurt by this proposal in many ways. We would be much better off spending that money on more public transportation which ELIMINATES the need for cars. Please protect our most vulnerable communities and not risk their health for the benefit of the automobile and fossil fuel industries!!!  |                          |
| 2019 0329<br>Robin Scholetzky | Robin Scholetzky | No More Freeways                   | ODOT,I urge you to consider the following when reviewing the decision to expand a portion of the I-5 corridor:1. Provide a full Environmental Impact Statement which includes an assessment of the expansion of the freeway into all areas required by an EIS including Air Quality, Socioeconomic, existing bicycle and pedestrian infrastructure and a NO BUILD Alternative.2. Review the literature that documents that expansion of freeways does not REDUCE CONGESTION over time, especially, in this case, in proportion to the overall project cost.3. Seek alternatives to getting people out of their cars including decongestion pricing 4. Work with the community of Portland to provide alternatives to this expansion which supports work of community advocacy organizations already taking place in the surrounding neighborhoods.  |                          |
| 2019 0328<br>Robyn Klopp      | Robyn Klopp      | No More Freeways                   | As a resident living close to I5 I urge ODOT to follow the research advice that indicates a freeway expansion would not improve traffic congestion in our community and would impact our environment, local schools, and residents negatively. Please invest in the congestion management options that research supports, including public transit. Thank you for your consideration, Robyn Klopp   |                          |
| 2019 0329 Rod Lundberg        | Rod Lundberg     | General Public                     | I oppose this freeway expansion. It's old-fashioned thinking given our new sets of problems. Portland   |                          |
| 2019 0329 Roddy Erickson      | Roddy Erickson   | No More Freeways                   | I urge that the proposed I-5 expansion be rejected.* Traffic in this corridor would be better addressed by congestion pricing and improved public transit (such as extension of Max to Vancouver).* At this stage of the climate crisis, freeway expansion isn't where our money belongs.* ODOT hasn't even released the primary data which would allow their conclusions to be independently assessed, nor has there been a full EIS.  |                          |
| 2019 0322<br>Rogan Motis      | Rogan Motis      | General Public                     | Hello, I attended the open house and would like to point out that although the arguments in favor of this project cited the restoration of black spaces, there was no one-sheet handout demonstrating environmental justice to be a priority. I'm born and raised in this area and don't buy this negatively-impactful gentrification in sheep's clothing. Walk your talk. Let's focus on the pedestrian and bike bridge and highlight that adding lanes to a highway behind Harriet Tubman Middle school (which has already been advised to limit recess activity by Portland State Univ. Professionals) is repeating this violent history the city is claiming to regret. There are not enough black representatives from the community involved, nor are we hearing from the youth who will inherit this project and it's carbon emissions by the time it is finished. I demand more from my city. |                          |
| 2019 0313<br>Roger Alley      | Roger Alley      | Blue Line Transportation           | Why is there no 3rd lane, that is the major issue and one that was negotiated with the Oregon Trucking Association. Is there enough evidence/data/testing that the auxiliary lanes will help with the silly congestion on the only two lane portion of I-5 through a major city?  |                          |
| 2019 0402 Ron Alexssen        | Ron Alexssen     | No More Freeways                   | Please reconsider the Rose Quarter I-5 expansion. Widening the freeway is unlikely to reduce traffic congestion. Instead it likely will increase pollution and certainly won't convince Oregonians to take an alternative method of transit. Please put our money toward public transit.  |                          |
| 2019 0315 Ron Arp             | Ron Arp          | President of Identity Clark County | We register our support of the Rose Quarter Improvement Project and thank the Oregon Department of Transportation for its rigorous efforts to pursue necessary improvements while balancing many interests. This support is expressed by the nonprofit business leaders group Identity Clark County, along with the Clark County Transportation Alliance and the SW Washington Freight and Commerce Task Force.We appreciate your deliberate and thoughtful Rose Quarter plan, in keeping with 20-year-old I-5 Trade Corridor Studies and related strategic plans which outlined critical deficiencies along the I-5 corridor.  |                          |

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|                              |                    |  | Your nine-year effort has resulted in a reasonable Environmental Impact Statement that pursues necessary improvements while minimizing and mitigating risks. Your Project addresses one of the two largest transportation bottlenecks in the Portland-Vancouver metropolitan area. The Rose Quarter area was again listed among the top 100 traffic-clogging bottlenecks of the freight industry, currently listed at #28 (the 1-5 bridge was listed as #29). Every community depends upon and must continue to invest in the predictable flow of freight and commerce, especially key metropolitan areas along the trade-dependent West Coast which help us participate in the global economy. We appreciate that making improvements within existing highly developed areas requires consideration of many needs, preferences and modalities. A vibrant economic foundation is what provides the tax revenues necessary to maintain our infrastructure, educate our citizens, provide community services, protect nature and support our families. Additionally, a steadier flow of traffic improves safety as our country strives to lower transportation-related deaths and accidents. We appreciate your work on the Rose Quarter and look forward to future collaboration on replacing the antiquated and accident-prone 1-5 bridge.   |                          |
| 2019 0312 Ron Buel           | Ron Buel           |  | Hi, my name is Ron Buel, 1810 Northeast 70th. And I've been working on transportation projects for 50 years in Portland. I was involved in stopping the Mt. Hood freeway and transferring the money TriMet to begin its light rail system. We brought out the head of the Federal Highway Administration from Washington D.C. to get that transfer done. I served on the TriMet board when we started the 60 miles of light rail that we have built here in Portland. We stopped a freeway, yes, the Mt. Hood freeway, but we also stopped ODOT's plans developed by Robert Moses for PBMTS, which would have had dozens of freeways around and across the city. Rose City freeway, the Whittaker freeway, the Johnson Creek freeway, I could go on, 21st Avenue expressway. We also stopped a freeway out Thurman Street which was planned by ODOT, to go out to St. Helens Road. We also stopped the west side bypass. So we have a long history in Portland of saying no to ODOT. No to ODOT on the Columbia River crossing, that \$3.3 billion project that I spent six years fighting against. And we tried to get ODOT to put the freeway on the river underground. Underground on the river, the Moses mistake that was made back in the late '50s and early '60s, when Robert Moses came out here and designed our freeways. And so right there on our beautiful river, the Willamette, we have freeway and all those ramps. And believe me, there's a vision that's out there that Ernie Bonner, and Jim Howell, and George Crandall, and a bunch of other people created which would have put that freeway underground. We should still do it. Thank you.  |                          |
| 2019 0312 Ron Swaren         | Ron Swaren         | United Brotherhood of Carpenters (retired) | Ron Swaren, Portland, retired United Brotherhood of Carpenters. Carpenters build highways, bridges, high rises, seismic upgrades, schools. Just about everything you see in a big city, it has -- carpenters have constructed most of it or a lot of it. The thing I would like to point out this No More Freeways group is just really pushing some disinformation. When we are talking about a \$450 million project, I would estimate probably about a third of that is a highway reconstruction. What this really is is an urban renewal project that's basically designed to stimulate construction development in the north/northeast quadrant area. I had documents for the north/northeast quadrant, and it's also called the Broadway/Weidler project. So if you're going to attack the overall expenses, please go to the City Council with your concerns. Honestly, I'd say probably only about a third of this is in the highway end of it. The rest of it is an urban renewal project. Secondly, as far as history -- I know some of you are pretty young -- in the 1980s, we had a serious recession in Oregon. Our local governments determined that they would invite businesses and gave them various incentives, and that caused a lot of commuting to those jobs. We had a lot of people that were desperate for employment moving in. So we had a lot of commuting. A lot of it came from Clark County. That's just a price you pay for economic recovery. The 1980's recession was very severe. I think the area was glad to get out of it and so we ended up with some traffic problems. This is just one that we have to deal with and I think ODOT is probably doing the best they can. Thank you. |                          |
| 2019 0314 Ron Webster        | Ron Webster        |  | Please accept this email as my comment regarding the Project. I live in the City of Portland and work near this area. I often commute via I-5 and on surface streets in this area. I not only find a legitimate need for this project for transportation purposes but believe the project can provide a needed boost to a part of town ready to become a true jewel of the city. Presently the area continues to expand and there have been improvements but a major project is needed to really clean up this part of the city and make it an area where people want to live, visit and work. I'm hopeful that this project will take this part of Portland to the next level and look forward to the completion of the project in the future. I support this project wholeheartedly as an effort to improve Portland's infrastructure.<br><br>Ron Webster<br>Portland, OR  |                          |
| 2019 0328 Ronald C Alexander | Ronald C Alexander | General Public                             | I support the Rose Quarter expansion   |                          |
| 2019 0327 Ronelle Coburn     | Ronelle Coburn     | No More Freeways                           | When freeway capacity is increased in urban areas, it typically gets maxxed out *6 MONTHS BEFORE* construction is complete. Increasing highway capacity increases traffic...it does not reduce drive time. People are simply encouraged to move further out of the city core because they think they can drive in to   |                          |

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|                                |                   |                            | work. It's a TOTAL WASTE of taxpayer money. We should not be spending taxpayer dollars to increase traffic congestion and air pollution and encourage fossil fuel consumption. Improving transit is the only way to go...literally...particularly putting in light rail so it's easy to get on/off and NOT have to sit through traffic lights (buses) OR to create bus priority lanes (if improving bus lines). AND creating TRULY bicycle friendly lanes like they have in Copenhagen, Amsterdam and many major German cities. PLEASE DO NOT ADD FREEWAY/AUTOMOTIVE VEHICLE CAPACITY IN THE PORTLAND METRO AREA!!! It is only detrimental, on every level, to our city and environment and also is antithetical to everything this city has prided itself on and worked for over the last 30 years!   |                          |
| 2019 0225<br>Rosanna Henderson | Rosanna Henderson |                            | 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.   |                          |
| 2019 0304<br>Rose              | Rose              | No More Freeways           | No more highways!! We don't need more freeways all over this city, it doesn't make sense at all and is no way sustainable!   |                          |
| 2019 0212<br>Rose Swartz       | Rose Swartz       | Carpenters Union Local 146 | I support the project as outlined, mainly bc I'm a carpenter and it will but construction jobs to myself/union brothers and sisters. Also, because it could alleviate congestion, I often have to commute by car to work because of the early hours and sheer amount of tools I must bring. I live out near 82nd, in the Montavilla Neighborhood and am often stuck in the bottleneck leading to I-84.   |                          |
| 2019 0224<br>Ross Filice       | Ross Filice       | No More Freeways           | Please reconsider adding additional lanes to I-5 - and the Rose Quarter expansion as designed. Building more capacity for cars is the least effective, least efficient, and most damaging option we could possibly do. Cars kill people in our region, are the biggest contributor to congestion, are the least efficient way of moving people around, and they contribute substantially to climate change. Adding pollution to the environment at Harriet Tubman is a terrible choice. Every time any municipality in the U.S. has built more car lanes it has simply resulted in more cars without alleviating any congestion. Finally, and probably most importantly, given the existential threat we face in global warming and the damning reports from the IPCC and our own government we must be doing everything we can to reduce emissions and give people environmentally friendly transit options. Please reconsider this expansion. These dollars could be much more efficiently and effectively spent on transit initiatives which would decrease congestion, improve safety, decrease pollution, and decrease climate change. thanks much, Ross Filice |                          |
| 2019 0218<br>Ross Winsor       | Ross Winsor       | General Public             | Hello, Spending hundreds of millions of taxpayer dollars on what is essentially a freeway widening project is irresponsible, reckless and the exact opposite of what needs to be done to reduce greenhouse gas emissions. At a time when climate change is increasingly worsening, we should be seeking to limit emissions from transportation as drastically and quickly as possible by investing heavily in walking, biking, and transit, not building more infrastructure that encourages driving and locks us into dangerous emissions for years to come. Instead of wasting public money on highways that pollute the air we all breathe and impose many hidden costs on society, implement congestion charges on all freeways through Portland. This will generate more revenue and help to decrease traffic congestion. Oregon claims to be a leader in protecting the environment but its transportation policies prove otherwise. Please do what is right for Oregonians and future generations and do not "improve" the I-5 Rose Quarter by adding more lanes. Thank You, Ross Winsor  |                          |
| 2019 0401<br>Rowena Paz Norman | Rowena Paz Norman | No More Freeways           | I oppose highway expansions. Highway expansions do not reduce congestion and increase pollution. Highways can also kill neighborhoods and walkability/accessibility.   |                          |
| 2019 0226<br>Roxane R Auer     | Roxane R Auer     | No More Freeways           | The science is right on this. Fake solutions do not make people happy in the long run. The only way is to increase density around transportation hubs, improve public transportation and bike lanes, improve affordable housing so people can live close to where they work. How about a neighbor benefit funded by the state - you aim to live walking distance from your job, Oregon will help you do that . . . We have a limited amount of time, any appointed or elected official in office at this moment has the blood of the planet on their hands. Climate destruction is real people, save us please, those who can . . .  |                          |
| 2019 0330<br>Roxanne           | Roxanne           | No More Freeways           | Widening the freeways will do nothing to help our unique city. And it will in fact be damaging to our beautiful land and nature.<br>If you look to cities with bigger free way and road infrastructure - China, India, Russia - they have some of the worst traffic congestion and accident rates because they bigger roads do nothing to alleviate the issue.<br>Wider roads means more lanes to cross when merging which increases chance of accident. It increases the amount of cars on the road, which increases pollution and smog.<br>Once again, look at China and India. There are so many motor vehicles that the air quality decreases visibility sometimes down to 200ft and the rate of people with life threatening lung conditions is staggering and growing every year. They are killing their population to accommodate more cars.<br><br>What we need is better public transit. Lower transit fares. More bike friendly roads and routes.  |                          |

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|                              |                    |   | Please put our residence and families first. Cars are not the solution and a bigger road will be the end of lives.  |                          |
| 2019 0401 Roy Huggins        | Roy Huggins        | No More Freeways                        | There is no value in the proposed Rose Quarter expansion. All research on the topic indicates that it won't help congestion but it will cost a lot of money, increase carbon output, and further encroach on a school. Pease do NOT move forward with this expansion.   |                          |
| 2019 0329 Roy Y              | Roy Y              | No More Freeways                        | Oregon's freeway system is obsolete and needs to be completely rebuilt. The bicycles have no place on the roads and vision zero is totally stupid. The roads are for cars not pedestrians. Interstate 5 should have been widened thru Portland 30 years ago. Also thru tractor trailers should have to take the I 205 bypass. Only <...> liberals don't want progress.  |                          |
| 2019 0401 Roy Zhang          | Roy Zhang          | No More Freeways                        | As an environmentalist concerned about climate change, I think the last thing Portland needs is another costly, emission spewing freeway expansion, when that money can be so much better spent on public transportation services as a way of addressing congestion.  |                          |
| 2019 0402 Roya Amirsoleymani | Roya Amirsoleymani | Portland Institute for Contemporary Art | Hello,I am writing to voice my concern in the gathering of public opinion on the proposed I-5 expansion project. I and many of my community members who live or work in North and Northeast Portland near the core of the proposed construction site are extremely opposed to the proposal, for several reasons:1) Along the lines of what was shared at the public hearing/testimony session from HarrietTubman school students and faculty, as well as from other constituents, research tells us airquality will be significantly negatively affected in the immediate area, jeopardizing the healthof the predominantly Black and Brown youth who attend school at Harriet Tubman, given itsproximity to the project site. As many are aware, environmental health hazardsdisproportionately affect communities of color and low-income populations. This project is yetanother example of this. I would be disappointed in Portland for perpetuating this pattern ofenvironmental and racial injustice and inequity in our city.2) We should not be incentivizing individual car commuting. The Portland area has long beenrecognized as an environmentally conscious and progressive region, but it is time that weincrease investment in public transportation infrastructure and service, more bicycleroutes/safety, and other alternative means of transit. As the city and tri-county region grows,let's not follow in the footsteps of Seattle, the Bay Area, or Los Angeles by putting resourcestoward more freeways. Let's encourage public transit and other modes of commuting. Freewayexpansion is not part of Portland's ecologically conscious ethos.3) The I-5 freeway expansion project in the 1970's contributed to destruction and forceddisplacement in the heart of Portland's Black community. The center of Black communal,civic, cultural, commercial, and church life was irreparably impacted by the I-5, Veterans'Memorial Coliseum, and Legacy Emmanuel Hospital projects. Now the city is finally publiclyacknowledging the effects of these shameful acts of past "urban renewal" and gentrificationthat have pushed and priced out Black folks--for example, through the Right of Returninitiative around affordable and subsidized housing for those who lost their homes in theseinstances to eminent domain and other forced displacement. This project will repeat so muchof the damage and distrust engendered by that earlier round of I-5 freeway growth that was noteven very long ago, and is remembered as a trauma of uprooting and dispersing underservedcommunities. This project, through both the construction and post-completion phases, wouldperpetuate racist urban planning and privilege and prioritize wealth(ier) White car commutersover Black and Brown communities that still remain in North and Northeast Portland, and/orwho continue to work, worship, or attend school there.4) Disregard for the numerous social service agencies, nonprofits, schools, residences,businesses, and cultural institutions in the vicinity that would bear the brunt of negativeimpacts and experience extreme inconvenience and detrimental effects on quality of life,including ease of access to home, school, and work; physical hazards and safety concerns fromlong-term construction and traffic pattern re-routing; construction noise that impacts day today educational experiences, artistic/cultural events, and home/sleep/domestic life; decrease infoot traffic; discouragement of business/attendance/use by those traveling to the area by car orpublic transit; reversal of the supposed benefits of the city having invested in and developedthe area in the first place, due to people avoiding the area for the length of the constructionperiod.5) The interference or halting of development of the Albina Vision project that intends tocelebrate and honor the African-American history of the area and develop its future based onthe needs and desires of Black residents and those most impacted by past instances ofdisplacement and gentrification. The I-5 project would negatively impact the possibility of theAlbina Vision project as currently proposed.I am not alone in staunchly opposing the proposed expansion to the I-5 freeway and relatedRose Quarter area changes and firmly believe they are not in the best interest of our mostvulnerable communities nor Portland's citizenry as a whole.Thank you for considering this position in weighing this decision.Very best, |                          |
| 2019 0401 Rubilei Diaz       | Rubilei Diaz       | No More Freeways                        | Congestion will not improve. It will get worse during construction, and congestion will not change after it is done. It is a band-aid fix that I've seen done time after time. I used to live and commute in Los Angeles, and freeway expansions NEVER worked. They invited more cars, more congestion, and more air pollution. I've always loved how Portland has been bike and pedestrian friendly. We should put more money into making car-less transportation a priority. If the car-less options (i.e. bike commutes, public trans, etc.) are more viable, more people will choose that option instead of commuting via car.  |                          |
| 2019 0305 Ruby Oland         | Ruby Oland         | No More Freeways                        | Highway expansion has never improved traffic conditions! This is a pricey and ultimately unsatisfactory project. Please invest our money in sustainable transportation. ODOT, please focus on logical public transportation and green infrastructure. Help Portland move forward and away from unsustainable  |                          |

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|                             |                  |                           | ways of living.   |                              |
| 2019 0329<br>Rukaiyah Adams | Rukaiyah Adams   | Albina Vision Trust (AVT) | <p>Attached please find the Albina Vision Trust comments on the ODOT Rose Quarter Improvement Project Environmental Assessment.</p> <p>At a high level, we take the following position:</p> <p>The Albina Vision Trust (AVT) supports a project in the Rose Quarter/Lower Albina that works best for the people who live in our community, not just the traffic on the highways transecting our home. With this in mind, we have concluded that the current Rose Quarter Improvement Project (RQIP) Environmental Assessment does not adequately address environmental impacts, including community, social and economic outcomes. Due to these deficiencies, the AVT formally requests the Oregon Department of Transportation conduct a comprehensive Environmental Impact Statement to provide better design, remediation and mitigation alternatives.</p> <p>Thank you for your consideration.</p> <p>Rukaiyah</p>  | 2019 0329 Rukaiyah Adams ATT |
| 2019 0318 Russ Grandgeorge  | Russ Grandgeorge | General Public            | <p>Hello. I would like to comment on the I-5 Rose Quarter Environmental Assessment. I am opposed to this project for several reasons: 1. The proposed changes to I-5 will do little to reduce vehicle emissions. While initially vehicles may have reduced travel times, over time more people will use this road and we will end up right where we started. This is known as induced demand and is a well studied consequence of road capacity expansions. 2. This project moves us away from our goals of lowering our carbon footprint. As the governor of Oregon states: "Mitigating the impacts of climate change and achieving Oregon's greenhouse gas reduction goals are key priorities for Governor Brown." (<a href="https://www.oregon.gov/gov/policy/Pages/energy_climatechange.aspx">https://www.oregon.gov/gov/policy/Pages/energy_climatechange.aspx</a>). Alone just the act of construction will add to greenhouse gasses (construction equipment, concrete), but induced demand will increase the number of vehicles traveling on the road. 3. The money can be spent more wisely. For \$450 million, we can complete 75% of the entire bike plan for 2030 (<a href="https://www.portlandoregon.gov/transportation/44597?a=379136">https://www.portlandoregon.gov/transportation/44597?a=379136</a>) or could provide half price Trimet fares for 8 years (<a href="https://trimet.org/budget/pdf/2019-adopted-budget.pdf">https://trimet.org/budget/pdf/2019-adopted-budget.pdf</a>) Before undertaking a costly, unnecessary construction project, we should instead implement congestion pricing and/or tolling to try and control the traffic patterns in the region. I believe there are already plans underway at ODOT to do this and I fail to see an immediate need for construction when this can be done first. Thank you for your time, Russ Grandgeorge</p> |                              |
| 2019 0328<br>Russell Senior | Russell Senior   |                           | 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.   |                              |
| 2019 0326<br>Ruthie         | Ruthie           | No More Freeways          | Don't expand the freeway! It's the wrong move for us. Don't spend our community resources on this expensive project in the service of expedient auto travel when we could be making our streets safer for all.  |                              |
| 2019 0000 Ryan              | Ryan             |                           | Hi, I'm calling to leave a recorded comment regarding the I-5 Rose Quarter expansion project. My name is Ryan. My phone number is 360-510-1818. I live in NE Portland and I run a business in Old Town. I think that the project is going to expand carbon emissions. It will not help commute times or make a safer environment for travelers and it will not create community connectivity. I think it is a waste of money and would be much better spent elsewhere. Please don't build it. Thank you.  |                              |
| 2019 0329 Ryan              | Ryan             | No More Freeways          | My child will be a student at Tubman Middle school and I want projects that will improve quality of life for our most vulnerable citizens, kids. We need solutions to problems, not more spending on freeway expansion projects that have never been shown to improve traffic. Please consider more thoughtful solution to the problems we have that take into account not just traffic, but health, environment and quality of life.   |                              |
| 2019 0401 Ryan Linville     | Ryan Linville    | No More Freeways          | This freeway project is a terrible idea. It set the wrong example for our children. We can do better. This type of thinking is regressive. Let's be leaders. We can be better!!   |                              |
| 2019 0326 Ryan Mosier       | Ryan Mosier      | No More Freeways          | Dear ODOT, Please accept this comment of opposition to the proposed Rose Quarter Freeway Expansion. As someone who relies on public transit to get around our fair city, we can do better than a project that increases # of cars on the road at the cost of so much, including increased pollution, delayed bus service, compromised pedestrian and bike infrastructure - the list goes on. ODOT's reluctance to disclose key documents or perform a full environmental impact statement indicates to me that the findings would be further damaging to their proposal. Furthermore, alternatives need to be considered, such as congestion pricing. When considering such a project, it is critical to consider the community that is hostage to such changes, not those passing through on the highway. The community is in strong opposition to this project for the reasons cited, and to plow forward without addressing such concerns would be   |                              |

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|                |                             |                           | disastrous. I would suggest ODOT Rose Quarter project staff refer to the 9th Ave greenway project in NE Portland as an example of how ODOT can refer to and reflect upon the needs of the community rather than paving them over.   |  |
| 2019 0308      | Ryan Moskal                 |                           | I know we need to address the worsening traffic situation in Portland, and we should do it in a way that helps the largest number of citizens and that improves environmental quality. This project will do neither of those things, despite the opaque and laughable environmental report that claims this will reduce emissions while increasing the number of vehicles traveling on the freeway. I want to support transit improvements, but not one that thumbs its nose at real-world evidence and destroys communities while doing it.  |  |
| 2019 0331      | Ryan Schenk                 |                           | 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.   |  |
| 2019 0329      | Sabolch Horvat              | No More Freeways          | <p>Dear I-5 Rose Quarter Improvement Project Committee, ODOT, and City of Portland,</p> <p>I oppose the current plan for the I-5 Rose Quarter Improvement Project,</p> <p>Although I appreciate the effort so far in creating the i5rosequarter.org site, the open houses, and the public dialogue, I do not believe that the public input has been duly considered for the project.</p> <p>I've read through many PDF attachments from the plan and I went entirely through the more recent online open house, but I do not feel that the materials released online are in a way that is easy to read for the average reader (or even to find which documents are relevant) in the amount of time provided for public comment. A few questions that arose for me which I did not find an answer to are:</p> <p>(1) I did not find any reference for earthquake resilience requirements for the highway cover. This is worrisome as there may be many community activities planned on the new space. If the likely event of an earthquake does occur in our lifetime, the consequences would be devastating if this is not considered in the design.</p> <p>(2) The noise mitigations mentioned, including barrier walls, seem insufficient as proposed. The planned noise mitigations for those living near I-5 appear to be suggested at the minimally accepted levels. A proposal that would gain support from the community should require specific higher standards, rather than the simple idea that "barrier walls could be added".</p> <p>(3) The air pollution already exceeds allowable limits and endangers some of the most vulnerable people- school children whom attend schools near I-5. The projections of how the air pollution would continue over the years are not acceptable. When spending 500 million dollars to increase the comfort and safety of drivers, students should not a tertiary consideration. Let's do right for our future generations.</p> <p>There are many more reasons why I oppose this project as it is currently planned.</p> <p>There are better ways to spend \$500,000,000 ODOT funds which still qualify for the intended use of the funds. For example, No More Freeways PDX suggests, "\$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief."</p> <p>I hope that we can all learn from the proposed I-5 Rose Quarter Improvement Project. Some of the designs can certainly be utilized for future projects, and the learnings from how to engage a community in circa 2019 can be applied so that projects benefit the communities they impact.</p> <p>I urge you to focus on safety improvements that do not require adding auxiliary lanes in this day and age.</p> |  |
| 2019 0327      | Sabrina Gogol, Jessie Maran | Portland Bus Lane Project | I-5 Rose Quarter Improvement ProjectMembers of ODOT's I-5 Rose Quarter Improvement Project team,We all recognize that our region's population growth has meant more private automobiles on the road and thatthis congestion threatens our region's economic competitiveness and quality of life.  | PBLP Letter to ODOT re_ I-5 Rose Quarter.pdf |

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|                              |                |                  | <p>Adding capacity on the theRose Quarter segment of the I-5 freeway is neither a short-term nor a long-term solution. Freeway expansionhas never solved traffic congestion--not in any city in North America over the last sixty years--and has oftenmade congestion worse at exorbitant and unnecessary cost.Construction of the proposed auxiliary lanes will subject the region to years of congestion-inducing constructionin 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 congestionwill 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 forpublic comment on February 15th, 2019 and in recognition that the proposed project significantly affects thequality of the human environment , the Portland Bus Lane Project requests that ODOT perform a fullEnvironmental Impact Statement (EIS) that includes analysis of meaningful alternatives to auto-centricapproaches. Prioritization of single-occupancy vehicles has significant adverse impacts on Oregon's ability tomeet carbon reduction goals enshrined in state law, as well as significant adverse impacts on public health in thethe local community. A full EIS should honestly assess and mitigate the potential negative, disparate impacts thisproject may bring to the surrounding Albina neighborhood and the region as a whole. The methodology andoutcomes of these revisions should be made available for public review and comment.The Portland Bus Lane Project asks ODOT to remove the addition of auxiliary lanes on I-5 from the I-5 RoseQuarter plan and instead pursue the following two solutions:1. Work with municipal, regional, business and community partners to implement decongestion pricingon I-5 before any further study or work to expand the Rose Quarter Freeway is conducted. HB 2017mandated that the Oregon Department of Transportation move forward with decongestion pricinginitiatives on I-5 and I-205. With overwhelming research indicating that decongestion pricing is the onlysuccessful method of eliminating metropolitan traffic congestion, it is only sensible to move forward withdecongestion pricing first before spending nearly a half billion dollars on the Rose Quarter FreewayExpansion. Our state's tight budget, our local neighborhood's air quality, our initiatives to combat carbonemissions are reason enough for ODOT to demonstrate leadership and implement decongestion pricingbefore spending at least half a billion dollars on freeway expansion.2. Work with municipal, regional, and transit agency partners to construct continuous dedicated buslanes, protected bike lanes, and high-quality pedestrian environments on all roadways within ODOTjurisdiction in the Metro region. Many of these ODOT-controlled roads have significant safety problemsand contribute significantly to regional congestion. ODOT has the opportunity to apply \$500 million toaddress congestion systemically rather than applying an expensive and ineffective spot solution. Moneycontributed by regional taxpayers must be spent on the most cost-effective infrastructure, infrastructureproven to reduce congestion, air pollution, and carbon emissions. Given that, nationally, gold-standardBRT lines cost approximately \$50 million a mile, our region would be better served by 10 miles of BRT onour most congested corridors.Combining these two recommendations provides significant opportunity to reduce congestion, emissions, andpublic health threats, while improving safety on the region's streets and providing more equitable access.Congestion pricing can create additional revenue that could be used to implement transit-priority improvementsand to construct dedicated lanes for existing and new bus lines and the Portland Streetcar. This project ascurently outlined in the Environmental Assessment document actually slows public transit through theneighborhood, an unacceptable outcome for a \$500 million investment in transportation infrastructure.The Environmental Assessment document, as provided, is inadequate. Our organization calls on ODOT torecognize address this inadequacy with real solutions for the region's challenges. Should you wish to discuss thedestructive impacts of the proposed auxiliary lanes and how to implement the efficient solutions offered in thisletter, please contact our lead authors identified below.Sincerely,PORTLAND BUS LANE PROJECTSabrina Gogol, Sabrina.j.gogol@gmail.comJessie Maran, jessiemaran@mac.com</p> |                          |
| 2019 0327<br>Sabrina Gogol 2 | Sabrina Gogol  |                  | <p>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. <a href="https://www.opb.org/news/article/odot-used-long-dead-i-5-bridge-replacement-to-plan-rose-quarter-upgrade/">https://www.opb.org/news/article/odot-used-long-dead-i-5-bridge-replacement-to-plan-rose-quarter-upgrade/</a> 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.</p>  |                          |
| 2019 0402<br>Sabrina Louise  | Sabrina Louise | No More Freeways | <p>Seriously. Please stop. No more freeways. No more expansion towards things that aren't sustainable. The future already looks grim. Let's promote light rail, mass transit, bike riding, streetcars. Let's recognize that WE MUST CHANGE, and freeway expansion is not the direction for change. Let's approve action and expansion for what's good for our air, our livelihood, our kids. NOT freeways.</p>   |                          |
| 2019 0215 Sally Ridenour     | Sally Ridenour | ODOT             | <p>Just testing the form</p>   |                          |
| 2019 0312 Sam Balto          | Sam Balto      |                  | <p>Hi, my name is Sam Balto. I'm a PE teacher in north Portland. I've actually taught lo at King Elementary, so I'm very proud of her. Every day I ride my bike from northeast to north Portland. I go over the I-5 bridge and I ride Rosa Parks, and I'm incredibly grateful for the protected bike lane. I don't know if that was done by ODOT or the City of Portland, but it makes my life and my ride with my son who is one much more appreciative. So at my school we do safe</p>   |                          |

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|                     |           |                | <p>routes to school. And it's an amazing program. And I often wonder why as a phys ed teacher am I so interested in infrastructure. And if you take a moment and think about PE when you were a kid, phys ed is all about getting children of different abilities to move in a space safely. And that is transportation infrastructure. How do we move cars, bikes, buses, light rail, pedestrians moving through the space of our city safely and appropriately? If we have student who is disruptive, off task, bullies and doesn't follow the rules, I equate that to cars. Why would we incentivize the mode of transport that does the most harm and damage to our community, to our children, to our families? So I'm very concerned because lo is my former student and my wife teaches at Tubman. She is a teacher who gets to look at all that exhaust that comes up. And with our new son, I'm incredibly concerned because she comes home telling me how she's lost her sense of smell. How she constantly has a sore nose. And so what are we doing expanding this even closer to her office? I think money can be better used with safe routes to school funds, making it safer, and thank you for your time.</p>  |                          |
| 2019 0331 Sam Balto | Sam Balto | General Public | <p>Hi ODOT,I can't stress enough how much I am against the entire I5 Rose Quarter project. As a Portland resident I am furious with this whole process and the injustice that ODOT has kept information has been kept from its citizens. Oregon DOT does not value the lives and interest of resident of Portland. If they did they would put their funds to improving 82nd and N Lombard St which have caused the injury and deaths of many residents. No motorist has died in over decade from this section of I-5 but somehow we are putting our time and resources into drivers being able to drive fast which will cause more deaths. On February 24th 2019 a high school student from Madison Park was severely hit on 82nd ODOTs managed street. Her family was able to raise \$3,533 with a gofundme page for her medical expenses. Why do we not value her life and the right to move as much as you value white Clark County, Washington residents right to drive as freely as they want on Oregon roads. We can easily solve this issue of congestion with a Congestion Pricing Toll on the I-5 &amp; 205 bridge. Watch how quickly the Proud Boys stay out of Portland and keep their hatred and violence in Washington. You are supporting white supremacy and white nationalism by valuing white lives over everyone's right to live. The fact that ODOT is about to spend over a half a billion dollars and have not completed an Environmental Impact Statement is disgusting and insulting. How have you not put time into making sure that the students and staff at the Harriet Tubman Middle School will be safe &amp; healthy by this project. My wife is a teacher there and I can tell you that she has lost her sense of taste since she started working at the Tubman in August 2018. Other staff have also reported negative impacts as well. The burden of air quality should not fall on PPS. This is caused by ODOT, so ODOT should solve and pay for it.I am also a teacher for Portland Public Schools in North Portland. I am the SRTS champion and I have the privilege to work with the students and families to encourage them to chose active transportation options to school. It is sad to see how poor the conditions are for my students to walk and bike to school while schools all across the state fight over scraps of SRTS funds. How is a student in a wheelchair suppose to get to school when none of the sidewalks are ADA compliant?? There are so many better ways to spend this money. Here is a list: new sidewalk, ADA compliant curbcuts, make transit free, provide a tax deduction for people who buy bikes or E-bikes (like you do for electric cars), create new protected bike lanes, dedicated bus lanes and fund all SRTS improvements across the state.To conclude, highway widening projects like this have never solved congestion and Black Lives Matter. Sam Balto</p>  |                          |
| 2019 0312 Sam Chase | Sam Chase | Metro          | <p>I'll just -- so people can see a little bit. I want to start with thanking you, for having the opportunity to be able to speak to you today. I want to start -- and so my name is Sam Chase. I'm a metro councilor. I'm the elected representative representing this area as well as the surrounding neighborhoods. And I want to start with acknowledging with the history of institutional racism that is a part of this community. It is something that a lot of us have been a part of.Metro certainly has been a part of that in building the Convention Center hotel -- or not the hotel, the Convention Center originally. The federal government, the state government, ODOT, City of Portland have all been part of the process of really taking this community and transforming it into something else and displacing the residents that were here, the African-American community especially that was a part of this community. And so now we are faced with a project and moving forward a project in an area that is very -- it's a critical part of our economy in our region. It's a critical part of our livability of our region. The Rose Quarter is a transportation hub, a transit hub for the entire region. It's a place that people go to recreate, but it's also a developing job driver. The Lloyd District has seen incredible growth. It is a model for how you take a commercial district and turn it into a 24-hour residential district and it's growing and developing. And the livability of the community is critical to creating that job infrastructure. And so as we develop this project, as this moves forward, I think it's -- one of the lessons we've learned is we can't just focus on isolated objectives. We can't just focus on moving people through this part of the region quickly in their cars. We can't just even focus on the excellent advancements around a bike infrastructure. You know, we have to ask are we doing everything we can to improve opportunity to create a more livable community. To improve the opportunity for economic development; to improve the affordable housing opportunities that are incredibly abundant in this area and can take advantage of metro and other dollars that are out there to further those incredible needs. Are we addressing the air quality issues as robustly as we can. Are we addressing diesel particulates in the construction and in the long-term traffic impacts. And finally, are we addressing and doing everything we can to mitigate institutional and systematic racism that was a part of the creation of this. And, I guess in closing, I would also say that we really should be evaluating our congestion pricing strategies in the long term. What kind of congestion are we going to see if we do see advancements in tolling and congestion and value pricing. What is that going to do to our infrastructure and how will that change. And I know that Metro, for one, would be happy to stand up as a partner in evaluating</p> |                          |

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|                            |                |                  | those opportunities moving forward. And thank you again for your time.  |                          |
| 2019 0331 Sam Fader        | Sam Fader      | No More Freeways | To whom it may concern:I am writing in opposition to the I-5 widening project - because that's what it is, a widening of an arterial that already cuts down the middle of what vibrant neighborhoods. There are so many things wrong with the project.I write as a resident of inner NE Portland but also as someone worried about the future of the planet and our future generations' ability to enjoy this beautiful city. I honestly believe we're all on the same page here, but there's some misguided intention leading you to believe that this freeway project is needed right now.You've heard all these points, but I will make them again:* Induced demand is a real thing. This expanded freeway will simply be congested again in a few years. That's basically a guarantee and has been proven over and over and over again. It's easy to trick yourself into expanding a freeway for perceived short term gain, but it won't last very long.* The argument that air pollution will decrease because cars will be driving faster and thus less starting/stopping seems so flawed, but the freeway will be bumper to bumper again soon as you pull individuals from buses, bikes, and carpools since travel time will temporarily decrease. Again, induced demand. The fact is: more cars will be on the road if this happens.* The misinformation and way you all are hiding data has been really upsetting. See this recent Twitter thread that sums it up way better than I ever could: <a href="https://twitter.com/maccoinnich/status/1107070933158653952">https://twitter.com/maccoinnich/status/1107070933158653952</a> You are losing a ton of credibility and withering respect for your organization through this misinformation campaign. It is tough to watch.* Please listen to the organizations that have spoken out against the expansion, such as PPS and Albina Vision.* I will never support a project that decreases the quality of bike infrastructure: <a href="https://t.co/ca49RFHkkl">https://t.co/ca49RFHkkl</a> * It's so disheartening to see that you haven't done a full Environmental Impact Statement - the one you released just is not the full thing and does not cover all potential impacts.* Slipping in that you are modeling traffic based on an eventual larger I-5 bridge between Vancouver and Portland in a footnote is slick. It's clear you know this project will not be supported by the community. Please listen.Sam Fader |                          |
| 2019 0224 Sam Friedenber   | Sam Friedenber | General Public   | To Whom it May Concern:As a 32 year resident of inner NE Portland, avid bicycle rider and I-5 commuter, I would like to add the following to the public record.The arguments that the DOT promotes in favor of the Project seem inadequate for the spending of \$500 million, regardless of the federal component.The speed of the commute will be very, very marginally affected. One or two minutes does not promote or hinder commuting.The advantage to cyclists will be non-existent. Any cyclist can use alternate routes without physical risk. No new bridge is necessary.The fact that many small accidents occur at the I-5 and I-84 merge is not a safety issue compared to the many other places where dangerous accidents occur. I am disturbed about the spending of \$500 million on something that is just not necessary. In the meanwhile, there are many other projects that could use funding such as better bicycle and pedestrian infrastructure (roundabouts, bump outs, bike lanes, etc.), better public transportation options (for me to get to work in John's Landing on bus or street car is a nightmare) and parks, pools, rutted out streets, etc.Thank you.SamWhen someone says something, don't ask yourself if its true. Ask yourself what it might betrue of. Danny Kahnemann  |                          |
| 2019 0225 Sam Grover       | Sam Grover     |                  | To whom it may concern:I'm a citizen residing in Portland, Oregon. I love this city and oppose the I-5 expansion.Expanding the I-5 freeway does not address the issues of congestion. It is also counter productive to the urgent need to develop sustainable solutions for transportation that don't further contribute to climate change. I mean, it is literally going to become a highway to hell.I urge you to move forward with the plans for improving the Rose Quarter without expanding I-5.Thank you for taking my comments into consideration.   |                          |
| 2019 0326 Sameer Moudgil   | Sameer Moudgil | No More Freeways | I am an Oregonian, a husband, a concerned citizen and a member of the strong working middle class that this country is lucky to have. I am worried about our future, worried about the next generation and our impact on the present day environment. I want to make sure that I leave this planet in a better shape than when I arrived here.Driving long distances every day in a polluting, sound proofed metal cabin with 4 wheels is not going to address any of my concerns above. This is not a life I lead on a daily basis and I wish more people had opportunities to break this cycle and think outside the box. With this project in discussion, we're being asked not to think forward but to look behind us and continue with business as usual. ODOT is asking us to shut up and let them take care of things while they spend half a billion dollars cementing the foreseeable future with a dying technology. This project will ensure that our next generation will inherit a dying civilization inhabiting a hostile environment made possible by their forefathers.Have you read the 2018 Biennial report from the Oregon Global Warming Commission to the state legislature? It mentions that drought, flooding, heat, sea level rise and public health effects have arrived in Oregon. Guess which sector is the leading contributor to the state's greenhouse gas emissions - Transportation.We need to treat transportation related emissions in this state as an emergency and work on resolving the problem until we see improvements. I want my tax dollars to be spent on these efforts rather than the highway boondoggle project that ODOT is hawking.Please have ODOT submit a detailed Environmental Impact Statement and provide the data for public review. The average Oregonian needs all the data and plenty of time to make an informed decision on this issue.   |                          |
| 2019 0326 Sameer Moudgil 2 | Sameer Moudgil |                  | 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  |                          |

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|                             |                |                  | 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.  |                          |
| 2019 0329<br>Sameer Moudgil | Sameer Moudgil | No More Freeways | Why spend 500 billion dollars on this project when it only provides minimal improvements? What are the other options you've looked at that has us spend lesser money and still achieve bottleneck relief?<br><br>What about the construction period disruption? What are your mitigating strategies for the 5-10 years of construction activity?<br><br>All things considered, this whole project seems to be a very poor undertaking when you think about the return-on-investment.  |                          |
| 2019 0401<br>Sandra Carlson | Sandra carlson | No More Freeways | No expansion of the freeways!   |                          |
| 2019 0311<br>Sandra Joos    | Sandra Joos    | No More Freeways | I am strongly opposed to the Rose Quarter freeway expansion! According to ODOT's own consultants, it won't improve congestion. But it definitely would increase air pollution right in the backyard of the Harriet Tubbs middle school! This flies in the face of goals to reduce carbon emissions and reverse climate change. Decongestion pricing should be implemented before any further thought is given to freeway expansion. ODOT needs to release all pertinent data for public scrutiny, listen to the community that opposes this project, and abandon this misguided approach.   |                          |
| 2019 0312<br>Sandra Wisely  | Sandra Wisely  | General Public   | The purposed change at I5rosequarter is not worth the cost. It will not relieve congestion or lower the carbon emissions. The air quality in our neighborhoods have gone from bad to worse. We need real plans to lower emissions and get our air quality to a healthy level. This is a bandaid on an a severed artery, but a very costly bandaid to taxpayers. What necessary projects will be put on hold to do this change? What will this change do to our neighborhoods? The cost is too high for the return. It's not using our tax dollars efficently.<br>Sincerely  |                          |
| 2019 0402<br>Sandy Hickey   | Sandy Hickey   | No More Freeways | I do not believe that expansion is the route to take. We need to decrease traffic by alternative means. IE - max expansion, more bike lanes, maybe elevated bike paths over existing freeways, also the interruption of the east side esplanade is unacceptable as so many people use that as a current safe route to and from work.  |                          |
| 2019 0402<br>Sandy Mico     | Sandy Mico     | General Public   | I concur with Mark Greenfield and support the improvements for the exchange with I-84.<<see below>>I am writing in support of the proposed improvements to I-5 between I-84 and theFremont Bridge.The area in question involves three freeways. To get from the Fremont Bridge toI-84, one must merge over TWO lanes, then get back into the right exit lanefollowing the I-5 south on-ramp from NE Broadway. This is not efficient, and it isparticularly problematic given we are talking about connecting three freeways.There badly needs to be a third lane southbound from the Fremont bridge to the I-84 exit. It is long overdue.To my knowledge, no natural resource habitat areas would be affected by this. Ifpilings are needed in the Willamette, they would be far fewer than were needed tobuild Tillicum Crossing, and based on experience I had working on projects likethe new I-5 bridge in Eugene and the Sellwood Bridge in Portland, such impacts can be adequately mitigated.As for congestion, I believe this improvement would relieve congestion ratherthan create more congestion because it will greatly improve access onto I-84eastbound. This is not about adding a new travel lane from Vancouver,Washington to I-84, which I would strongly oppose. Any new capacity formoving traffic from Vancouver to Portland should be by light rail, notautomobile. Rather, this is an improvement to facilitate the flow of traffic that isalready in the Portland area, to get from the Fremont bridge onto I-84. Again, itjust makes tremendous sense from the planning standpoint.I also do not buy the argument that this would run counter to local climate changegoals. Currently, the area is one big bottleneck with cars idling in place or movingvery slowly. This would improve that. Further, by the time the improvement gotbuilt, there would be far more electric and hybrid cars on the road, and cars usinggasoline would run cleaner. I think this is an emotional argument without a lot toback it up.I have worked as a land use consultant to ODOT on a number of roadwayimprovements, including the Newberg-Dundee Bypass and the Columbia RiverCrossing, and I |                          |

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|                             |                |                  | believe this project absolutely merits funding. I urge Metro and ODOT to go with what makes sense, to include this project in the RTP, and to provide it full funding. Thank you for the opportunity to offer comments.   |                          |
| 2019 0326<br>Sandy McDonald | Sandy McDonald |                  | My name is Sandy McDonald, I have only lived here since 1975. I have watched the many changes happen to Portland. Some are positive some not. Certainly traffic has increased exponentially. But I do not support this action is absolutely going in the wrong direction. Given the significant threat of climate change...there are so many better ways to spend \$500 million dollars. ODOT's own data does not support the safety concerns or the long term environmental decreases in emissions. Please perform an environmental impact study vs just an environmental assessment. Lastly give the tremendous issues surrounding homelessness and affordable housing it is difficult to support this expenditure.   |                          |
| 2019 0304<br>Santiago       | Santiago       | No More Freeways | I do not believe that this stretch of road deserves \$450 million. There are more fatalities on roads such as 82nd (owned by ODOT) and ODOT could not care less about them. The recent deaths on this stretch of road are due to people with mental issues wandering into the freeway; a simple fence could solve this issue. It angers me that ODOT has misrepresented these facts just to bulldoze our city while wasting half a billion dollars while they are at it.<br><br><a href="https://www.wweek.com/news/city/2017/10/11/state-officials-say-i-5-in-the-rose-quarter-poses-a-deadly-danger-police-reports-undercut-that-claim/">https://www.wweek.com/news/city/2017/10/11/state-officials-say-i-5-in-the-rose-quarter-poses-a-deadly-danger-police-reports-undercut-that-claim/</a> |                          |
| 2019 0402 Sara Bahmanyar    | Sara Bahmanyar | No More Freeways | This project definitely puts the needs of car users over all other members of the community. Increasing freeway traffic near any middle school is irresponsible at best and malicious at worst, especially when that middle school services children from disadvantaged communities. The money that would be spent on this project should be spent on improving public transit and encouraging walkability not increasing the number of cars. We should be doing everything in our power to decrease driving not increase it.   |                          |
| 2019 0329 Sara Rudolph      | Sara Rudolph   | No More Freeways | Nobody wants this who isn't making money off of it. Stop using the poor of Portland as funders for your pet projects. Full environmental impact statement please and focus on supporting non-petroleum based infrastructure.  |                          |
| 2019 0401 Sara Ryan         | Sara Ryan      | No More Freeways | Expanding the I-5 so close to Harriet Tubman Middle School would worsen the already-poor air quality students must contend with. This is an environmental justice issue. Freeway expansion is not the solution to Portland's traffic congestion.  |                          |
| 2019 0329 Sarah             | Sarah          | No More Freeways | I strongly oppose expansion of the I-5 Freeway near the Rose Quarter. The enormous amount of money does little, if anything, to curb congestion and reduce traffic, like all freeway expansions. It's simple illogical math: build more capacity and that capacity gets filled. \$500M could transform Portland's bike and pedestrian network, as well as create viable enhancements to transit to move more people more efficiently throughout the city while making a positive impact on our climate. We don't need to move more single occupancy vehicles a mere mile? Less than a mile? Really? And for \$500M? You really have to ask yourself if this makes any logical sense. Let's move more people in ways that don't negatively impact the environment. Thank you.                    |                          |
| 2019 0311 Sarah Bachman     | Sarah Bachman  | General Public   | Dear ODOT,<br><br>I don't support the expansion of I-5 through the Rose Quarter.<br><br>It won't improve congestion, according to your own analysts. Why not try congestion pricing first?<br><br>Sincerely,<br>Sarah Bachman<br>Portland, Oregon   |                          |
| 2019 0329 Sarah Cinnamon    | Sarah Cinnamon | General Public   | I think it's a great idea! Especially if we can make electric cars more accessible and affordable. I'm not a bike person so I'm all for this.<br><br>Thanks,<br>Sarah   |                          |
| 2019 0329 Sara Cochran      | Sara Cochran   |                  | 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.   |                          |
| 2019 0326 Sarah Deumling    | Sarah Deumling | No More Freeways | There are so many reasons that the proposed freeway expansion is a bad idea. Instead of listing them all I will say that I am absolutely sure that climate change is the biggest threat we face and fossil fuel guzzling vehicles are a huge part of the problem. I badly want a livable planet for future generations and  |                          |

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|                            |                 |   | <p>reducing our dependence on driving is a straight forward way to combat CO2 emissions which cause climate change. Let's do all we can with all our collective creativity and imagination to encourage each other to get along happily without cars rather than asking for more cars and VMT with a freeway expansion.</p> <p>Sincerely,<br/>Sarah Deumling</p>  |                          |
| 2019 0326 Sarah Deumling 2 | Sarah Deumling  | No More Freeways                            | <p>I think this proposed freeway expansion is very misguided and urge you not to proceed with it. Climate Change is by far our biggest threat to a livable future. The only way we can hope to manage (if not stop) climate change is to stop burning fossil fuels - yesterday! which means getting out of our cars and off our freeways and using alternative modes of transportation, many of which are much more healthy. If there is money to invest in transportation please use it for encouraging various non-fossil fuel modes of transportation.</p> <p>Thank you.<br/>Sincerely,<br/>Sarah Deumling</p>   |                          |
| 2019 0313 Sarah Felix      | Sarah Felix     |   | <p>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.</p>  |                          |
| 2019 0402 Sarah Gregorio   | Sarah Gregorio  | General Public                              | <p>I am a resident of the Eliot neighborhood and I strongly encourage you to stop the freeway expansion project. We have a responsibility to try all other options first, especially congestion pricing. It is also unfair to the largely minority and disadvantaged youth attending harriett Tubman Elementary school. Finally, we have learned so much about the unsustainability of our current practices and need to think proactively about how to help the earth support us and cut down significantly on car traffic and fossil fuel use.</p> <p>Please reconsider, stop the freeway expansion and work with the community to find more environmentally responsible ways to manage our transportation needs.</p> <p>Thank you for your consideration.</p> <p>Respectfully,<br/>Sarah Gregorio</p>  |                          |
| 2019 0401 Sarah Iannarone  | Sarah Iannarone | City of Portland Bicycle Advisory Committee | <p>he "Environmental Assessment of the I-5 Rose Quarter Improvement Project" (RQIP) provided to the public for review on February 15, 2019, is an incomplete and inaccurate evaluation of the potential impacts of ODOT's proposed expansion of a freeway through Portland's Central City. As such, I must stand with the numerous professionals, engaged community members, neighborhoods, and organizations who have worked diligently and highlighted extensively the flaws in your methodology, findings, and public process in insisting that ODOT proceed to a more rigorous and thorough accounting of RQIP impacts by preparing a full Environmental Impact Statement followed by a valid public review and comment period. Contrary to your findings in the EA, public review of the RQIP has made abundantly clear that ODOT's proposed action to widen an urban freeway through a historically disenfranchised community (Lower Albina), adjacent to a middle school (Harriet Tubman), and above a waterfront multiuse path (Willamette River &amp; Vera Katz Esplanade) will not achieve its stated goals but will negatively affect the quality of the human and natural environment in the project area. The people of Portland deserve deeper, more reliable analyses of project impacts based on complete, relevant, and accurate variables and data sets; the opportunity to thoroughly understand and comment on any potential project impacts via a comprehensive, transparent engagement process; and the ability to shape alternative mitigation and remediation strategies currently lacking in your Environmental Assessment including but not limited to: 1. Implementing equitable congestion pricing with transit subsidies before undertaking urban freeway expansion projects, including RQIP. Traffic is worsening as our region</p> |                          |

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|                |      |              | <p>grows, affecting our economy, environment, and quality of life. However, the phenomenon known as induced demand means that widening I-5 as proposed will not alleviate congestion near that interchange (or in our region); it will only increase congestion, pollution, and sprawl. Thus, it is imperative that ODOT collaborate with municipal, regional, business, and community partners to thoroughly implement and evaluate congestion pricing on this stretch of I-5 prior to further consideration of the RQIP. The RQIP should be considered only as a last resort once congestion pricing has been demonstrably proven inadequate to solve congestion and improve transit service. The EA dismisses analysis of a congestion pricing alternative on the basis that it will be considered at a future time. Such an excuse is antithetical to NEPA, which requires reasonable forecasting and consideration of all reasonable alternatives.</p> <p>2. Closing on-ramps to reduce fender-benders and ease congestion. Both PBOT and ODOT have acknowledged that given the principle of induced demand, the RQIP is not a project that can actually relieve congestion as proposed, so ODOT has shifted its marketing to emphasize safety concerns, noting accurately that there are a lot of fender-benders at the interchanges near Lower Albina and that reduction of these fender-benders would dramatically ease backups in the area. If reducing fender-benders and easing backup for the convenience of through-traffic is truly the problem for which we are trying to solve, a simple (much cheaper) solution is to reduce the number of cars merging onto I-5 in that area by closing adjacent onramps. Ramp closures have been used to reduce congestion in other cities, yet the agencies overseeing this project have failed to fully evaluate this alternative in the EA.</p> <p>3. Reallocating resources away from central city freeway expansion to high crash network intersections and orphaned highways across Portland in addition to 100% build-out of the city's bicycle and pedestrian networks. If ODOT truly cares about traffic safety and reducing the loss of life on thoroughfares in the Portland area, they would redirect the half-billion dollars allocated to this project toward safety infrastructure in places where serious injuries and loss of life to traffic violence is highest and work with PBOT on a fully-funded jurisdictional transfer of state "orphaned" highways to local control, where "Vision Zero" is the prevailing policy framework. The City of Portland's Bicycle Advisory Committee has strongly recommended the No-Build Alternative for I-5 RQIP (based on diligent analysis of very limited information provided in the EA), noting that the Build Alternative would fail to achieve the stated project goals and objectives, especially in critical areas related to bicycling, but also including the resulting conditions for walking and transit, local connectivity, safety, equity, and climate outcomes in direct conflict with city planning goals.</p> <p>4. Removal of I-5 freeway ("decommissioning") as the best option for local communities, regional prosperity, and climate action. Although the EA highlights a pattern of environmental injustice, racist policymaking, and displacement in lower Albina, it proposes nothing to adequately remediate the situation as it currently exists. In fact, it is likely to exacerbate dangerously poor air quality conditions adjacent to Harriet Tubman Middle School, a historically Black school that currently has a 40 percent African American student population, according to Portland Public Schools (PPS) data. As Rukaiyah Adams of the Albina Vision Trust in her comments to you on this EA points out, only "remediation is remediation." The buildable highway covers ("caps") as currently proposed are insufficient to achieve the Albina Vision. Adams' observation is supported by other engineering and design experts in our community who have pointed out that the caps as proposed are wholly inadequate to support housing, quality parks and green spaces, or improved air quality. The people of Lower Albina deserve far better than window dressing; the residents of Lower Albina (past, present, and future) deserve the very best remediation efforts physically possible in support of their vision for a vibrant, prosperous neighborhood between the Willamette River and Lloyd District.</p> <p>Mounting evidence from freeway removal projects around the world suggests that many of the fears involved with removing freeways are unwarranted; when considered alongside the many positive impacts of freeway removal, it's clear that freeway removal has very little downside for cities. At this critical time in human and climate history, and given the history of inequity in Lower Albina, it is essential that ODOT consider the highest quality freeway removal option possible in an Environmental Impact Statement.</p> <p>In conclusion: It's clear that the public is correct in demanding an EIS process from ODOT and FHA on the proposed RQIP. But we need to think beyond that: freeway widening projects like this one do not actually reduce congestion and/or improve safety. As a state, region, and city our priorities should be providing increased mobility options and improving street safety through investments in transit, walking, and bicycling. With the resources currently allocated to freeway expansion, the City of Portland could make investments that would result in substantial progress toward ensuring our city's streets are safer, air cleaner, neighborhoods healthier, and giving people more affordable travel alternatives to driving alone.</p> <p>In the last few months, many decision-makers have reminded our local community that the money earmarked for the I-5 Rose Quarter freeway expansion project is "ODOT's money," the result of the HB 2017 transportation package of taxes and fees intended to "Keep Oregon Moving" that was widely hailed as a successful measure to reduce congestion, maintain and improve infrastructure, and increase transit access statewide. Unfortunately for Portlanders, this bill was flawed for more than its regressive bike tax: no city in the 21st Century that claims to care about the health of its people, place, or prosperity can in good faith sanction freeway building through its urban core, especially in the name of "safety" and "congestion relief." HB 2017 includes not one, but three, urban highway expansion projects. Portland's Transportation Commissioner asserted at a public hearing recently (March 12, 2019, at Oregon Convention Center) in response to overwhelming opposition to the project as proposed and the EA as submitted: "This isn't a PBOT project, this is an ODOT project. This money is from the Highway Trust Fund. As much as I'd like to spend half a billion dollars elsewhere. It's not my money, and it can only be spent on highways. We can't take this money and spend it on Vision Zero city streets." With all due respect, I heartily disagree: telling ODOT that we will not permit freeway expansions in our urban areas is precisely what Portland can and should</p> |                          |

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|                                 |                       |   | do.Portlanders like me who care about climate action and environmental justice stand ready to reprise our Freeway Revolts of the 1960s and 70s, insisting that our local policymakers withdraw municipal and regional support of the RQIP and negotiate with state and federal governments for more racially just, operationally effective, and environmentally sound allocation of transportation resources than those currently proposed in the EA. This political about-face is necessary to ensure Portland meets its economic, equity, climate action, and transportation safety goals in the near term and for future generations. Respectfully submitted<br>Member, City of Portland Bicycle Advisory Committee<br>Resident, Mt. Scott-Arleta Neighborhood, Portland, OR 97206  |                                       |
| 2019 0401 Sarah Iannarone       | Sarah Iannarone       | City of Portland Bicycle Advisory Committee | Dear Project Leaders and Policymakers, Attached please find my comments on the Interstate 5 (I-5) Rose Quarter Improvement Project Environmental Assessment. I wholeheartedly request that you support our community by calling for an in-depth EIS process from ODOT and FHA. Further, knowing what we know about the relationship between transportation and global warming, no 21st C. city leader who claims to value equity or climate action should in good faith support freeway widening in urban areas. Respectfully submitted,   | Attachments: 20190401 Sarah Iannarone |
| 2019 0331 Sarah Jesudason       | Sarah Jesudason       | General Public                              | This project cannot be approved until the EIS is made fully public.<br><br>No pixels were harmed in the creation of this email.  |                                       |
| 2019 0312 Sarah Jurgensen       | Sarah Jurgensen       | No More Freeways                            | Oregon needs fewer cars on the road, not more. As a lifelong Oregonian, I do not want any of my tax dollars spent on freeway expansion. We know that higher speeds equal higher fatalities. If a freeway seems more convenient to use, it will increase usage and thus pollution, and will negatively effect the health of those of us living near this freeway. Globally we need fewer emissions and projects that support alternative transportation, such as tolls, mass transit, and safe places to ride bicycles without having to dodge cars. Oregon needs to stop giving incentives for driving, limit speeds of driving, and provide support for people to make different choices. Oregon needs to lead by example and act in a way that reduces climate change and planetary environmental breakdown. Too much driving has an obvious negative impact on Portland and the world. Oregon needs to do things differently. |                                       |
| 2019 0331 Sarah Kincaid         | Sarah Kincaid         | No More Freeways                            | To Whom It May Concern, Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces. This is NOT innovative, it's destructive and the opposite of the direction our city needs to move. More green options, more mass transit, more rewards for using it. NOT MORE FREEWAY. Please, as a lifelong Portlander, as a parent, as someone who wants to live in a city that makes POSITIVE change, I ask that you reconsider this backwards plan that will do nothing to help us going forward. Sarah Kincaid Portland, OR  |                                       |
| 2019 0401 Sarah Lind            | Sarah Lind            | No More Freeways                            | I am opposing the Rose Quarter freeway expansion for a variety of reasons.<br>1. It isn't going to help traffic congestion.<br>2. I live in the neighborhood - I use this part of the freeway on a regular basis - BUT I do not want an increase in air pollution and disruption of regular traffic flows/public transit/bike lanes. We need to be looking at alternatives to just driving where possible to make this a more livable city. A bigger freeway smack dab in the middle of town will make Portland less livable.<br>3. It doesn't serve the interests of those who live in the area - potentially only the folks who commute through, but even then, it's not really serving their interests because it won't help congestion!<br><br>So please, for the sake of the community, neighborhood, commuters, and the environment, do not expand the freeway there.<br><br>Thank you.                                    |                                       |
| 2019 0228 Sarah McKenzie        | Sarah McKenzie        | No More Freeways                            | Bad idea! Additional highway lanes does not relieve congestion. Do your homework. The additional lanes and their construction would be harmful to students at Tubman, who already have more than their fair share of pollution. NO HIGHWAY EXPANSION AS PLANNED!!!   |                                       |
| 2019 0331 Sarah McLeod-Martinez | Sarah McLeod-Martinez | General Public                              | To whom it may concern,<br><br>Please do not widen I-5 in Portland. I rely on public transit and would appreciate \$500,000,000 was not spent on roads that would significantly lower my quality of life.<br><br>Sincerely,<br><br>Sarah McLeod-Martinez<br>(she/her)  |                                       |

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| 2019 0219                | Sarah Mirk     | General Public   | <p>Hi ODOT,</p> <p>I live in North Portland and am writing in with a public comment on the Rose Quarter Freeway Expansion Project. I'm against the expansion because I think it's a misuse of money that is not the right priority for Portland's future. The biggest reason I'm against the expansion is the growing climate crisis. We need to transform the way we get around and use way less fossil fuels, otherwise the next generation will have to deal with environmental disaster. Instead of spending money to expand freeways, we need to be investing in ways to get around without cars and to make it possible for every Oregonian to feel safe biking, walking, and taking transit instead of driving.</p> <p>Thank you for your time,<br/>Sarah Mirk</p>  |                          |
| 2019 0331 Sarah Pearlman | Sarah Pearlman |                  | <p>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!!</p>  |                          |
| 2019 0329 Sara Walker    | Sara Walker    |                  | <p>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.</p>   |                          |
| 2019 0330 Satya Vayu     | satya vayu     | No More Freeways | <p>I am writing to urge you to reject the freeway expansion proposal. In this time of climate emergency we must be choosing solutions that reduce car traffic and fossil fuel use as quickly as possible, not encouraging more of it. And there are many other reasons that freeway expansion is a bad idea. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent \$1.6 BILLION on a "freeway bottleneck" widening project only to find it made traffic *worse.* This expansion will also increase in air pollution. The project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue – 40% of Tubman's students are Black, and 73% are identified by PPS as vulnerable populations. Most crucially, freeway expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation – as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. ODOT claims that this project will benefit the community, but continues to hide the data such benefits are supposedly based on, and makes it impossible for community groups to verify. Despite ODOT's claims that this project "reconnects the community," there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed "lids" over the freeway won't be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations). Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't solve the traffic problems on the corridor *without* sinking half a billion dollars into the expansion? ODOT's studies of traffic patterns of the proposed freeway expansion *completely* ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion. Finally, ODOT's truncated Environmental Assessment document simply isn't focused enough on the significant impacts to health and public safety this project represents. ODOT must study much more fully the more sensible</p> |                          |

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|                                  |                     |                  | alternatives (including decongestion pricing!) to this expansion with a full Environmental Impact Statement. Thank you, Satya Vayu Portland, OR  |                          |
| 2019 0327<br>Saumya Kini         | Saumya Kini         |                  | 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. |                          |
| 2019 0331 Saul Jones             | Saul Jones          | General Public   | To who it may concern, Please do not expand I-5. Every study I've seen indicates this will make traffic worse, not better. Furthermore, the damage it will do to the environment is not something we can accept at a point in history where climate change is the biggest existential threat facing humanity. Portland prides itself on its liberal views, but an expansion of I-5 would go against the image we try to present of being environmentally conscious and will harm communities of color disproportionately with the extra pollution from traffic. Saul Jones Portland, OR  |                          |
| 2019 0329<br>Saundra Schlesinger | Saundra Schlesinger | No More Freeways | All previous data show that building and expanding highways brings more traffic, not less. If congestion is the problem, then expansion is not the solution. A congestion tax is the only way to reduce congestion. People will not stop using the highway until they have to directly pay to use it. I understand that this puts a burden on those using the highway for transportation, so to ease that burden we must have effective alternatives in place, namely public transportation and safe cycling and pedestrian pathways. People stuck in traffic today will not be any less stuck in traffic after the expansion. If the goal is to cut congestion, then congestion needs to be addressed directly.   |                          |
| 2019 0401 Scott Biersdorff       | Scott Biersdorff    | No More Freeways | I'm disappointment after reading the Environmental Assessment for Rose Quarter project. Specifically the EA fails to properly evaluate the project in two ways: It does not properly analyze the no-build option. By including traffic projects for the project under the assumption that the Columbia River Crossing project has been completed it cannot truly assess the project's effects. It is hard not to conclude that this was done to make the project capacity improvements seem more necessary – just like this project will be used to justify any future CRC proposal. This is a very serious mistake and will lead ODOT on a binge of freeway widening – each project hoping to address a new bottleneck created by the increased traffic funneled into it from the last project. It does not consider the anticipated congestion pricing of I-5. Unlike a potential CRC project (around which there is no consensus and which lacks funding) congestion pricing is authorized by the State and could be implemented much more quickly. Including a highly speculative project (CRC) but not a resonantly anticipated one (congestion pricing) fatally biases this report. I can only conclude this was done to make this project seem more worthwhile than it would in an unbiased analysis of the alternatives, as the completion of the CRC project would increase congestion in the project area where as congestion pricing would reduce it. These two grave omissions from the report negate any conclusion it makes about the impact of this project on either traffic patterns, CO2, or local pollution levels. Oregonians deserve better from ODOT, and I urge it to revalue this project and advance an alternative that reduces CO2 regionally compared to the status quo (not some hypothetical future where this region has already greatly expanded its freeways), aligns with the city of Portland and Metro's modeshare goals and wins the support of Portland's bike and pedestrian committees.  |                          |
| 2019 0401 Scott Clyburn          | Scott Clyburn       | General Public   | Dear ODOT, Portland has the opportunity to grow as a city in climate-conscious ways – unlike Los Angeles or even Seattle. Expanding a major freeway through the heart of our city is antithetical to not only this vision, but to the raw data. To pursue this project against the sentiment of the community, in lieu of a full Environmental Impact Statement, and in the absence of a close look at alternatives like decongestion pricing, is reckless and corrupt. I urge you to reconsider. Yours, Scott Clyburn Resident, Taxpayer, and Small Business Owner  |                          |
| 2019 0311 Scott Cohen            | Scott Cohen         | General Public   | I have serious reservations about the Environmental Assessment, since it does not account for future congestion pricing. Considering that the EA uses all of the projects in the region's transportation plan to project trips in the future, why couldn't the impact of congestion pricing - an ODOT initiative that will significantly impact this stretch of I-5 - be included in the assessment? Without including the single most effective tool at mitigating congestion and thus air quality and vehicle miles traveled, the EA has completely failed to accurately determine the impact and need of this project. Go back and include congestion   |                          |

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|                |                 |                  | pricing in the EA and let the public know how that impacts the need for the project.   |                          |
| 2019 0402      | Scott Hillson   | No More Freeways | No more freeway expansions! Find other ways to reduce congestion (effective, comprehensive, and fair tolling)  |                          |
| 2019 0312      | Scott F. Kocher | Forum Law Group  | 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 1-5 operates together with 1-205 and 1-405 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 1-5, 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.   |                          |
| 2023 0312      | Scott F. Kocher |                  | NS   |                          |
| 2019 0312      | SCOTT F. KOCHER | FORum Law Group  | 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 1-5 through the Rose Quarter. Here's why: There is no safety basis for this project. There is no history of serious crashes on 1-5 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. |                          |
| 2019 0219      | Scott Kocher 2  |                  | Thank you for asking for public comments on the Rose Quarter freeway expansion. I think it is a bad idea and should be scrapped because: Tolling and better speed enforcement would solve all the problems you claim to be trying to address. Instead of costing \$500 million, tolling would generate revenue that we can use to help the people who are hard hit by current transportation inequities, and invest in our future. We know that by the time you've finished digging up the freeway (years of disruptions) the transportation landscape will have changed. If you're honest you can't claim to know how it will have changed. What we actually need then may well not be more freeway lanes to bring private automobiles into central Portland. You need to include I-405 and I-205 when you talk about how many north-south freeway lanes we already have. Freeway expansion encourages people to drive farther and drive more. The extra lanes you want to use my tax dollars to build are just going to fill up. We need the money for other things. So many other things. By tying ped/bike improvements to this project and claiming "environmental benefits" you are not fooling anyone. ODOT has a terrible reputation in Portland. This is only making it worse.  |                          |
| 2019 0212      | Scott Kocher    | Forum Law Group  | 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 our \$0.5 billion on this backward-looking boondoggle. The EA is incorrect in assuming no induced demand. What is the impact when 700 plans for that?  |                          |
| 2019 0401      | Scott Lieuallen | No More Freeways | If you expand I-5 through the Rose Quarter, the great likelihood is that within a few years or even sooner, the freeway will be as congested as it is now. Do we really have a half a BILLION dollars to spend on a fantasy? We should at least try to improve our prospects for the future by managing traffic with congestion pricing and investment in public transit before we spend \$500,000,000 on something that hasn't worked anywhere else.  |                          |

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| 2019 0401 Scot<br>Scott Mizée | Scott Mizée      |  | <p>RE: Comments in Opposition to Rose Quarter 'Expansion' Project and Environmental Assessment dated February 15, 2019 I stand firm in my belief that the Rose Quarter Improvement I am a North Portland Resident of more than 15 years. I have traveled through and commuted to work through this corridor nearly daily for much of that 15 year period. I am deeply troubled by the results of the EA and the way ODOT is conducting itself as it marches onward over the people of Portland to push this project forward. The reasons I oppose this project are too numerous to mention here and I know others are already providing specifics that I do not need to repeat here. This project does not achieve the goals is purports to pursue. It has negative effects on our city, our children, our public transportation system and our walking and biking infrastructure. I support the Albina Vision and this project does not in any way make it easier to move that vision forward into reality. This project does not recognize the proven reality of induced demand and is a waste of our taxpayers time and money. Please bring it to a stop now without going further. I conclude my comments below with one final quote from a woman who is directly effected negatively by this project with her personal property. And Betsy Reese feels like ODOT didn't fulfill their end of the bargain when it came to promises made around the I-5 Rose Quarter project: "My husband and I own the property known as Paramount Parking that is being taken by ODOT to create the new Hancock/Dixon. My decades of bicycle and pedestrian safety advocacy, much of it specifically surrounding the notoriously dangerous Broadway/Flint/Wheeler intersection, apparently made us an easy mark for cooperation in the original design phase of this project. Allowing a bicycle and pedestrian ROW to be acquired through our property was represented as the fix to one of the most dangerous intersections in the city for bikes and peds. Several aspects of the project that we were led to believe would improve our city are now missing or negatively altered on the current plan. The new bike infrastructure was to be two-fold, promising: - 1. The new Hancock-Dixon street that would run through our property would provide a safer, lower-stress route from N. Portland to the Broadway Bridge. Instead, the new Hancock-Dixon St. will be an auto thoroughfare with painted bike lanes at a 10% grade that is now acknowledged by ODOT as likely being so unappealing to and unused by cyclists that they are not even indicating it on the maps they use in presenting active transportation infrastructure upgrades. - 2. Additionally, the original plan showed two new MUPS running on ODOT property connected by the new Hancock/Dixon lid over I-5 that would effectively replace Flint Ave. The new off-street bike/ped paths were to connect the stubbed-off Flint at Tillamook to Broadway west of I-5. Instead, of the two proper MUPS, one is completely missing, although ODOT said at March 4th meeting that it is still a "possibility", and the other is not a MUP, but what I call BS. - BS stands for Bikes on Sidewalk - what engineers do when they can't figure out what to do with bikes. This one is an elaborate and cramped 5%-grade switch-back MUP that will pit pedestrians and bicyclists against each other, and that few cyclists will use more than once. This plan of passing through our property was represented as the solution to the need for a safer more comfortable bicycle route from North Portland to the Broadway Bridge. Instead, it's, 'No. Sorry. It's the Vancouver/Broadway/I-5 Freeway intersection for you, bicycle riders.' - Yes - this is the route we are left with that most bicycle commuters will opt for. It includes a shift of the bike lane from the right side to the left side of the Vancouver, funneling cyclists into a "jug-handle" staging area for a right turn from Vancouver to Broadway across the freeway off-ramps. Given the number of daily bike commuters on this route - the highest in the city - I think it highly unlikely that the 90-degree turn into the jug handle and waiting for the light in the staging area will feel like an improvement over the right turn onto Broadway from Flint that we have now." Source: BikePortland.org</p> |                          |
| 2019 0401 Scott<br>Murray     | Scott Murray     | No More Freeways   | <p>I fully support modernizing and streamlining our existing road infrastructure for efficiency, but please "do not move ahead with any *expansions* of existing roadways. Let's first eliminate existing bottlenecks.</p> <p>Thank you,<br/>Scott Murray</p>  |                          |
| 2019 0401 Scott<br>Simpson    | Scott Simpson    | No More Freeways   | <p>Pave the roads we have. 82nd Ave us full of potholes. This city has horrible roads and we want to expand a highway? Vancouver BC has the same population as Portland but has expanded faster and have less cars entering the downtown core than in the late 1960s. I lived there for 4 years and found that it was quite easy to get around despite no highways through town. Highway expansions just add more cars and pollution and does little to abate congestion. Build it cars will fill it. Waste of my money!</p>   |                          |
| 2019 0312 Scott<br>Strickland | Scott Strickland | Operating Engineers Local 701 union;<br>Columbia Pacific Building Trades union | <p>Hello, my name is Scott Strickland. I was a proud resident of Portland for about six years until I moved to Estacada recently. I am here in behalf if the Operating Engineers Local 701, as well as the Columbia Pacific Building Trades unions. The building trades unions are a coalition of building construction trade unions representing workers all over the state of Oregon and some in southwest Washington, and we have a dedicated interest in this project. Not just because of jobs but the impact that it can have on our communities, both through people having family wage jobs and availability to that, to build careers to bring self-determination back into their communities, but also for the environmental concerns and other concerns. When I see 2.5 million hours a year, I see that as more time spent at home with your kids, more time spent on your life with your projects, and it is improvement to the lives of the working people in the state of Oregon that we are interested in. I think that this process is wonderful and that we're bringing in all manner of people to address the injustices of the past and look at the needs of the community in the future, and that this ticks all of those boxes; environmental concerns, transportation concerns, growth concerns, the housing crisis. It's sort of an important first step in solving the nex of all of these issues. So out of respect for</p>  |                          |

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|                                |                 |                  | the community members, I yield the rest of my time.  |   |
| 2019 0226 Sean                 | Sean            | No More Freeways | Please do not follow through with this plan. As a community member I see nothing to gain here and so much to loose.<br><br>Environmental concerns are on the top of some many citizens priorities and investing in infrastructure for fossil fuels is not something we support.  |   |
| 2019 0226 Sean Abplanalp       | Sean Abplanalp  |                  | Hi Megan, I just wanted to say thank you for helping to make the Rose Quarter Exit a better place. Traffic's been so bad these last years, it will be nice to see the change. Thank you! Sean Abplanalp  | 2019 0226 Sean Abplanalp ATT  |
| 2019 0325 Sean Clearley        | Sean Cearley    | No More Freeways | The freeway expansion is a paltry smokescreen for someone getting paid off. There is no available data to say it will work, there is no community that wants it to happen, and there is no reason that ODOT should HIDE the rest of the data that is not available. The only reason that all of these would be in place, and the freeway continues, is because of graft. Is this wrong? Is this slanderous? Don't care. Much more is at stake than someone's face-saving CYA shuffle because of some payoff. The freeway expansion is grim, the freeway expansion is not wanted by ANY citizens of the state, and the freeway expansion will destroy our environment. Take your bribes, your freeway expansion is killing your children. Quite a trade.  |   |
| 2019 0331 Sean Crowe           | Sean Crowe      | General Public   | Strong evidence suggests that increasing road capacity causes a commensurate increase in traffic, negating the effects of the expansion. Do not expand the I-5. Spend the money on biking and public transit. There is still a lot of work to be done on the city's bike infrastructure.   |   |
| 2019 0401 Sean Hellebusch      | Sean Hellebusch | No More Freeways | I feel this project is irresponsible and will only further our current issues. We should be putting out money in sustainable urban mobility, not additional lanes. Not to mention that this project has used statistics that involve the columbia river expansion that was squashed many years ago. That kind of misinformation is irresponsible. Please stop misinforming the public.   |   |
| 2019 0401 Sean Sean McClintock | Sean McClintock |                  | 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. |   |
| 2019 0331 Sean McDougal        | Sean McDougal   |                  | Please, it is vital to the well being of those of us who work and live in Portland and surrounding areas to improve the capacity of our infrastructure, currently strained under rapid increase in population and lack of real expansion in decades. The commutes in and around Portland are awful, and it is driving away employers and workers from the area. Don't buy in to the pipe dream that bad infrastructure will force people to use public transportation- that shows a complete lack of understanding of human nature and the existing behavioral evidence. Public transportation is a waste of resources that could better be spent on increasing the road capacity for drivers, since drivers are the ones already paying for it and deserve better infrastructure.-Sean  |   |
| 2019 0401 Sean Malone          | Sean Malone     | General Public   | Please find attached testimony for the I-5 Rose Quarter Draft Environmental Assessment. Please place the testimony and attachments into the record. Please respond and indicate that testimony and attachments have been received and placed into the record. I have also had the vast majority of my attachments submitted physically on a thumb drive by Chris Smith. The file located on the thumb drive is labeled "SM." Thank you, Sean Malone Attorney at Law  | Attachments: Malone to ODOT re I5 Rose Quarter 4.1.19.pdf CityLab University- Induced Demand.pdf The Science is Clear - More Highways Equals More Traffic.pdf What's Up With That_ Building Bigger Roads Actually Makes Traffic Worse _ |

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|                           |                 |                  |   | WIRED.pdf                |
| 2019 0402 Sean Rea        | Sean Rea        | General Public   | I am a resident of the Boise-Eliot neighborhood and remain steadfastly opposed to this project. This project will only bring more pollution and congestion to the area and I have a hard time finding the benefit in that. Alternatives, such as demand pricing, should be fully researched and tested before committing this project. It is also clear that ODOT has mismanaged the project and been lazy at best and outright dishonest at worst when it comes to discussing the traffic projections. Based on that alone, I strongly believe that a full environmental impact statement needs to be conducted before this project proceeds any further. We need to know the effect such an undertaking will have on all road users -- such as transit users, pedestrians, and cyclists -- not just motorists. Sincerely, Sean Rea  |                          |
| 2019 0401 Sean Sendelbach | Sean Sendelbach | No More Freeways | This project will have minimal impact on Portland's congestion woes (which are undeniably bad, and getting worse) or epidemic of traffic fatalities (ditto), despite ODOT's claims. Additionally, spending half a billion dollars on this freeway expansion has a significant opportunity cost on our ability to invest in transportation systems that actually support Portland's stated goals to lead on climate, provide cleaner air, support healthy communities, build infrastructure for affordable housing and invest resources equitably across the city.   |                          |
| 0000 0000 SeoVadmNG       | SeoVadmNG       | No More Freeways | Здравствуйте! Хочу предложить вам продвижение вашего сайта в поисковиках, методом наращивания ссылок. Чем больше ссылок будут ссылаться на ваш сайт, тем выше он будет в выдаче по вашим ключевым запросам. Для работы мне необходимо лишь ссылка на ваш сайт и ключевые слова, по которым вы продвигаетесь в поисковых системах. Если у вас установлена метрика, тем лучше, можно взять (скачать) оттуда ключи за последний месяц или квартал. Работа занимает примерно 2-3 недели, после которой вы получите рост позиций, доверие поисковиков, увеличение траста вашего сайта, посещаемость, более 1000 ссылок на ваш сайт с различных ресурсов. Стоимость – 9900 рублей. Заинтересовались? Пишите на Email: proхrum*@mail.ru (уберите звездочки *). Подробнее обсудим. С Уважением к вам, Вадим.  |                          |
| 2019 0219 Sergio Acena    | Sergio Acena    | No More Freeways | I'm a Portland resident and I oppose freeway expansion. Freeway expansion is a flawed idea, over and over cities find that widening freeways to reduce traffic just leads to more cars on the freeway and whatever gains made are lost. ODOT's own consultants found this. As climate change threatens our nation and community more and more ODOT needs to think about ways to make transportation easier for people in the Portland Metro without leading to an increase in carbon emissions. I don't own a car and so I rely on biking and public transit to get around, if the current plan goes forward and the Flint Avenue crossing goes away it makes the city harder for me to get around.<br><br>Thank you for reading my comment.  |                          |
| 2019 0312 Seth Alford     | Seth Alford     |                  | Hi, I'm Seth Alford. I from Raleigh Hills, which is in unincorporated Washington County. I've been living in the Portland area since 1984. I am opposed to the Rose Quarter freeway expansion. The point I want to emphasize is that if this project is approved, don't expect an extra lane in the freeway, and the covers, and the active transportation features to appear the next day. Instead there will be four to five years or longer of construction. Based on my past experience with ODOT bicycle detours and what ODOT does for bicycles, specifically with Scholls Ferry Road and 217 during the construction project, if this project is approved, despite what ODOT's representative said earlier, I expect the bicycle infrastructure will be demolished first and rebuilt last. Effectively during the construction period, bicycle transportation in this area will be cut off. Furthermore, during the construction there's going to be delays and lane closures and additional traffic problems created by the construction itself. That idling motor vehicle traffic during construction will further enhance the greenhouse gases that this project will produce. If the project is being justified as reducing greenhouse gases through better traffic throughput, you have to count that idling traffic during construction against that hypothetical improvement. A better low-cost solution would be decongestion pricing as you have heard. In the meantime, spend the money you were going to spend on this on local projects that fix bike lanes, especially on Barbur. Fix the Beaverton-Hilldale, Oleson-Scholls intersection. Again, again I'm opposed to the Rose Quarter freeway expansion. Thank you. |                          |
| 2019 0326 Seth D. Alford  | Seth D. Alford  |                  | At the hearing about the EA, we heard from an ODOT representative that they would provide bicycle detours around the project. I testified that based on my past experience with the ODOT project on Scholls Ferry Road at 217, we should expect that bicycle infrastructure during construction will be demolished first and rebuilt last. So, I expect bicycle transportation during most of the 4-5 years of construction of this project will effectively be cut off. I wasn't able to show this during the hearing, but I did make a video of what the construction at Scholls Ferry looked like. Here's a link: <a href="https://youtu.be/X5CXjrufAg8">https://youtu.be/X5CXjrufAg8</a> This is just one reason I am opposed to this project. Other reasons I'm opposed include those pointed out by others, such as promoting climate change, induced demand, and that demand tolling should be tried first.  |                          |
| 2019 0226 Seth Blum       | Seth Blum       | No More Freeways | As someone who lives, works, and drives near the Rose Quarter, I am very very strongly opposed to this idea. My family and I all suffer from severe allergies and asthma, which is directly affected by freeway pollution. I drive through the proposed freeway widening area every day, and though the traffic can be frustrating, there is no reason this expansion needs to happen. It wouldn't even solve the congestion problem, as overwhelming evidence demonstrates. It's an exercise in futility. It will have a negative effect on our city and the Earth. Please, please reconsider. Oregonians are ready for sustainable solutions, like  |                          |

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|                |                  |                  | congestion pricing. We dont want more car traffic. We want a future for our children, our city, and our planet.  |                          |
| 2019 0326      | Seth D. Alford   | No More Freeways | At the hearing about the EA, we heard from an ODOT representative that they would provide bicycle detours around the project.I testified that based on my past experience with the ODOT project on Scholls Ferry Road at 217, we should expect that bicycle infrastructure during construction will be demolished first and rebuilt last. So, I expect bicycle transportation during most of the 4-5 years of construction of this project will effectively be cut off. I wasn't able to show this during the hearing, but I did make a video of what the construction at Scholls Ferry looked like. Here's a link: <a href="https://youtu.be/X5CXjrufAg8">https://youtu.be/X5CXjrufAg8</a> This is just one reason I am opposed to this project. Other reasons I'm opposed include those pointed out by others, such as promoting climate change, induced demand, and that demand tolling should be tried first.  | URL for video is given   |
| 2019 0324      | Seth Pellegrino  |                  | 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. |                          |
| 2019 0401      | Seth Smigelski   | No More Freeways | I live on the edge of Portland & Milwaukie. Even as someone who mostly gets around by car, I oppose expanding the freeway. Take a trip to sunny southern California if you want to see how well enlarged freeways do at reducing congestion...ODOT is good at building freeways. It's what you know, but freeway expansion should be a last resort - only used if boosting other forms of environmentally-friendly transportation are somehow unsuccessful. This is a terrible way to spend money.If you really want to reduce congestion in PDX... how about untangling the traffic flow the east side of the Ross Island Bridge. Shouldn't there be a ramp onto I-405 instead of the bonkers street route?   |                          |
| 2019 0401      | shane.a.stricker | General Public   | I'm writing to remind you that it's 2019. Not 1960. We have learned that tearing up Portland with our highways was a costly mistake. Please stop putting money into it. Instead focus on the real reason people love living here: walking and biking safety and infrastructure.  |                          |
| 2019 0401      | Shannon Robalino | No More Freeways | I am strongly opposed to this freeway expansion. Time and time again, research evidence has shown that expanding freeways and building more roads does nothing to alleviate traffic congestion. It does, however, increase the number of cars on the road and pollution. At a time when we should be moving more people towards more sustainable forms of transportation to limit the climate crisis, building a freeway expansion is the wrong thing to do. The city knows this.  |                          |
| 2019 0331      | Shannon Sullivan | No More Freeways | Do not consider further construction or addition to the I-5 corridor. Consider further environmental impact studies, as well as implementation of congestion pricing. Further more, public transit affordability and wide-spread use (via fareless transit, perhaps?) should be considered and implemented before decimating the community and our shared environment with more roadways only for automobile vehicles.   |                          |
| 2019 0215      | Shara Alexander  | General Public   | To whom it may concern at ODOT,This project is primarily about adding freeway lanes. When you add freeway lanes you increase the number ofpeople driving on freeways, and that's a fact. You have only encouraged single vehicle miles. That you wouldsuggest that this project will reduce carbon emissions just tells me how far from reality you all are willing to stray. Truly you live in a world of make believe.Another hilarious spin on safety- adding speed to the freeway will increase safety and reduce deaths? The pedestrianoverpass money could be spent elsewhere. The pedestrians who died crossing the freeway were in a mentalhealth/drug and alcohol crisis. If you want to try to prevent those kinds of deaths, please invest in treatmentprograms, not freeway  |                          |

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|                              |               |   | lanes. So disappointed in your greenwashing of this nonsense. I'm not buying it, and neither are most Portlanders - hence we elected Jo Ann Hardesty. This is just about moving freeway drivers through faster so they can get to their outlying homes / Vancouver tax haven. These hundreds of millions could be spent elsewhere and actually improve human health. Thank you for the opportunity to comment,  |  |
| 2019 0329<br>Sharon Birrel   | Sharon Birrel | No More Freeways                                  | I am speaking out as a Portland native against the proposed I 5 freeway expansion in North Portland. Climate change is real and the biggest threat facing us at this time. I have observed the changes over time in this area including the effects of increased wildfires and drought. It is deeply troubling. We should be working towards sustainable non carbon emitting transportation options. Sustainable forms of alternative transportation and walkable, liveable neighborhoods should be the focus, not expanded LA style freeways. To accommodate more carbon emitting traffic is counterproductive in light of the undeniable climate science. As a native of this area I have always thought of Oregon and Portland in particular as leaders in environmental stewardship. As the city continues to grow we must keep environmental and human impact in the forefront especially when considering large impactful projects such as this. Adding freeway lanes that accommodate more carbon fueled vehicles, especially so close to a middle school, is simply not the answer. A full environmental impact study that addresses environmental and human impact of this project needs to be completed and the results be made available to the public before any action is taken by ODOT on this project. Thank you for the opportunity to comment on this proposed project. I sincerely hope you will take this opinion under consideration.   |  |
| 2019 0311<br>Sharon Miller   | Sharon Miller | No More Freeways                                  | Please do not implement decongestion pricing, as it disproportionately affects low income families. Working to reduce traffic in other ways seems advisable, by increasing public transportation options.   |  |
| 2019 0329<br>Sharon Miller   | Sharon Miller |   | NO SUBMITTAL  |  |
| 2019 0401<br>Sharon Nasset   | Sharon Nasset | Economic Transportation Alliance/Third Bridge Now | I Testified At The Oregon Transportation Commission March 21, 2019 Concerning How The Rose Quarter Environmental Assessment Process It is imperative that a Full Environmental Impact Statement be started immediately. The Environmental Assessment for the Rose Quarter, I-5 and I-84 area has been all outreach and NO REACH IN for the public. Divide and conquer. The very fact that the hearings and "informing briefings" have been on the news stations as contentious, overly crowded, with picketing, signage, speeches, and marches demanding our BASIC CIVIL RIGHTS for a Full Environmental Impact Statement I found it easier to drive to Salem and make my comments about the process in front of the Oregon Transportation Commission then to attend the "opportunities" and the way the citizen public comment process was being handled. I would like my video testimony to be added to the formal citizen comment for EA of the Rose Quarter. I testified at the Oregon Transportation Commission March 21, 2019 concerning how the Rose Quarter Environmental Assessment process and citizen comment on the EA that it has not been good and the project should not continue. The OTC link is below I spoke 22 minutes and 45 seconds <a href="https://www.youtube.com/watch?v=I1Ekb6-FQM&amp;t=1665s">https://www.youtube.com/watch?v=I1Ekb6-FQM&amp;t=1665s</a> The growing chorus of civic organizations, elected officials, neighborhood associations, business associations, and individual stating numerous significant environmental issues with the "proposal" plans the departments of transportation have cobbled together from several plans, years old, and studies that have never been through a thorough NEPA Process Environmental Impact Statement. Sharon Nasset Economic Transportation Alliance / Third Bridge Now 503.283.9585 Sharonnasset@aol.com  | 2019 0401 Sharon Nasset ATT1; 2019 0401 Sharon Nasset ATT2     |
| 2019 0401<br>Sharon Nasset 6 | Sharon Nasset |   | Please add to the formal citizen comment on the I-84 EA and need for Environmental Impact Statement Historic 4(f) Historic Resources: NOTE NO ATTACHMENT PROVIDED   | No attachment Provided   |
| 2019 0401<br>Sharon Nasset 5 | Sharon Nasset | Economic Transportation Alliance/Third Bridge Now | A Need For Study: Separate attempts to "study" the Environmental Assessment study boundaries over the decades are numerous pointing to the ABSOLUTE need for an Environmental Impact Statement on any project being considered to go forward. In the 1980s the Oregon and Washington Legislators came together and stated that the I-5 Freeway through Portland was over capacity for the volume, speed of a freeway, and was rated F on FHWA traffic flow charts. The I-5 freeway failed, even after the opening of the I-405 Freeway By-pass. This led to putting in metered ramps as a "temporary solution" sending additional freeway traffic overflow onto the surface level streets adjacent to the I-5 and I-84 freeways. The freeway Ramp Meters as a "temporary" solution started decades ago in the 1980s. Since then several committees, study groups, and plans have developed because of the numerous traffic volume problems in the area, stating the need for a comprehensive plan and a full EIS. After decades of redirecting traffic the majority of the surface level streets in the area have failed. Unable to handle traffic levels, pushed onto local neighborhood streets that are not equipped to for high capacity vehicle usage levels. In 2001 the I-5 Portland / Vancouver Transportation and Trade Partnership (I-5 Partnership) Environmental Impact Statement boundaries from I-5 and I-84 freeways in Portland to I-5 and I-205 in Vancouver WA was shortened to the Bridge Influence Area removing the area south of Columbia Blvd. through the Rose Quarter Area. Stating the complexity of the two areas was too great for one Environmental Impact Statement and recommendation to start a process for the Rose Quarter Area needed to be addressed separately. In 2006 the Columbia River Crossing Environmental Impact Statement boundaries from I-5 and I-84 freeways in Portland to I-5 and I-205 in Vancouver WA was shortened to the Bridge Influence Area removing the area south of Columbia Blvd. through the Rose Quarter Area. Stating the complexity of the two areas was too great for one Environmental Impact | 2019 0401 Sharon Nasset 5 ATT1; 2019 0401 Sharon Nasset 5 ATT2 |

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|                             |                   |  | Statement and recommendation to start an EIS process for the Rose Quarter Area needed to be addressed separately. *See Clark County Board of Commissioner December 18, 2006 2010-2012 I-5 Broadway/ Weilder Facility Plan North/ Northeast Quadrant Plan And other neighborhood plans At least 70 alternatives mostly likely components where recognized by this Environmental Assessment Separate attempts to study the Environmental Assessment study boundaries over the decades are numerous pointing to the absolute need for an Environmental Impact Statement on any project being considered to go forward. The challenges in this one small area demand A Full Environmental Impact Statement The NEPA process states the need for an Environmental Impact Statement When significant Environmental effects MAY OR Will occur The confluence of commerce, transportation, event centers, shopping center, restaurants galore, and vibrant residential neighborhoods, schools, parks, old and new homes, justify a full EIS -- All of the below complexes, transportation infrastructure, PLUS schools, parks, historical structures, and residents are inside the Environmental Assessment Area and directly adjacent. No major plan that encompasses these high traffic needs of these complexes has been done. This area of North and Northeast Portland has regional, national, international, and local traffic plus being the area of the I-5 freeway system with the largest amount of accidents, congestion and pollution in the entire state. The pollution and noise levels in the area exceed national health requirements. The start of the I-84 Interstate Freeway to the interior of the United State and crossing the country is a tremendous economic benefit. This part of our neighborhood has the two Interstate Freeways I-5 and I-84 it also HOST : The I-405 freeway Fremont Bridge and ramps The Emanuel Hospital complex covering several blocks, once a residential neighborhood The Lloyd Center first mall in America, once a residential neighborhood The Veteran's Memorial Coliseum complex, once a residential neighborhood The Rose Quarter complex and parking lots, once a residential neighborhood The Oregon Convention Center complex, once a residential neighborhood The federal government 911 building complex, once a residential neighborhood With these large complexes Approximately 5 large hotels with parking lots and several tall apartment complexes evolved. Construction of light rail and streetcar systems. -- All of the above complexes, transportation infrastructure, PLUS schools, parks, historical structures, and residents are inside the Environmental Assessment Area. No major plan that encompasses these high traffic needs of these complexes has been done. A comprehensive Environmental Impact Statement is necessary. It is Wrong to make our community BEG for our civil rights to an Environmental Impact Statement. We are the ones to decide what is significant to us and significant enough to have a full Environmental Impact Statement done. To know what will be done to us, our children, schools, parks, and the effects! Basic Human Rights respect us. Attached Clark County Board of Commissioner letter dated Dec 2006 FHWA Citizen Guide to the NEPA process NEPA Process Chart showing EIS necessary if there May or Will Occur Sharon Nasset Economic Transportation Alliance / Third Bridge Now 503.283.9585 Sharonnasset@aol.com |  |
| 2019 0401 Sharon Nasset 2   | Sharon Nasset     |  | Significant interest in the Environmental Assessment clearly states the imperative need for a full Environmental Impact Statement to take place immediately.  | 2019 0401 Sharon Nasset 2 ATT  |
| 2019 0401 Sharon Nasset 3   | Sharon Nasset     |  | Please add to the formal citizen comment on the I-84 Environmental Impact Statement A-1   | 2019 0401 Sharon Nasset 3 ATT1; 2019 0401 Sharon Nasset 3 ATT2; 2019 0401 Sharon Nasset 3 ATT3 |
| 2019 0401 Sharon Nasset 4   | Sharon Nasset     |  | Please add to the formal citizen comment on the I-84 Environmental Impact Statement A-2   | 2019 0401 Sharon Nasset 4 ATT1; 2019 0401 Sharon Nasset 4 ATT 2                                |
| 2019 0401 Sharon Nasset 7   | Sharon Nasset     | General Public   | Please add to the formal citizen comment on the I-84 Environmental Impact Statement A-3   | 2019 0402 Sharon Nasset 7 ATT  |
| 2019 0327 Shawn Fleek et al | Shawn Fleek et al | OPAL - Environmental Justice Oregon; Neighbors for Clean Air; 350PDX | I-5 Rose Quarter Freeway Expansion Letter - Public Comment. <<Submitted by NMF>> Please find attached an op-ed published in BikePortland.org co-authored by representatives from OPAL - Environmental Justice Oregon, Neighbors for Clean Air, and 350PDX. We wish to submit this to the record for public comment in opposition to ODOT's proposal to widen the Rose Quarter Freeway. A Year of Bad Headlines for Freeway Expansion: Public Comment on ODOT's Rose Quarter Freeway Expansion Project (A slightly modified version of this letter was originally published as an Op-Ed in BikePortland.org on February 18, 2019. <<Footnote 1>> We are eager to submit this for the public record on the ODOT Rose Quarter Freeway Expansion project). In 2017, the nascent No More Freeways coalition published an editorial in The Oregonian asking elected officials for an honest reassessment of the Oregon Department of Transportation (ODOT)'s plans to spend hundreds of millions of dollars to expand the Rose Quarter Freeway in North Portland. <<Footnote 2>> Since then, headlines over the last eighteen months have only confirmed that this is a gravely misguided project. Last March, the Portland Mercury reported ODOT's own consultants concluded the Rose Quarter freeway expansion wouldn't have any discernible impact on congestion. <<Footnote 3>> This finding  | 2019 0327 Shawn Fleek et al ATT  |

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|                          |             |                | <p>may be counterintuitive, but it is a textbook example of the concept of "induced demand," a phrase transportation planners use to describe the phenomenon in which more lanes of freeways only lead to more eager motorists electing to drive. The Mercury also reported that, despite requests from advocates and elected officials, ODOT has refused to study whether decongestion pricing initiatives could solve the corridor's gridlock by itself, without wasting hundreds of millions on a widening project that does nothing to reduce congestion. Secondly - as a result of induced demand, our community will suffer from worse air quality and pollution. In May, Willamette Week detailed the alarmingly poor air quality at Harriet Tubman Middle School. &lt;&lt;Footnote 4&gt;&gt; Researchers suggested students should avoid outdoor recess, and yet ODOT plans to literally expand 1-5 into the backyard of the newly-reopened school. The latest studies on air pollution are grim - poor air quality is linked to lung disease, poor student performance, &lt;&lt;Footnote 5&gt;&gt; heart disease, dementia &lt;&lt;Footnote 6&gt;&gt; and diabetes. &lt;&lt;Footnote 7&gt;&gt; ODOT speaks to the importance of healing the Albina neighborhood's scars from urban renewal, but it is impossible to heal these scars by further polluting air near children's classrooms. Speaking of public health, ODOT has tried to sell the freeway widening as a safety project. But last October, Willamette Week punctured these phony claims, concluding that the stretch of freeway in question hasn't seen a traffic fatality in over a decade. &lt;&lt;Footnote 8&gt;&gt; Meanwhile, ODOT's regional arterials remain shockingly dangerous and deadly. Finally, squandering half a billion dollars widening a mile of freeway is an egregious form of reckless climate denialism. We've all felt the unease that permeates our communities when our neighborhoods are cloaked with the wildfire smoke that has draped itself through the Willamette Valley three of the past four summers. October's IPCC report warned that phasing out fossil fuels in eleven years was essential to avoiding the destruction of society as we know it. Last month's reporting by The Oregonian suggests that even with passage of pending carbon legislation, Oregon won't hit carbon reduction targets without fundamentally reducing emissions from private automobiles. &lt;&lt;Footnote 9&gt;&gt; It is frustrating to watch self-proclaimed environmentalists in City Hall and Salem champion freeway expansion when 40% of Oregon's carbon emissions come from transportation. The hurricanes, fires and floods are only growing stronger. Expansion of this freeway represents a complicit willingness to ignore Oregon's responsibility to future generations and the planet. Future headlines will only make it more self-evident that spending billions on freeway expansions across the region is a wholly inappropriate use of taxpayer dollars given the daunting challenges Oregon faces. We encourage Oregonians committed to cost-effective governance, our children's lungs and the planet our children will inherit to join us in asking ODOT to conduct a more thorough Environmental Impact Statement that more rigorously studies the significant impacts this project will have on our community. FOOTNOTES: 1 This op-ed is available online at <a href="https://bikeportland.org/2019/02/18/guest-opinion-a-year-of-bad-headlines-for-freeway-expansion-295697">https://bikeportland.org/2019/02/18/guest-opinion-a-year-of-bad-headlines-for-freeway-expansion-295697</a>. 2 "Portland leaders have a choice: increased congestion or courageous leadership (Guest opinion)" The Oregonian: <a href="https://www.oregonlive.com/opinion/2017/09/portland_leaders_have_a_choice.html">https://www.oregonlive.com/opinion/2017/09/portland_leaders_have_a_choice.html</a> 3 "A New Report Shows Highway Widening Won't Solve Portland's Congestion Woes" Portland Mercury: <a href="https://www.portlandmercury.com/news/2018/03/07/19724128/a-new-report-shows-highway-widening-wont-solve-portlands-congestion-woes">https://www.portlandmercury.com/news/2018/03/07/19724128/a-new-report-shows-highway-widening-wont-solve-portlands-congestion-woes</a> 4 "A Middle School Prized by Portland's Black Community Would See Its Poor Air Quality Worsen With a Rose Quarter Highway Expansion" Willamette Week: <a href="https://www.wweek.com/news/2018/07/04/a-middle-school-prized-by-portlands-black-community-would-see-its-poor-air-quality-worsen-with-a-rose-quarter-highway-expansion/5">https://www.wweek.com/news/2018/07/04/a-middle-school-prized-by-portlands-black-community-would-see-its-poor-air-quality-worsen-with-a-rose-quarter-highway-expansion/5</a> "How Car Pollution Hurts Kids' Performance in School" CityLab: <a href="https://www.citylab.com/environment/2019/02/air-pollution-kids-health-data-school-academic-test-scores/581929/">https://www.citylab.com/environment/2019/02/air-pollution-kids-health-data-school-academic-test-scores/581929/</a> 6 "Researchers warn a common air pollutant is a driver of dementia, even at levels below current EPA standards" Washington Post: <a href="https://www.washingtonpost.com/business/2018/09/05/researchers-warn-that-common-air-pollutant-is-driver-dementia-even-levels-below-current-epa-standards/?hpid=hp_hp-top-table-main-air-pollution%3A-researchers-warn-common-air-pollutant-is-driver-dementia-even-levels-below-current-epa-standards%3Ahomepage%2Ft%3A-air-pollution&amp;utm_term=.341e73c33e2e7">https://www.washingtonpost.com/business/2018/09/05/researchers-warn-that-common-air-pollutant-is-driver-dementia-even-levels-below-current-epa-standards/?hpid=hp_hp-top-table-main-air-pollution%3A-researchers-warn-common-air-pollutant-is-driver-dementia-even-levels-below-current-epa-standards%3Ahomepage%2Ft%3A-air-pollution&amp;utm_term=.341e73c33e2e7</a> 7 "A Frightening New Reason to Worry About Air Pollution" The Atlantic: <a href="https://www.theatlantic.com/health/archive/2018/07/a-frightening-new-reason-to-worry-about-air-pollution/564428/">https://www.theatlantic.com/health/archive/2018/07/a-frightening-new-reason-to-worry-about-air-pollution/564428/</a> 8 "State Officials Say I-5 in the Rose Quarter Poses a Deadly Danger. Police Reports Undercut That Claim." Willamette Week: <a href="https://www.wweek.com/news/city/2017/10/11/state-officials-say-i-5-in-the-rose-quarter-poses-a-deadly-danger-police-reports-undercut-that-claim/">https://www.wweek.com/news/city/2017/10/11/state-officials-say-i-5-in-the-rose-quarter-poses-a-deadly-danger-police-reports-undercut-that-claim/</a> 9 "With emissions on the rise, Oregon falls well short of greenhouse gas reduction goals" The Oregonian. <a href="https://www.oregonlive.com/politics/2018/12/with-emissions-on-the-rise-ore.html">https://www.oregonlive.com/politics/2018/12/with-emissions-on-the-rise-ore.html</a></p> |                          |
| 2019 0327<br>Shelby Ness | Shelby Ness | General Public | <p>Hello, I am writing to express my opinion regarding the I5 expansion. I think the expansion of the I5 Rose Quarter corridor is exactly opposite of what this city needs and pretends to be about. Portland is supposed to be a green, forward thinking city working towards reducing climate change, yet expanding the highway corridor to give cars the advantage, while leaving buses in the dust and climate change causing pollution is in contrary to this. Portland needs to focus on ways to get more people taking public transportation and out of single occupancy vehicles. As this city grows, the citizens do not want to see it grow into a Seattle or LA. We do not want to see bumper to bumper traffic, or congestion and rush hour traffic. To best avoid this, we need to prioritize buses. When the city prioritizes buses, the citizens prioritize the bus. If a bus is sitting in the same traffic that single occupancy vehicles are sitting in and going no where, people will continue to drive. When a bus is zooming by single occupancy vehicles and those drivers see bus riders arriving to work faster than those sitting in their cars, they will get out of their cars and take the bus. In order for this to happen, Portland needs to spend the money that is allocated for the highway expansion on dedicated bus lanes. It is simple really. Reducing climate change and reducing the dependency on single occupancy vehicles should be the top priority of the city and dedicated bus lanes are a sure fire way to do this. Put your money where your "green" mouth is Portland.</p>   |                          |

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|                                 |                    |                  | Step up and prioritize the bus and reducing single occupancy vehicle use by prioritizing public transportation. Thank you, Shelby Ness   |                           |
| 2019 0329<br>Shelby Schroeder   | Shelby Schroeder   | No More Freeways | I think that planning for the I-5 expansion at Rose Quarter should be halted based on the lack of transparency ODOT has provided; the known environmental impacts of highway expansion; the proof that expansions don't curb congestion; and because planned congestion pricing may achieve the intended results. Most importantly, ODOTs secretive inflation of congestion figures by presupposing a 12-lane Columbia River Crossing is a violation of ethics, and calls into question why ODOT is pushing so hard for this project.  |                           |
| 2019 0325<br>Shelby Simmons     | Shelby Simmons     | No More Freeways | I say no to the freeway expansion. What we should be expanding is public transit options, more bike and pedestrian lanes. Why add more pollution anyway? Portland and Oregon can do better.  |                           |
| 2019 0401<br>Shelley Allan-Cole | Shelley Allan-Cole | No More Freeways | I urge you to put this freeway widening project on hold and examine other solutions to congestion. I believe that this will make congestion worse. We need to be looking at climate sensitive solutions.<br>I am also concerned that the project will cost a great deal more than what you propose. We will also negatively impact neighborhoods, schools, and traffic during construction.<br>I don't see this project as a step toward improving transportation in Portland or in Oregon in general.<br>Please halt this widening project now, give more time for input and take a 21st century point of view to solve traffic congestion.<br>Thanks for listening,  |                           |
| 2019 0227<br>Sherry             | Sherry             | No More Freeways | What happened to Oregon progressive GREEN thinking?? Why do humans have to destroy environment for its own selfish reasons- better driving?? Hello, put a train on the internet; make people pay huge driving fees- THINK of something other than making our carbon footprint bigger- what happened to OREGON, my OREGON- is it only Californians now who control our vision of a NEW GREEN WORLD? STOP now, why is it that we have to accomodate everyone that wants to move here- so you and your friends can line their pockets? That what it seems like as NO thought is being given to the rights of animals, trees and the environs of Portland. SHAME ON YOU.   |                           |
| 2019 0402<br>Sherry Bohannon    | Sherry Bohannon    | No More Freeways | What city do I live in? I thought it was PORTLAND. The Portland I helped build believed in things like GREEN spaces; reduction of toxic substances into the air, water or earth; no I-5 bridge without planning for mass transit; growth boundaries. Where am I now? I can not believe you would consider this expansion. Is all of California now in key positions in the Oregon system that once fiercely cared for our beautiful state? Really, people will come so we must build and expand? Only those who are solely concerned with profits are in power it seems. This is not the city that I helped build, disaster awaits for the generations that follow- I thought we had a plan to keep the greedy and the gas guzzling out of Oregon for generations to come- that spirit has died and California has arrived to destroy our state just like they did their state. You who would make such a decision as expanding the freeway will not have a different legacy- we came, we destroyed, we didn't think, we just reacted. |                           |
| 2019 0329<br>Sherry Salomon     | Sherry Salomon     | No More Freeways | We do not need the freeway expanded. We need to find solutions that are environmentally sensitive and do not destroy the air we breathe and destroy our quality of life.<br>Expansions, at best, are temporary. Soon we will need more and more expansions leading to the destruction of our lives and the environment.  |                           |
| 2019 0329<br>Shika Kimura       | Shika Kimura       |                  | Please invest in public transportation and the MAX. Express service and stops would be an obvious choice. Also instead of freeway expansion, please improve current infrastructure.  |                           |
| 2019 0329<br>Shirley Gibbons    | Shirley Gibbons    | No More Freeways | Build a road and cars will come. I gave up my car and driving several years ago. This is not an option for everyone, but I see nearly every car with only the driver..no passengers. Trimet provides excellent service almost 24 hours a day. Try it! You might like it. Let someone else drive.<br>I am a very senior citizen. Lifelong Portlander. Most folks my age should have given up the right to drive long before. Remember that owning a car and driving are precious privileges, not rights.  |                           |
| 2019 0401<br>Simone Crowe       | Simone Crowe       | General Public   | To Whom It May Concern, I am very concerned about the proposal to widen I-5 in Portland, please do NOT spend \$500 million on a project that will contribute to climate change, degrade public transit and hurt our public spaces. We know that widening this freeway will do nothing for traffic congestion in the long run. It will only induce demand and set our city's traffic problem back. It will only mean more air pollution in the Rose Quarter. Instead, let's invest this money in bike lanes, public transportation, or even closing roads. At the very least, invest it in updates to east Portland roads. From equity, climate change and transportation perspectives, this freeway expansion is a bad idea. I urge ODOT to conduct an EIS.  |                           |
| 2019 0330<br>Sohpia Cain        | Sophia Cain        | No More Freeways | Please don't expand the freeway! We already have some of the worst air pollution and this will just make it worse. What we need is better public transit options and safer biking routes to get cars off the road. Please don't disrupt our city traffic with this unneeded expansion. It will be a massive waste of money and it won't fix the problem. Look at the research!   |                           |
| 2019 0307<br>Soren Impey        | Soren Impey        |                  | The claims that this project will significantly enhance multimodal service are not credible. The project eliminates a high quality ped/bike-friendly bridge (Flint) and replaces it with a steep and less accessible crossing. The bike improvements on Williams and Vancouver also seem minimal. Why no   | I5RQ Open House Completed |

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|                               |                  |                  | <p>improvements on Broadway and Wiedler?</p> <p>The analysis of air toxics and 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 motor vehicle use, and increase the stress and harm to Portlanders living in this area of NE Portland. Please reconsider this terrible project.</p>   | Comments_03072019_File 4 |
| 2019 0402<br>Soren Impey      | Soren Impey      | General Public   | <p>The City of Portland and the metro region have committed to reducing greenhouse gas (GHG) emissions by 80% by 2050. Oregon has also committed to a 75% reduction in emissions by 2050. Because transportation represents ~40% of emissions in Oregon and Portland, ODOT's proposal to expand the I5 freeway near the Rose Quarter makes a mockery of these goals. The principle of "induced demand" has been repeatedly replicated and indicates that this highway expansion would stimulate increased driving and increased vehicle emissions (<a href="https://www.citylab.com/transportation/2018/09/citylab-university-induced-demand/569455/">https://www.citylab.com/transportation/2018/09/citylab-university-induced-demand/569455/</a>). Thus, ODOT's proposal to build two additional highway lanes is a form of dangerous and quixotic climate change denial. Moreover, the transportation modeling conducted in ODOT's EA is not credible at all. Instead of using Portland and the metro region's transportation and climate action plans as the basis for modeling, ODOT concocted a model where all infrastructure, including the canceled CRC, would be built and utilized. This is absurd and patently in bad faith! The city of Portland has seen significant reduction in vehicle miles traveled since the 1990s and its stated goal is to reduce VMT by over 60% by 2050 (<a href="https://www.portlandoregon.gov/bps/article/531984">https://www.portlandoregon.gov/bps/article/531984</a>). It is deeply insulting to Portland residents for ODOT to fabricate a model that ignores past trends and shamelessly dismisses the City's own transportation planning. The planned improvements in public space and active transportation infrastructure are also "shams". For example, the loss of the Flint Avenue bridge – a direct and heavily used connection – and its replacement with a kafkaesque facility with an unusable ~10% grade is horrifying. The freeway caps are nothing more than left-over construction equipment that are unusable as buildable space and make virtually no effort to connect with the existing streetscape. And many of the other "alleged" cycling and pedestrian improvements on surface streets completely fail to mitigate the risk of crossing multiple lanes of fast moving traffic. Adding additional lanes is not compatible with the city's stated goal of encouraging multimodal traffic and discouraging driving. I urge ODOT to cancel this ill-considered, unneeded, and overly expensive freeway expansion. This revenue must be used for transportation projects, such as light rail, that genuinely take into account the region's transportation needs and a more sustainable future. Sincerely, Soren Impey</p> |                          |
| 2019 0306 Sorin Garber        | Sorin Garber     | General Public   | <p>I'm having difficulty finding the Transit Technical Report which is referenced in the ERA. The New and Library tab has a link to Environmental Technical Reports and below that is a link to Transit - Appendix A. The material in that link are descriptions of figures. I'm looking for the detail that supports the analysis of transit operations described on pages 68 and 69 of the EA. I left a voice mail this afternoon with the same request. Thank you. Sorin Garber</p>   |                          |
| 2019 0330<br>Spencer Alan     | Spencer Alan     | No More Freeways | <p>I am a resident of Portland and I oppose the Rose Quarter expansion project. It is hard for me to think that my typed words here will have any impact on the outcome of this discussion. There are far more learned folks than me who also oppose this project but who know and have studied induced demand, congestion pricing, environmental impacts, and climate change. I am afraid that the cacophony of voices in opposition, growing louder and more pained, will be ignored. I wish I knew the magic combination of words, the correct things to write, that would change the minds of the people who can pull the plug. We, collectively, have the power to build the society we want to live in. I may not know the magic words to stop this project but maybe I can paint a picture of what the society I want to live in looks like to me. I want to walk around my neighborhood unafraid of being stuck and killed by a motor vehicle. I want to bike to work unafraid of being struck and killed by a motor vehicle. I want to sit outside and breathe unpolluted air. I want to walk along the Willamette river to the sounds of birds and water, not cars and trucks. I want open plazas, cafes with ample room for outdoor seating reclaimed from streets, pavement turned to grass and trees. I want enforced lower speed limits, fewer streets dedicated to vehicle traffic, dedicated bus lanes, expansive light rail. I want a government that sees the insanity in expanding a freeway that would never suggest such a thing in the first place. I am a resident of Portland and I oppose the Rose Quarter expansion project. Please, do not do this.</p>   |                          |
| 2019 0326<br>Spencer Bushnell | Spencer Bushnell | No More Freeways | <p>Hello-I am writing to express my dismay at the proposed highway expansion in the Rose Quarter. I am firmly opposed to enabling more induced demand. Expansion will induce demand and further cement (literally) our city, region, and country in an archaic transportation system. More needs to be done to combat climate change and enabling more vehicles to travel burns more CO2 and creates more climate change. We need to implement congestion pricing now prior to any expansion. In addition, removal of the Flint Avenue bridge makes absolutely no sense whatsoever. Countless pours of concrete went into that along with vast amounts of CO2. Why don't we continue to use that as a facility? Furthermore, any project in this area should enable re-knitting the street grid and allow building high density buildings on top of the Rose Quarter road sections so that we do not waste more valuable urban land space on SOV's. Any road project must allow rapid mass capacity transit as well. It does no good to have a bus sitting in traffic. Please perform the Environmental Assessment / EIS as dictated by current law. This is a boondoggle that will instantly be filled with greater volumes of traffic ( just like the LA freeway</p>   |                          |

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|                            |               |                  | expansion years back). Thank you   |                               |
| 2019 0320<br>Spencer Kroll | Spencer Kroll |                  | 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.  |                               |
| 2019 0401 Staci<br>Monroe  | Staci Monroe  | CoP BDS          | On behalf of the Portland Design Commission, we want to thank you for the excellent briefing on March 7, 2019. We also commend you for your continuing work with community members and other stakeholders through the alternatives analysis to-date. It's important that this project accomplish the community urban design goals as identified in the project vision. Below is a summary of our concerns and recommendations to you as you proceed into the next phase:1. Overall urban design: From our perspective the potential to re-connect and rebuild the community that was lost is paramount. Therefore, the design of the infrastructure is critical and should support these efforts.2. Pedestrian/Bicycle Features: We commend the effort to improve pedestrian and bicycle connections through this area, but we do note a few areas of concern:---Some of the intersection corner radii appear very driven by large vehicle turning criteria and not pedestrian safety. On the preliminary plans, these features seem to coincide with unusually wide pedestrian crossings. Higher potential turning speeds and less pedestrian queueing area could lead to a place that does not encourage walking or a safe walking environment. This project should embody more of PBOT'S urban street standards that have evolved to accommodate multimodal mobility.--- Street design should employ current best practices used by PBOT in existing street re-design and new street design projects throughout the city. Highway geometric design should not encroach into the surface streets of this project. 3. Highway Covers: The concept of covering over a trenched highway to re-connect urban districts is a strong idea and critical to re-establishing a viable neighborhood structure. However, the cover configuration as currently show is flawed in several ways:--- Fragmented, staggered lid shapes due to structural span or ventilation constraints (or other?) are not valuable or useable as open space and are not sized or shaped to accommodate new air rights buildings. The way to re-establish continuity of street level experience from east of I-5 to west of I-5 is to provide continuous public sidewalks and commercial uses at street level. We are at a point in Central City Portland where new fragments of landscape open space that are not programmed with activities, don't have an adjacent active use that spills out to occupy, don't have visual cues as to ownership of the space, and don't have a robust management and maintenance program are more liability than asset. Un-housed citizens, substance abuse victims, and a lack of mental health services all produce a population that seeks out unclaimed fragments of public space to set up temporary living. That outcome is not going to advance the re-connecting and re-birth of Lower Albina Neighborhood. Central Open Space: the proposed one-block park space shown in the concept simulations is potentially ill-conceived. Active ground floor uses in future buildings are across very busy traffic streets and essentially cut off from activating the proposed park. Passive activities like strolling, sitting, small gatherings, eating lunch, etc., will all be subject to significant noise impacts of both the surrounding surface streets, highway entrances and exits, and the mainline freeway itself. The covers as illustrated aren't extensive or continuous enough to provide effective noise mitigation. An active building use like offices with ground floor retail or common rooms would seem to have a higher chance of providing continuity at this critical block. The project team should look further into structural capacity for a low-rise commercial building here. 4. Noise Barriers: We have a concern about the possibility of noise barriers against sections along the east edge of the freeway as planned. In the effort to re-connect a fragment of an original neighborhood to a larger, intact adjacent district, physical and visual continuity are important. Buildings with active ground floor space, adequate sidewalks, street trees and amenities all contribute to a continuous experience. However, visual continuity of neighborhood on either side of I-5 is also important. More detail is needed, but it should be noted that noise walls are typically 10-12' tall and made of dense material like concrete to provide noise mitigation. These will isolate the two sides of the neighborhood, to their detriment. Consider transparent noise barriers or other alternative configurations that don't cut off views between areas.The Commission's feedback is based on the Central City Fundamental Design Guidelines, the approval criteria that applies to most of the project area. Specifically:A3: Respect the Portland Block StructuresA5: Enhance, Embellish & Identify AreasA7: Establish and Maintain a Sense of Urban EnclosureA8: Contribute to a Vibrant StreetscapeB1: Reinforce and Enhance the Pedestrian SystemB2: Protect the PedestrianB3: Bridge Pedestrian ObstaclesB4: Provide Stopping and Viewing PlacesB5: Make Plazas, Parks & Open Space SuccessfulC1: Enhance View OpportunitiesC4: Complement the Context of Existing BuildingsC5: Design for CoherencyC7: Design Corners that Build Active Intersections We encourage to continue the dialogue with all stakeholders as you move into the project's next phase. We look forward to our next briefing with the project team during the public urban design phase planned for Spring of this year. As mentioned in the briefing, a Design Commissioner may be available to be on urban design panel. Please reach out when this panel is being formed. | 2019 0401 Staci Monroe<br>ATT |
| 2019 0330<br>Steph Gaines  | Steph Gaines  | No More Freeways | Freeway expansion will not solve congestion. The facts support this. Portland should be leading environmental initiatives and coming up with smarter ways to solve traffic issues.   |                               |

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| 2019 0401<br>Stephan Leger     | Stephan Leger     | No More Freeways | I am writing to express my strong opposition to the proposed Rose Quarter I-5 freeway expansion. There are many deeply problematic issues with the project, but some of the most important ones are: racial inequity, environmental pollution, ineffectiveness in terms of reducing congestion, and wasting/misusing our public funds. I will elaborate on each of these reasons below.- Racial Inequity: I-5 runs alongside the historically black community of Albina, and its emissions disproportionately impact people of color. This particularly impacts the Harriet Tubman Middle School, which sits right next to the freeway. Rukaiyah Adams of the Albina Vision Trust has sent a letter requesting a full Environmental Impact Statement for the project.- Environmental Impact: Research has shown that freeway expansion projects like this one, increase traffic and, therefore, emissions as well. Transportation accounts for 40% of Oregon's climate emissions. We need to decrease these emissions, not increase them, and this project is a major step in the wrong direction in this regard.- Ineffectiveness: The project goal is to decrease congestion, but because expansions have been shown to increase the number of cars on the road, they don't actually improve congestion. - Misuse of Public Funds: The project is projected to cost \$500,000,000 and it would likely go over budget and cost even more. There are so many useful projects that could be done with that money (things like adding sidewalks to historically under-served neighborhoods in East Portland or expanding our buses and other forms of public transit) rather than on harmful and counterproductive projects like this one.  |                          |
| 2019 0325<br>Stephan Morris    | Stephan Morris    | No More Freeways | The last thing we need is more freeways. Put the money into transit and active transportation.  |                          |
| 2019 0326<br>Stephanie Byrd    | Stephanie Byrd    |                  | Please do not expand any more freeways until we improve our existing infrastructure to make it safer, healthier, and easier for Portlanders to get around our city. What a waste of money when it has been proven over and over that widening freeways only worsens traffic, increases pollution, and encourages the kind of development patterns that weaken our cities. Please implement decongestion pricing to reduce congestion and create revenue for maintaining our current infrastructure. If you aren't willing to at least try this first, I have a hard time believing you have the best interests of regular Portlanders in mind.  |                          |
| 2019 0401<br>Stephanie Byrd    | Stephanie Byrd    | No               | Please don't go ahead with this project. I drive my car often in Portland and would love to get rid of it, but auto travel is subsidized to such an extent (via zoning regulations, building codes, parking subsidies, tax code, and many other ways) that transit and active transportation can't compete. Please invest in making it safe and easy to walk, bike, and ride transit instead of adding to the mess that cars are making of our city. Why are there still places it is impossible to walk to but possible to drive a car to? Let's take care of that problem first.  |                          |
| 2019 0523<br>Stephanie Jarem   | Stephanie Jarem   |                  | 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.   |                          |
| 2019 0306<br>Stephanie Noll    | Stephanie Noll    |                  | I'm writing to express my concern about the environmental impacts of a Rose Quarter Freeway Expansion. I am a resident of North Portland, living just a few blocks from I5. I cross over the highway daily to bike my children to our neighborhood school, Beach Elementary, and I too have spent my share of time in stopped or slow-moving traffic on I5 on my frequent commutes to Salem. My family breathes the polluted air of traffic idling on I5 on a daily basis. Investing in expanding the interstate bottleneck at the Rose Quarter is not a reasonable solution to congestion, especially when regarding the cost of the project. Expanding freeway capacity will only expand drive alone trips and associated emissions. If we are serious as a region about reducing congestion and carbon emissions, we should instead invest on the same scale in increasing transit capacity and bike and pedestrian infrastructure. I live only 5 miles from downtown Vancouver, yet have no reasonably direct option for getting across the river except by personal vehicle. (I find the current bike facilities on the Interstate bridge terrifying.) I have great transit options for getting to downtown Portland and use them frequently, but our transit system is inadequate for traveling efficiently on the regional scale. My family bikes daily for neighborhood trips, and would bike much farther, but there are huge gaps in our regional trail and bike/ped network. Investing \$500 million instead in light rail, enhanced transit lanes, and off-street or protected bike and pedestrian infrastructure would be far more transformative for our region and our daily commutes. We will not meet our climate smart or freight mobility goals by investing this sum in a 1.5 mile freeway project. There are much better solutions to the problem we're trying to solve than freeway expansion. Sincerely, |                          |
| 2019 0303<br>Stephen Bachhuber | Stephen Bachhuber | No More Freeways | I strongly, vehemently oppose the freeway expansion proposed for the Rose Quarter area of Portland. It is an ineffective way to spend taxpayer money when ODOT's own calculations report that congestion will return again by 2027. It is a waste when \$500 million could be spent to improve transportation in so many other ways. It ignores the urgency of climate change and the need to act swiftly and decisively to terminate all new fossil-fuel infrastructure, which includes freeway expansion. Finally, it is poisoning us. Diesel and gasoline exhaust contain extremely hazardous substances directly linked to deteriorating health and higher death rates. I live in an area of high fine-particulate contamination- the Brooklyn neighborhood sandwiched between Highway 26 and Highway 99. I personally suffer from the effects of bad air, and I worry about the effects on my children and grandchildren. I don't wish this problem on   |                          |

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|                             |                |                  | anyone, especially the children of Tubman Middle School and the people of North Portland. All of us can't just sell out and move to the suburbs- isn't that part of the problem anyway? Stop expanding freeways and stop fossil fuel infrastructure. This idea is a boondoggle.  |                          |
| 2019 0402<br>Stephen Carson | Stephen Carson | No More Freeways | Widening roads doesn't fix traffic. At best, it pushes congestion to the next bottleneck. In the face of a climate catastrophe, spending half a billion dollars to widen a stretch of road is gross malpractice. You could be taking vehicles off the road. You could be expanding buses, light rail, bike lanes, and sidewalks. You could be relieving people of the necessity and economic burden of car ownership, and lessening the hardship of those who cannot drive, be it due to disability, poverty, or legal status.<br><br>Fewer cars, not wider roads! Public transportation now!  |                          |
| 2019 0227<br>Stephen Galas  | Stephen Galas  | No More Freeways | Congestion won't improve. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever! ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. Have you seen our video highlighting how ODOT's proposed freeway widening would expand I-5 into the backyard of Harriet Tubman Middle School? Increase in air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue – 40% of Tubman's students are Black. Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation – as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. Opportunity Costs: Even *if* ODOT can manage to keep this project under \$500,000,000 (pretty unlikely, given the agency's track record), it's an enormously expensive undertaking whereas the revenues could be spent on a litany of other projects and needs across the region. \$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief. Community Opposition: Despite ODOT's claims that this project "reconnects the community," there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed "lids" over the freeway won't be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations (we wrote a letter to Portland City Hall last year articulating the ways the surface-level street changes are not an improvement to the community). Decongestion Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't solve the traffic problems on the corridor *without* sinking half a billion dollars into the expansion? ODOT's studies of traffic patterns of the proposed freeway expansion *completely* ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion. (There are meaningful, valid concerns about how to implement decongestion pricing fairly – we've explored that in letters to the Oregon Transportation Committee last year) |                          |
| 2019 0305<br>Stephen Gomez  | Stephen Gomez  | General Public   | ODOT I write to oppose the investment of +/- \$500M in the I-5 Rose Quarter area as proposed by ODOT. It is a well known fact that expanding freeways does nothing to reduce congestion--we only have to look to Los Angeles and the failure of the expansion of I-405 as one recent example: <a href="https://www.laweekly.com/news/11-billion-and-five-years-later-the-405-congestion-relief-project-is-a-fail-5415772">https://www.laweekly.com/news/11-billion-and-five-years-later-the-405-congestion-relief-project-is-a-fail-5415772</a> The expansion of I-5 will directly impact Harriet Tubman middle school which sits above the freeway with increased pollution. This is a school historically and currently serving young students of color. The impacts of gentrification and displacement to this neighborhood, including the original construction of I-5 are well known--expanding the freeway will only continue this legacy. We have arrived at point where all science says that climate change is definitively man-made and in Oregon our leading cause of greenhouse gases is transportation. A half-billion dollar investment in enabling more single-occupancy vehicle transportation is willfully ignoring climate change science. Investments to enable transportation around our region are needed but should be directed into public transportation including bus rapid transit and safety and flow improvements to state highways that run through urban areas including protected bike lanes and sidewalks. Lastly the only proven tool to manage decongestion is road use pricing including variable pricing schemes to reduce or redirect trips at peak hours. This tool reduces single-occupancy vehicle trips and enables the flow of truck freight. Road pricing can employ modern technologies to provide solutions that do not burden low income community members. Thank you for your consideration. Stephen Gomez  |                          |
| 2019 0331<br>Stephen Hodges | Stephen Hodges |                  | Please widen the freeway! The congestion is so bad now. Any amount of money to alleviate congestion is worth it.<br>Stephen Hodges   |                          |

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|                               |                  |                  | Portland Oregon  |                          |
| 2019 0212<br>Stephen Judkins  | Stephen Judkins  |                  | 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.   |                          |
| 2019 0401<br>Stephen Judkins  | Stephen Judkins  | General Public   | <p>Hello,</p> <p>I live in North Portland near the Rose Quarter and expect my children to attend Tubman middle school. Further I am a regular commuter through the area. I've been following this project closely and have concluded it would be an enormous mistake to continue with the current plans, for the following reasons:</p> <p>The project represents a real increase in capacity that will increase the amount of traffic and pollution according to the well-understood, empirically verified concept of induced demand. Traffic projections include a non-existent new Columbia River bridge expansion, as well.</p> <p>Air quality will absolutely decline at a historically disadvantaged middle school. Children will not be able to play outside much of the year if they follow medical recommendations.</p> <p>Initial promises included improvements in pedestrian and bicycle infrastructure in the area. As plans are solidifying, it's clear that this will represent a far worse pedestrian experience and a more dangerous situation for vulnerable road users. Some of the infrastructure--on one of Portland's busier cycling and walking routes--won't even be ADA-compliant because it's so steep.</p> <p>Studies show an improved level of service for drivers, but speed and convenience for transit users, pedestrians, and cyclists were not even included. Further, it's implied that the streetcar and esplanade may be closed during construction but there is zero indication for how long or what the alternatives will be. One the busiest and most popular cycling routes--the esplanade--may be closed for several years without an alternative.</p> <p>I will do whatever I can to halt this project, since it's clear it offers few benefits with enormous costs.</p> <p>Thank you,<br/>Stephen Judkins</p> |                          |
| 2019 0327<br>Stephen Tokarski | Stephen Tokarski | No More Freeways | Even if this freeway expansion would reduce traffic (it won't), it would be so far down on the priority list that it shouldn't be part of the discussion. There are so many other things that you could do with this \$500 million, it boggles the mind that this is what we would choose to spend it on. So it's no wonder that ODOT has launched a deliberately deceptive campaign in order to support it, and ignored public comments thus far, which have been almost universally opposed to it. Don't do it, don't do it, don't do it.  |                          |
| 2019 0312 Steve Bozzone       | Steve Bozzone    |                  | Hi, I'm Steve Bozzone. I used to live in the neighborhood before I was no-cause evicted, but that's a whole other story. I was on the committee, I was joined by my neighborhood in voting no on the project. I just want to say that this has never been about the surface streets. The first meeting started with this big flying diamond diagram and that's where we started. And so we're supposed to be happy that we didn't bulldoze the entire Rose Quarter and we just bulldozed most of it. So I just wanted to dispel that myth. That this is completely a highway widening project and it has been from the start. And as someone who has been a part of the process this entire time, I've been very disappointed. In fact, ODOT staff -- I tried to build relationships with them at these meetings, and they laughed at me. They laughed at me for asking for information, and we're seeing that again with the failure to release all the data that we've been asking for and the failure to extend the comment period or to take a full environmental assessment. To address the point about funding, Commissioner, I think we can do it. I think we can do it together. This is Oregon money and we're Oregonians and we can do this. Yes, it takes some work and we would have to be strategic, but we can redirect that money. And that money doesn't start flowing until 2022. We have plenty of time to direct this money to where it matters most and where it will save the most lives on ODOT's high-crash corridors. Thank you.   |                          |

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| 2019 0331 Steve Bozzone | Steve Bozzone | North/Northeast I/5 Rose Quarter Stakeholders Advisory Committee Member | <p>To Whom it May Concern: The proposed I-5 Rose Quarter Freeway Widening Project is a scientific, environmental and moral failure. I say this project is a failure confidently as a community member who sat on the N/NE I-5 Rose Quarter Stakeholders Advisory Committee (SAC). What I found to be concerning during that dubious and highly inequitable public process remains today, only now that we have more information on the details of ODOT's plans, my concerns have grown into show stoppers that must be addressed before the project can move forward. The project must undergo a full Environmental Impact Statement process. Anything less sets a troubling precedent for future freeway expansion projects through Oregon's most populated county. The project will have serious impacts on Portland's local air quality and public health and must undergo further study. This project will bring more cars and their pollution. The widening of the freeway by over 20 feet will lead to an increase in the heat-island effect of the current highway. Brake dust, diesel, oil, gasoline and other pollutants will be emitted on the ground and dispersed into the air. The project will permanently disturb the riverbeds of the Willamette River. ODOT failed to provide necessary information to the public in a timely manner, releasing data late into the current public comment period. ODOT has refused to extend the public comment period. ODOT conducted design meetings for the public during afternoon work hours. ODOT has acted in bad faith, obscuring public records and data until the last minute. ODOT has not conducted adequate public outreach and meaningful engagement of the local community in addition to local agencies. This includes Portland Public Schools, Harriet Tubman School, Eliot Neighborhood, Boise Neighborhood, King Neighborhood, Portland Parks, and Albina Vision. I can also speak to this first hand having been a long term participant of ODOT's disappointing public process. ODOT has not calculated the amount of delay created for people walking, biking and riding transit. Due to the location of ODOT's desired highway widening, there are serious deleterious impacts to the local urban walking, biking and transit networks. While ODOT has not adequately studied admits transit will be delayed by this project. We need more information about the impacts of the highway widening, replete with new ramp designs, new auxiliary lanes and new surface street lanes. This project fails to address the harmful, racist impacts of the current I-5 freeway on Portland's historically Black Albina and Jumptown neighborhoods. There are no components of this project that address the impacts of I-5 to Portland's Black community, including historic redlining, systemic divestment and institutional racism. The I-5/RQ Freeway project fails to support the community-led Albina Vision coalition, which proposes a true reconnecting of the neighborhood grid over I-5, buildable freeway caps, new mixed-use development and affordable housing. ODOT already admits the proposed freeway "lids" will not support these development goals in any shape and form. In violation of Oregon's Climate this project fails to address climate change and Oregon's carbon reduction goals in any meaningful way, and will likely lead to an increase in carbon emissions. According to the Oregonian and the Oregon Global Warming Commission 2018 Report, " There are three main ways to lower those emissions: Boost the conversion rate to electric vehicles; substantially increase public transit; and modify urban design over time to support electric vehicles, bikes, walking and public transport. " See attached chart illustrating the path necessary for meeting Oregon's carbon reduction goals. All of our transportation projects must be considered in the context of Oregon's frontline battle with climate change. The project will encroach into an existing Public park, the Vera Katz Eastbank Esplanade. The new support structures and bridge decking that must be built to accommodate the addition of new lanes to the I-5 highway will take away important public access from the riverfront. It will bring short and long term detours to existing bike and pedestrian pathways. The project as currently designed is not compatible with public use of Portland's Eastbank Waterfront park. The project uses inaccurate traffic projections and fails to consider planned Congestion Pricing tools in ODOT's near-future plans. Congestion pricing is a proven method for successfully reducing traffic congestion. ODOT has failed to incorporate this available tool in their planning. ODOT has put their thumb on the scale and factored in predicted vehicle trips based on unbuilt, long dead projects along the corridor. ODOT has not provided any Average Daily Traffic data (ADT). ODOT must use accurate data for traffic projections as they impact this project. Ideally those will be made available and analyzed in a full EIS process. ODOT failed to consider HOT lanes, HOV lanes, tolling, or pro-rated/pro tem highway ramps as design options for this project. During the public design process many proposals were submitted by participants that included these concepts. ODOT dismissed all alternative design concepts without any explanation for why they were unacceptable by ODOT's standards. Those alternative concepts all lead to less surface, soil and environmental impacts. The alternative proposals all cost less funding and disruption to local air quality and pollution. They also mitigate the surface level neighborhood congestion created by the highway's location in the heart of central Portland. Those concepts deserve to be adequately considered and not thrown out at ODOT's whim. Attached to my comment I am submit into the record the attached previously submitted letter containing earlier expressed concerns from 2012, which ODOT has never addressed or responded to. I look forward to ODOT conducting a full EIS, this time using more accurate traffic projections and factoring in all available tools at ODOT's disposal so that we can successfully manage congestion in the Rose Quarter. Sincerely, North/Northeast I/5 Rose Quarter Stakeholders Advisory Committee Member ATTACHED: Steve Bozzone I5 RQ Public Comment 3-31-19 - Attachments 1 and 2 - PDF format. To be included in full public comment report. CC: Portland City Council, Senator Lew Frederick, Representative Tina Kotek, Oregon Department of Transportation, Portland Bureau of Transportation</p> | 2019 0331 Steve Bozzone ATT 1; 2019 0331 Steve Bozzone ATT 2 |
| 2019 0312 Steve Brown   | Steve Brown   |   | Yes, my name is Steve Brown. I'm a long-term resident of Portland. I speak to you today not only as a resident of Portland but as a citizen of the area. I am absolutely opposed to the Rose Quarter freeway expansion. And there's lots of good reasons, perhaps technical ones, but I want to address really the effect on climate change. When I was 10 years old, 53 years ago something, I had the fortune of going to Mt. Rainier. I got to go through this ice cave.  |  |

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|                              |                    |                   | Incredibly beautiful blue sculpted. The sun was coming down. A couple years ago I went back. I looked for that ice cave. The park ranger said that doesn't exist. It hasn't existed for some time. Then he looked at me and he goes, you know, it's only you guys with silver hair that even ask me about that. That is really frightening. But you don't have to listen to the rantings of me. We just have to look at the last several years when this beloved state of Oregon was on fire, on fire. Just go to California. We are blessed that the effects of climate change are less in Oregon. We have nice water supplies. My point being is we cannot wait. We have to make good, sound decisions. And I understand there's lots of different interests. Everybody makes decisions on a lot of things, how it affects them. If you're a project manager at ODOT and this was your project, you're fully supportive. But it's time to come back and say we need to make decisions, not only for Portland, but for the U.S. and for the world. I give up the rest of my time. Thank you for listening.  |                          |
| 2019 0312 Steve Callaway     | Steve Callaway     | City of Hillsboro | RE: 1-5 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 1-5 generally between the N. Greeley Avenue and 1-84 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 1-5 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 1-5 corridor. Enhancing this bottleneck will in turn improve traffic flow and reliability on the 1-405 loop, benefitting the US26 corridor by minimizing the negative impacts of 1-405 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, |                          |
| 2019 0328 Steve Cheseborough | Steve Cheseborough | General Public    | Please drop the proposal. No freeway expansion. It would hurt many people through air pollution and traffic. And it would damage Portland's progressive image. The earth is in crisis. It's time to remove urban freeways and discourage driving. Please use this money for good, not for the evil of freeway expansion.Thank you.Sincerely,Steve Cheseborough   |                          |
| 2019 0225 Steve Daggett      | Steve Daggett      | No More Freeways  | <p>ODOT<br/>Re: Public comments on Rose Quarter Freeway Expansion</p> <p>I am strongly opposed to this expansion. It will not improve transportation.</p> <p>I live within walking distance of the NE Broadway overpass above I-5. On a daily basis I walk, ride my bike, or drive thru one or more of the streets, bridges, or freeway under discussion. The proposed plan and years of negative construction impacts will result in no improvements and during construction will very negatively impact use of all the existing infrastructure.</p> <p>I strongly encourage ODOT to invest in initiatives that positively address climate change, air quality, walking, biking, and mass transit.</p> <p>I look forward to the abandonment of this proposal.</p> <p>Thank you.</p> <p>Steve Daggett<br/>Resident 97212</p>   |                          |
| 2019 0225 Steve Leathers     | Steve Leathers     | General Public    | Hello,I am a resident of Portland, Oregon writing to state my opposition to the proposed expansion of I-5.It has been well documented for decades that expanding capacity for vehicular traffic only leads to induced demand. The idea that adding a lane would lead to decreased congestion and travel times is incorrect. The idea that we will be spending a half billion dollars on something that doesn't work makes me incredibly sad.Decongestion pricing and increasing the cost of owning and parking cars will have to be countered with bold, progressive legislation that prioritizes affordable, equitable transit and vastly improved infrastructure for cyclists and pedestrians.If Vision Zero is really a priority, I urge you to consider spending more resources on traffic calming   |                          |

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|                |                  |                  | measures east of 82nd avenue, where many people have been struck, injured and killed by vehicles that are moving too quickly. Expanding I-5 would be an expensive, critical mistake that generations ahead of us will be paying for with their health. I urge you to move forward with the plans for improving the Rose Quarter without expanding I-5. Thank you for your time and consideration. Best of luck, Steve Leathers   |                          |
| 2019 0311      | Steve Rauworth   |                  | Two things are certain: the volume of traffic will expand to fill any new lanes as soon as they are built, and the earth becomes a less inhabitable place with every gallon of gasoline burned. Wasting time and money on a technology and infrastructure whose time has past is irresponsible, an admission of failure.   |                          |
| 2019 0218      | Steven J Morell  | General Public   | Hi, This is probably the wrong email address to write to but I've been on your website i5rosequarter.org and on LinkedIn, and was unable to find the person to get in touch with. I was wondering if you could help me find the coworker who is currently making product descriptions and content - Maybe that this is the one in charge of SEO / Marketing? It would be awesome if you could point me to the right one. The reason I am asking is that my company is developing a software that automates content production with the use of AI and I am trying to understand better how it is done without such a tool.  |                          |
| 2019 0218      | Steve Vorenkamp  |                  | <p>Please don't continue plans to expand I-5. Public discussion and consideration of all options is important. People may complain about slow transit times during peak hours, if they feel it is too slow, they should be introduced to and consider public transportation. I drive this corridor because it is easy/convenient adding to congestion and pollution. A bit of promotion and improvement of our public transportation system is money better spent and much more insightful of our long term needs. Trucks should be limited to one lane unless exiting left.</p> <p>Thank you,</p> <p>Steve Vorenkamp M.D.<br/>16562 NW Canton Street<br/>Portland, OR<br/>97229</p>   |                          |
| 2019 0402      | Steven Chambers  | No More Freeways | In light of projected traffic statistics including a new Columbia crossing and the limited amount of knowledge based on other more likely scenarios, it is my opinion that the best course of action would be to delay the Rose Quarter project until the other likely scenarios can be studied. Tolling and congestion pricing should also be studied.  |                          |
| 2019 0401      | Steven Rosenbaum |                  | I am opposed to expanding the freeway along I-5 at the Rose Quarter. My family lives nearby and I believe it will make our community's livability worse, both short-term and long-term. I believe the project is based upon flawed assumptions about the future of transportation. A new wave of smaller, safer autonomous vehicles will rapidly replace current transport. The future is about more walking and fewer roads. The costs of this project far outweigh the benefits. Steven Rosenbaum  |                          |
| 2019 0326      | Stewart Buettner | No More Freeways | Please, please, please listen to those in the public (students, their teachers, bicyclists, pedestrians, public transit riders) who are opposed to widening I-5 in the vicinity of the Rose Quarter, Portland. Such widening will likely not improve (but, in the long run, add to) traffic congestion. We have known for almost fifty years now that more freeways breed more, not fewer, cars, more air pollution and (more recently) global warming. Let's take the \$500 million and spend it on projects that will IMPROVE, not undermine public health. Thanks   |                          |
| 2019 0331      | Stone Doggett    | No               | As a Portland resident whose family's health will be directly impacted by the Rose Quarter I-5 project, as a physician who is well versed in the evidence linking highways that dissect residential areas to diseases like asthma and obesity, and as a citizen who is concerned about the negative impact on climate change that will result from building more infrastructure that encourages single occupancy vehicle trips rather than expanding transit and smart safe travel infrastructure, I am strongly opposed to this project. Extensive research and experience has shown the negative impacts of these projects, so I will be succinct in listing the reasons why this project must not go forward. 1. The environmental assessment has been wholly inadequate and was not presented in good faith by the Oregon Department of Transportation. The supporting data was not initially provided, projections are not based on current conditions or conditions that will reliably exist in the future, details that will directly affect people who live and travel in areas near the project are lacking and some details were released toward the end of the comment period, such as the expansion over the east esplanade, that have a tremendous negative environmental impact. This area is one of the most popular public outdoor spaces in the metro area. 2. This is a 500 million dollar solution in search of a problem. Safety, congestion and rebuilding the damage done to the Albina neighborhood by I-5 could all be accomplished in a much better way by investing in transit and in congestion pricing. These solutions are currently under consideration by ODOT and should be at the forefront rather than secondary to auxiliary I-5 lanes. 3. The delays and congestion caused by construction over 4-5 years will likely not be recaptured by the addition of the auxiliary lanes. They will disproportionately burden the surrounding neighborhoods including Tubman school with delays and traffic. 4. The proposed caps and "green spaces" are poorly designed and lack capacity for buildings, place making structures or trees. The road designs on the caps prioritize through traffic at the |                          |

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|                                   |                      |              | expense of pedestrians. Although the expense of the caps are being attributed to pedestrian facilities, they are a byproduct of construction the extent to which they must be improved to meet their stated purpose is outside of the budget and scope of the project.5. Transit is predicted to be slower as a result of the project, which is in conflict with other regional priorities. 6. The documents submitted by ODOT for the EA reveal a lack of competence and expertise within ODOT to integrate a highway into an urban center in a manner that is safe for pedestrians and people riding bikes. This is evident in the high crash corridors that ODOT has neglected in the Portland area that have contributed to serious injuries and fatalities. 7. The EA does not account for climate impact from greenhouse gases in a meaningful way. Assumptions regarding decreased car emissions due not account for increased car size that offsets gains in fuel efficiency. 8. A crucial bike bridge, the Flint bridge, is being removed and is being replaced by a bridge with an unacceptable grade that will not be possible for very young and old riders and intimidating for inexperienced riders. The other bridge has a circuitous route that will be impractical to most bike riders. In summary, this project will have significant negative impacts on the environment with regards to greenhouse gas production, air pollution, noise pollution, visual disruption, transit disruption and bicycle travel. It prioritizes single occupancy vehicle miles traveled over transit and will encourage more sprawl at a time when the great majority of intelligent people understand that this is harmful to future generations. The benefits that are promised are minimal at best, even if the EA is accurate, and are not worth the negative impact during construction and once it is built. |                          |
| 2019 0328<br>Stuart Emmons        | Stuart Emmons        |              | The expansion of I-5 at the Rose Quarter in Portland is the most obscene colossal waste of money in decades. The enlargement is at odds with everything we Oregonians stand for and I am amazed that our progressive state is still pursuing this boondoggle.  |                          |
| 2019 0311<br>Stuart Johnson       | Stuart Johnson       |              | I completely oppose the Portland Rose Quarter freeway expansion. Making bigger freeways only increases congestion and encourages more people to drive motor vehicles. Look at California to see how bigger freeways have only increased congestion by expanding the sprawl further and further outwards. Decongestion Pricing should be implemented before expansion. Road pricing is the only policy actually proven to reduce traffic congestion; it's also proven to improve air quality and reduce carbon emissions as well. Why is ODOT moving forward with a \$500 million boondoggle investment without first instituting congestion pricing to see if that mechanism wouldn't solve the traffic problems on the corridor *without* sinking half a billion dollars into the expansion? ODOT's studies of traffic patterns of the proposed freeway expansion *completely* ignore the reality that the state is mandated with moving forward with decongestion pricing, which will enormously impact how many people choose to drive on the corridor and greatly reduce congestion. \$500 million could build a lot of sidewalks in East Portland, bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief. Thank you.  |                          |
| 2019 0311 Sue<br>Ellen Liss       | Sue Ellen Liss       |              | Please! Please e more forward thinking than to think that a bigger freeway will solve anything! If we don't solve climate change this planet will not be livable. Air polution from fossel fueled cars is causing illness and climate change. It's science! The answer is more electric mass transit and fewer cars. That freeway you want to build will be a polluting traffic jam immediately. Come up with smarter, more innovative, effective solutions to move people around this city. All of our lives depend on it. Think of your children and grandchildren. No more freeways as a short-sighted, pretend solution. Please!   |                          |
| 2019 0329 Sue<br>Ellen Liss       | Sue Ellen Liss       |              | It is insane to build such a freeway, when we MUST encourage people to use clean energy mass transit instead of fossel fuel cars or we won't have a livable planet and in the meantime the polluted air will be making us sick. You are not going to improve anything with this project. Put more mass transit in that area and across the Columbia River Bridge. Let it be difficult to drive in this area and easy to park their cars and hop on mass transit. Wake up, wake up, wake up to the imminent danger of climate change...We have 12 years to turn things around before it is TOO late. Quit being in denial. My grandchildren deserve better. Shame on us...shame on you!!!   |                          |
| 2019 0226<br>Summer<br>Boslaugh   | Summer<br>Boslaugh   |              | I Have lived in Portland for 13 years and at various times in the late 90s. I have seen how much Portland has changed and the impact on traffic. I am fortunate to be able to bike and bus to work. Many others are not able to do this. Spending \$500 million on freeway expansion won't help them do so. And it won't help the traffic congestion ODOT says it is focused on. That money would be much better spent building bus rapid transit lines across town, or beginning the proposed underground light rail tunnel. These initiatives will help people move around the Portland metro area ways that are better for air quality, carbon emissions, public health, and congestion relief. As a taxpayer I want my money invested in ways that make economic sense and deliver an ROI that is measurable and meaningful. Spending millions on a proposal that doesn't solve the problem and creates new problems is a waste of funds and squandering taxpayer dollars.   |                          |
| 2019 0311<br>Susan<br>Bickerstaff | Susan<br>Bickerstaff |              | I am opposed to freeway expansion. Instead I encourage ODOT to prioritize other approaches to easing congestion including increased bus service and congesting pricing. My children will attend Harriet Tubman Middle School and I am very concerned about the impact of I-5 pollution on their well-being. Please implement other strategies that can reduce traffic congestion and air pollution. Freeway expansion will do neither. Thank you.  |                          |
| 2019 0301<br>Susan                | Susan E<br>McLawhorn |              | Do not spend my tax dollars on freeway expansion! Better use of funds would be to expand public transportation options and to make the existing ones faster and more reliable (they're pretty good already!) We need more bike lanes and more dedicated lanes for buses. We need more pedestrian crosswalks  |                          |

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| McLawhorn                   |                   |              | and more pedestrian-friendly streets, NOT more cars on the freeway!  |                          |
| 2019 0311<br>Susan Ferguson | Susan Ferguson    |              | Please don't waste our tax dollars on the Rose Quarter I-5 road widening. It will not relieve congestion, nor will it encourage people to use public transit. And we need to mitigate the air pollution around Harriet Tubman School.  |                          |
| 2019 0326<br>Susan Ferguson | Susan Ferguson    |              | Stop the Expansion of the I-5 at the Rose Quarter. It is a band-aid boondoggle. We need to invest in better, faster, more frequent mass transit to get people out of their automotive cocoons and onto trains and busses. Our air quality is already bad - imagine Harriet Tubman kids playing outside - would you want your kids breathing that filthy air? By the way, while you're at it, do something truly valuable and get the filthy diesel castoffs from CA and WA off our roads. Put the "Oregon" back in ODOT.   |                          |
| 2019 0331<br>Susan Gilsdorf | Susan Gilsdorf    |              | I lived in Portland from 1998-2009, and moved back here in 2018. I can attest to the fact that freeway traffic has worsened as a result of a population increase and more drivers on the road. An expansion of freeways is not the answer! Portland enjoys a reputation as a city that thinks outside the box, "the city that works," and we should try to live up to that high standard by increasing the amount of public transportation, and incentivizing its use, instead of putting major resources behind a project that will undoubtedly go over budget, cause more traffic problems in the short term while the freeways are under construction, and result only in an ugly, pollution-aggravating, short-term fix. We need a full environmental impact statement before moving forward with a freeway expansion. Let's rethink the existing bus routes, and add some additional routes. How about using \$500,000,000 to create more MAX lines? Portland needs to consider the long-term future health of the city and its citizens. Freeway expansion should be the very last option on the table.  |                          |
| 2019 0000<br>Susan Gisvord  | Susan Gisvord     |              | I am not interested in having you get back to me. I just want to convey my concern about this project. In my view, you can't build way out of congestion. Frankly, as a Portlander I'm tired of letting people dictate what I need to do for them. I think it would be very destructive to businesses and so-called affordable housing to have that project in the works. I hope the project will never come to fruition and I want to tell you my concern. Thank you.   |                          |
| 2019 0330<br>Susan Hayden   | Susan Hayden      |              | More freeways do not reduce cars. They just make more room for them. Having lived in N. Portland since 1979, we have watched this area mowed down, suffered additional pollution in residential and school areas, and also watched the traffic grow and grow. NO NO NO to this proposed expansion.   |                          |
| 2019 0220<br>Susan Haywood  | Susan Haywood     |              | Please don't expand freeways! This does nothing to relieve traffic congestion and will increase air pollution. We need to increase public transportation, including trains to outlying areas, and be mindful of the climate crisis that we are facing.   |                          |
| 2019 0226<br>Susan Haywood  | Susan Haywood     |              | The problem we have now is congested traffic, and an increase in pollution from the congestion. We cannot widen a lane of traffic for a short stretch and expect it to solve this problem. The problem is that the downtown area is a throughfare for long distance trucks. We need to reroute the big trucks, which will solve both the congestion and the pollution. Portland cannot afford to throw \$500,000,000. at this problem in any case. A lot of our streets are unsafe due to deep potholes, and we have many unpaved, almost impassable roads. We are not managing our money well, and this project is an example of how not to spend it. I vote for my considerable tax dollars to not be spent in this way. In addition, we have less than a dozen years now to completely change our priorities and our transportation models. There is no point to add more concrete and infrastructure to accommodate fossil fuel vehicles. There is no point in taking any modicum of nature still remaining in the city. We need to reroute trucks away from the civic center, and we need to fix roads that Portlanders use for safety's sake. Those roads accommodate not only vehicles, but bikers and pedestrians. Let's have a Green New Deal here in Portland. Thank you, Susan Haywood 2146 NW Everett St. Portland, OR 97210   |                          |
| 2019 0330<br>Susan Horky    | Susan Marie Horky |              | Use mass TRANSIT! BICYCLE! CARPOOL! WORK FROM HOME!  |                          |
| 2019 0318<br>Susan Mates    | Susan Mates       |              | I have some serious concerns about the I-5 Rose Quarter Project. This does not seem to be the moment to be expanding freeways in order to reduce congestion. About 90% of Oregonians today live where diesel exhaust exceeds health benchmarks, putting us at the sixth highest health risk in the nation due to diesel pollution and causing more than 450 premature deaths per year in our state according to the United States Environmental Protection Agency. Besides degrading air quality from particulate matter and ozone, diesel exhaust is responsible for over 70% of the cancer risk from all air toxics. Pollution levels near freeways - and in the low income, minority communities and industrial areas that are often near them - are often two or three times as high and put some of our most vulnerable citizens at risk. Please consider investing in public transportation instead. Freeway expansion has never solved traffic congestion. This freeway expansion seems to fly in the face of the slow and painful moves we are trying to make to alleviate climate change and environmental injustice in our Metro area. More than 40% of Oregon's carbon emissions come from transportation. This is the time to be improving and prioritizing public transportation projects such as providing bus rapid transit lines across town and helping fund the proposed underground light rail tunnel. My understanding is that the state is mandated with moving forward with decongestion pricing. While that has its own problems, including how to fairly implement it, surely we need to determine what inroads that might make into reducing traffic congestion. Please reconsider the focus of this project. Thank you for the opportunity to comment on this important issue. |                          |
| 2019 0312                   | Susan Nolte       |              | I am opposed to freeway expansion as presented in this project. It does not solve traffic congestion, and impacts local populations heavily with increased   |                          |

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| Susan Nolte                   |                  |              | noise and vehicle emissions. Please share the data that you have on the number of trips that are crosstown commuters, commercial freight, local traffic, airport bound, etc so we can craft creative solutions that put livability FIRST and support more public transit. The East side esplanade is a delightful space but needs less noise, and school children should be able to to hear their own playful shouts over the traffic noise. Spending on highway expansion is an outmoded approach to an age old problem. Figure out how we can get people out of cars onto shared transit whether it is more convenience, more pleasant and safer bus stops, certifying pets pets for travel on transit that have earned the right with excellent training or requiring basket muzzles. Take that huge some of money and build light rail and install toll booths on roads to retrain people!  |                          |
| 2019 0321<br>Susan Rosenthal  | Susan Rosenthal  |              | I oppose the expansion of the I 5 freeway through the Rose Quarter. This project will not improve traffic congestion. Building extra highways does not improve congestion. When highways are built people drive more than they did in the past. The amount of congestion increases.<br><br>ODOT should be spending money improving local infrastructure such as Barbur Blvd. I have ridden my bike on Barbur many times. It can be very dangerous, especially on the two bridges between Capitol Highway and downtown. The Rose Quarter project will cost 500 million dollars. This money could be better spent on improving. Conditions on our local roads.  |                          |
| 2019 0227<br>Susan Royce      | Susan Royce      |              | I am on board with the campaign to stop the Rose Quarter Freeway Expansion for all of the reasons that they propose - it will increase air pollution and traffic congestion and the funds dedicated to that should be aimed at reducing congestion and improving alternatives to driving. Money should be spent on improving and prioritizing public transportation including train, bus, bike, and scooter, ride share programs, and building walkable communities.  |                          |
| 2019 0327<br>Susan Westby     | Susan Westby     |              | I live a few blocks from and commute by bike daily through the proposed freeway expansion area. I am dismayed at ODOT's backward-looking freeway expansion plan. Please rethink this terrible boondoggle! Save Flint overpass!!   |                          |
| 2019 0330<br>Susan Westby     | Susan Westby     |              | I live in NE Portland in the Eliot neighborhood. The prudent choice is to try congestion pricing before launching a costly lane-adding project to I-5. I commute by bike to and from work most days. Other days, I take mass transit. Of course I sometimes use the freeway to get to and from someplace. This project would only invite more car trips, so the net the benefit seems to be negligible (or non-existent). It WOULD increase air pollution. It WOULD harm the students at Tubman school and anyone in the vicinity breathing the air. It would cut off Flint Street, a valuable route through the neighborhood. PLEASE CONSIDER LESS COSTLY, LESS POLLUTING OPTIONS to improve our transportation infrastructure first. Over the years, my neighborhood has suffered incalculable harm from the freeway on many levels. More is not better. Respectfully, Susan Westby   |                          |
| 2019 0303<br>Susie MacPherson | Susie MacPherson |              | Hello!<br>I'm a concerned Portlander. Our air quality is threatened and our children's health is at risk. We have too many cars, pollution and accidents already. I urge you to NOT move forward with further expansions of our freeways. The current proposal is wasteful, unwanted and unnecessary, if we address the larger issue of too many cars on our roads.<br>Thank you for reading this public input. Thank you for all of your hard work every day.  |                          |
| 2019 0318<br>Sutter Wehmeier  | Sutter Wehmeier  |              | I am writing to express my strong opposition to the Rose Quarter Freeway Expansion project. No matter how the project is framed, expanding the freeway simply adds up to more cars on the road, and I am shocked that ODOT has not published their methodology to demonstrate the claim that induced demand will not increase. I am a bike commuter and small business owner in NE Portland, and I am dismayed that the funds proposal could be funneled to a freeway expansion instead of more pressing issues of equitable access to transit, pedestrian safety, and bike infrastructure. As a parent of two young sons, I am also infuriated that the children of Harriet Tubman Middle School will be subjected to worsened air quality and that the pattern of environmental injustice to the African American community in Portland may be perpetuated. On the issues of environmental justice, climate change, walkability, and transparency of planning, this project deserves a failing grade. We can do better. |                          |
| 2019 0311<br>Suzan K Ireland  | Suzan K Ireland  |              | I am very concerned about the plan for expansion of I-5 in Portland. This project will not decrease congestion, will increase carbon pollution and will not encourage other forms of transportation in our city.  |                          |
| 2019 0315<br>Suzanne Clarke   | Suzanne Clarke   |              | No road expansion until diesel trucks are banned in Oregon! The air quality in Portland is abysmal. Expanding the freeway is an unhealthy solution and it doesn't work; it did not solve Seattle's traffic woes. I would put in an express lane that people can pay to travel in during rush hour like Washington DC implemented. Improving public transit is the way to go! If folks want to work in Portland, they can live in Portland. leave the highways open for ambulances, firetrucks and hybrid commercial trucks delivering goods to our communities!   |                          |
| 2019 0312<br>Suzanne Moulton  | Suzanne Moulton  |              | Dear Committee, Portland doesn't need to spend billions on one lane expansion to connect two highways. What Portland needs is a real rapid transit system like Chicago's or San Francisco's. Portland's MAX system is the most slow moving and least expansive of any city I've lived in that has "rapid" transit. The MAX needs more elevated rails or tunnels to allow faster transit with fewer stops between outlying suburb city centers and Portland city center. The MAX should not be a bus on rails on regular city streets. If you analysis San Francisco's three transit systems; the Bart, the Metro (trolleys and street cars) and bus   |                          |

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|                               |                  |              | system, the Bart is the rapid transit on which the most people rely for transit to and from work and traveling long distances. The Metro is the slowest system mainly for sight-seeing and mostly used by tourists, while the Bus system is used to connect to shorter destinations after using the Bart. Respectively here in Portland, we do NOT have a BART type system- only the slower sight-seeing Metro style Max and Bus. Portland seems to expect the MAX to serve as the BART, but the MAX is NOT designed to be rapid transit along nearly all of the lines, only by the airport. If we want to reduce road traffic, pollution and better connect our communities, we need to invest in a rapid transit system that can get people to work in a reasonable amount of time and ultimately is the better way to get around the city. Put your billion dollar budget toward a rapid transit solution and congestion will be more manageable as the population grows in the Portland region. Thanks for your time. All the best, Suzanne Moulton   |                          |
| 2019 0315<br>Suzanne Steffen  | Suzanne Steffen  |              | Portland should prioritize pedestrians, cyclists, & public transport - not cars! Adding freeway lanes to the tune of hundreds of billions of dollars would make Portland pro global warming, anti human health, pro increasing car traffic, anti environment, & pro government waste. I'd been commuting by bike in Portland since the mid 90s. Part of the reason I moved away from Portland last year was because the huge increase in auto traffic in the last few years made cycling stressful. I used to consider Portland a progressive city. If this freeway expansion is approved Portland will be officially just another carcentric US city. Thank you for your time, Suzanne   |                          |
| 2019 0306<br>Suzy Elbow       | Suzy Elbow       |              | To Whom It May Concern,<br>I'm a longtime Portland and a current resident of North Portland (97203). I continue to be deeply troubled by this project. It feels profoundly shortsighted to invest this heavily in such a short term fix--we know that expansions like this induce demand over time, and with our future depending on radical climate action over the next decade, we need to be making more thoughtful investments in transportation. We could be funding a huge number of improvements to our various transit options instead of dumping \$500 million into this misguided, polluting project. \$500 million is way too much for a band-aid solution to our traffic woes. I'd like to see action taken to implement decongestion pricing before any freeway expansion efforts.<br>Sincerely,   |                          |
| 2019 0228<br>Sydney Herbst    | Sydney Herbst    |              | More freeways will not fix our congestion problem. We need to implement smart TDM programs in order to encourage people to get around in other ways than driving alone. Portland is supposed to be a progressive City, but this would be taking several steps backward.   |                          |
| 2019 0327<br>Sylvan Clendenon | Sylvan Clendenon |              | This plan is immoral and unethical at best. Even if the entire project was entirely harmless, inexpensive, and beneficial, the fact that you hid a ~\$3B bridge proposal? really, folks? That's just not okay. It's shady, manipulative, and I seriously expected better from you. Don't run away from this guilt, either; embrace it. Use it to weed out such similar terrible behavior, make yourselves stronger and more benevolent. We're counting on you.  |                          |
| 2019 0326<br>Talia Searle     | Talia Searle     |              | NO! On the freeway expansion. How about ODOT give money back to the state and fund communities for the homeless. ODOT wastes money and ignores residents. Nazis!  |                          |
| 2019 0401<br>Tanner Baldus    | Tanner Baldus    |              | I am writing to urge against the expansion of I5 in the Rose Quarter. According to ODOT's own report it would not do anything to relieve congestion. By this metric expanding I5 would be as worthwhile use of \$500,000,000 as constructing a 100 foot statue of SpongeBob Squarepants exclusively from used chewing gum. As both would have an equal effect on traffic. However a blue whale sized nickelodeon character sculpture would actually be a better use of a half billion dollars than expanding I5. Since said sculpture might bring fun and whimsy to a child's life instead making them choose between recess or a premature smog related death. Which according to PSU expanding I5 would do to the students of Harriet Tubman Middle School. Another advantage a juicy fruit simulacrum of bikini bottom's beloved fry cook has over the expansion of a freeway that it would not be take us one step closer to climate collapse by encouraging more single car use. Instead it would remind us that the "F" in fun is for "F is for "friends who do stuff together". I would rather have \$500,000,000 on something more practical like the Albina Vision project or a MAX line. But if we can't do that, let's at least do something that won't actively poison children or contribute to rising sea levels. Like a eco friendly statue of SpongeBob. (Or really any other amusing cartoon character.) Best, Tanner Baldus |                          |
| 2019 0330<br>Tara Hershberger | Tara Hershberger |              | I oppose freeway expansion in Portland. It will increase air pollution and add to our collective carbon footprint. We need climate solutions, not denial. I call for a full EIS to study alternatives.  |                          |
| 2019 0304<br>Taran            | Taran Nadler     |              | The minimal information provided in the Environmental Assessment is refuted by decades of transportation practice and research. The Fundamental Law of  |                          |

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| Nadler                |             |                | 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.   |                          |
| 2019 0226 Ted Dreier  | Ted Dreier  |                | Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities.  |                          |
| 2019 0401 Ted Buehler | Ted Buehler | General Public | I am writing with several concerns to the Rose Quarter I-5 EA. I have 2 concerns: 1) Metro Portland, up until recently, had been known for decades for its ability to grow its population, its economy and its job base without adding freeway miles. We have many decades of experience with this route, called "Transportation Demand Management" and other names. The Rose Quarter freeway widening project is a dramatic departure from this trajectory. Since the addition of 2 freeway lanes in the Rose Quarter, by your own calculations, will only reduce Greenhouse Gas emissions by 0.2%, I would request that you consider a different "build" alternative that focuses on demand management and spot safety improvements. Such a project would cost much less than the freeway rebuild, and would provide region-wide improvements to congestion. I request that the EA be expanded to a full Environmental Impact Assessment, and as part of it formulate a "Build" option based on TDM and other best practices, specifically following the historic success that are identified in the City of Portland/Portland State University's "The Portland Story" curriculum. <a href="https://www.pdx.edu/fsp/first-stop-portland">https://www.pdx.edu/fsp/first-stop-portland</a> <a href="https://www.pdx.edu/fsp/schedule-visit-fsp">https://www.pdx.edu/fsp/schedule-visit-fsp</a> 2) Develop a much better metric for bikeway evaluation. I have personally conducted the bicycle count at N Williams and Russell 2 times in the last 5 years, and can vouch for the accuracy of the peak hour volumes reported. There are a lot of bicycles using the facility already, and the City of Portland would like to see this number triple over the next 11 years, as stipulated in the Portland Bicycle Master Plan for 2030. This will put 2250 bicycles per hour on the Williams Ave corridor by 2030, and this requires much more expansive roadway space than is currently allocated for. And require larger queueing boxes, longer signal phase times, and better passing zones for faster groups to pass slower groups. This will also require routing the major bikeways around the "box" of freeway ramp termini at Broadway and Weidler, and a new north-south system along Wheeler/Flint Aves to allow northbound bicycle traffic to achieve this. Please revise the EA with better performance measures for bikeway systems, plan for 2250 bicycles per hour on most segments at peak hour, and provide direct routing options that avoid the freeway termini. Also, you included "distance" as an objective. You need to upgrade this to a "performance measure" and ensure that distances are not made longer by this project. Similarly, you need to add the sister performance measures of "travel time" and "travel energy" to the evaluation. How long will it take to ride the system from point A to point B? How much work will it be? This will put into focus the out-of-direction travel proposed for the Flint Ave MUP from Dixon to Broadway, and the west terminus of the Clackamas Bridge. Switchbacks slow bicycle traffic, make overtaking more difficult, and add hassle to the ride. All of these are disincentives to use a bicycle for transportation. By dictating a performance measure for "travel time" and "travel energy," your engineering staff can redesign the bikeway system so it is something that will be an attractant to people to choose to commute by bike, rather than a discouraging agent. |                          |
| 2019 0312 Ted Buehler | Ted Buehler | Bike Loud PDX  | Ted Buehler, I'm with Bike Loud PDX, an all-volunteer, nonprofit Portland group. I'm also a resident less than a mile from the Rose Quarter freeway project. Thanks Commissioner Eudaly and Mr. Windsheimer and Ms. Channell for coming. I appreciate you all coming here and listening. I want to echo what everyone else said about this not being a very good project. I want to add three things to it. One, there's no point in building it because all it takes is you have to pull up Google maps and you can see at 5:55 p.m. on any given day like today, the whole system is red. So if you widen the bottleneck in a red system, you just get a slightly larger parking lot and you pay a lot of money for it. There's other options that have been in Portland and Metro and Oregon plans for a long time that we're supposed to avoid having this happen and we can still play catch-up. The second is if you do end up building it, you have to live up to what Commissioner Eudaly spoke about in several interviews recently about this has to be a fantastic bicycle infrastructure. And I was able, last week, to review the bicycle infrastructure at the ODOT presentation, and I reviewed the EA, and we'll be submitting our comments as to what exactly has to be put in instead of what's there now in order to make it an entirely fabulous infrastructure that will draw people -- that will enable people to be drawn out of their cars and go downtown by bicycle instead of by car, and that should alleviate part of the problem. Third, you can build something much better with \$450 million. This is the bicycle master plan for 2030, adopted by Portland City Council, very nicely in 2010. It has very serious hiccups between 2010 and 2015. And we really need to play catch-up. Now, for the short, low price of \$250 million, we can build out this entire plan, and take 40,000 commuter cars off the road in Portland every day, which will turn this map to yellow and green instead of red at 5:55 p.m.  |                          |
| 2019 0401 Ted         | Ted Buehler |                | Thanks for coming out to our Die-In to call attention to Oregon roadway fatalities. We hope we influenced you at least a little bit to try to focus more on  | 2019 0401 Ted Buehler 2  |

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| Buehler 2               |                 |                             | safety and less on speed and throughput. We are attaching our comments on the I-5 Rose Quarter EA. We are very concerned that the performance measures for bikeway system evaluation were not adequately established. Bikeways need to be wide, fast, straight, and easy to navigate. And as much as possible stay away from the termini of freeway ramps. While the EA discusses these needs, there is nothing in there that establishes a meaningful performance measure. As a result, the designs proposed are often inadequate for today's bicycle traffic, and will neither facilitate nor allow for the 200% increase in bicycle traffic sought by the City of Portland for the area. Please consider our comments, and send the requests for better bikeway performance measures down the line to your staff. <<SEE ATTACHMENT>>  | ATT                         |
| 2019 0401 Ted Buehler 3 | Ted Buehler     | Bike Loud PDX               | Thanks for meeting with myself, Betsy Reese and others a couple weeks ago. We've reviewed the Environmental Assessment for the I-5 Rose Quarter project. Attached are our comments. Looking forward to your response, Thanks   | 2019 0401 Ted Buehler 3 ATT |
| 2019 0401 Ted Labbe     | Ted Labbe       | Urban Greenspaces Institute | Dear ODOT: Thank you for the opportunity to comment on the proposed I5 Rose Quarter Freeway Expansion environmental assessment. UGI is proud to stand with the large and diverse No More Freeways PDX coalition. With this letter, we wish to reiterate that there is no part of this project that benefits the community, it only undermines the regions climate resilience, public health, and equitable transportation investment goals. The Urban Greenspaces Institute (UGI) works across the Portland Vancouver metropolitan region to integrate greenspaces with the built environment. We engage with agencies, nonprofits, and the public on collaborative conservation initiatives and how to best leverage our limited public resources to achieve wildlife habitat connectivity, clean water, and public access to nature. UGI is concerned that the proposed I5 Rose Quarter freeway expansion will not relieve automobile congestion, but only make it worse through induced demand. ODOTs transportation demand analysis focuses narrowly on congestion within the immediate I5 project area corridor and does not consider impacts to the adjacent neighborhoods or to the wider region. We were troubled to learn that ODOT modelers assumed the mothballed Columbia River Crossing would be built but did not consider or integrate a decongestion tolling scheme. The latter is much closer to implementation. This type of gaming of ODOTs transportation demand modeling undermines the project analysis and jeopardizes public trust in the agency. The reported air quality benefits from the project are minimal, and we dispute ODOTs findings that the project will actually benefit local air quality. We suspect the project may actually worsen public health conditions within the project corridor, particularly for the historically marginalized Albina African-American community and students of Harriet Tubman Elementary School. ODOTs conclusion that most impacts from the project are short term and relate only to construction generated noise, dust, and traffic impacts is myopic. It disregards and underestimates the projects wider regional impacts to greenhouse gas emissions, public health, and community livability. Devoting \$500 million to a single large automobile congestion relief project carries heavy opportunity costs: it diverts limited public transportation funds away from needed investments that improve public health, reduce automobile dependency, and strengthen our transit, pedestrian, and bicycle transportation networks. The I5 Rose Quarter freeway expansion project moves us away from climate justice, and distracts us from creating inclusive, resilient solutions to the climate crisis. The people of the region and the State deserve better. Please redo your analysis and complete a full Environmental Impact Statement that more thoroughly analyzes and prescribes appropriate mitigation. Within the strengthened and expanded EIS, please consider how regional decongestion tolling could reduce or even eliminate the need for this project. Sincerely, Urban Greenspaces Institute | 2019 0401 Ted Labbe ATT     |
| 2019 0311 Ted Savarta   | Ted Sarvata     | No More Freeways            | Freeway widening does not reduce congestion, as Im sure you already know. \$500,000,000 will go a long way if spent on public transit or pedestrian and biking infrastructure. Transportation is a huge part of the climate problem and incentivizing driving will just make that worse. What might help? Tolls, especially when tied to time of day or congestion levels. Do that first and put the money raised into transit and see how much better life can be in our city. Thank you.   |                             |
| 2019 0327 Ted Savarta   | Ted Sarvata     |                             | Dear Sirs and Madams,<br>Expanding freeways doesnt lessen congestion, as you know. It incentivizes driving until the new capacity is filled to the previous congestion level. Do no expand i5!<br><br>Also, the data used to justify this expansion assumes the I5 bridge to Washington will be replaced, which it wont. Put this half billion into public transit instead. We will all be better off.<br><br>Ted Sarvata<br>Portland, OR  |                             |
| 2019 0215 Ted           | Ted Stonecliffe |                             | 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  |                             |

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| Stonecliffe                |                  |                          | 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.  |                          |
| 2019 0329 Ted Timmons      | Ted Timmons      |                          | 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.  |                          |
| 2019 0401 Ted Wenke        | Ted Wenk         | Disability Rights Oregon | Re: ODOT I-5 Rose Quarter Environmental Assessment<br>Disability Rights Oregon is a non-profit organization that advocates for the rights of Oregonians with disabilities. We are also Oregon's federally designated Protection and Advocacy system and, as such, we have a unique role in upholding the rights of people who have disabilities. We advocate for public policies that will protect and increase the independence, safety, and integration of the disability community. Disability Rights Oregon is concerned about the proposed alterations to the Rose Quarter area of Portland surrounding I-5 in regards to compliance with the American with Disabilities Act (ADA). But also DRO is concerned generally, that the proposal primarily benefits car and truck traffic through the Eastside area. People with disabilities are disproportionately likely to rely on mass transit rather than own or drive private cars. People with disabilities would be better served by a proposal with a heavier emphasis on mass transit and pedestrian improvements in an essential area of Oregon's largest city. Although the project purports to offer substantial pedestrian and bicycle accessibility, at least one of the proposed pedestrian crossings of the freeway - the Hancock-Dixon crossing - would reportedly have a 10% grade in places. As a pragmatic concern, this crossing would be functionally inaccessible to people with physical disabilities. No one using a wheelchair, walker, or other mobility device could cross the highway at this point, or could not do so safely. A grade that steep would not be safe for people with disabilities to use. Because such steep grades are inaccessible, the proposed crossing design would be in violation of the engineering standards of the ADA and regulations enacted under it. We would ask you to reconsider this proposal and put forth a new proposal with improved pedestrian and mass transit access. All pedestrian routes must be fully accessible.<br>Thank you, Ted Wenk, Managing Attorney | 2019 0401 Ted Wenke ATT  |
| 2019 0312 Tedra Demitriou  | Tedra Demitriou  |                          | Hi, my name is Tedra Demitriou. I'm a resident of Portland. I'm a nurse and an educator, and have lived here for 30 years. I just want to remind you, ODOT, that the IPCC tells us that the world has 12 years to cut CO2 emissions in half. What's your plan? We can improve pedestrian bike safety and we can focus on urban renewal in our busy downtown areas without any highway expansion or extensive construction. I also agree with the complaints about 82nd and Powell. I had a daughter who attended high school near that corner for two years, and fortunately or unfortunately, I was aware of how dangerous that area was and could not allow her to bike to school. Climate change is the most pressing issue we face and we need brave and bold decisions to stop funding freeway expansions. Like they say in Europe, here and no further. We need projects that will significantly decrease CO2 production. Thank you.   |                          |
| 2019 0401 Tenille Woodward | Tenille Woodward |                          | I am writing to let you know that I strongly support the expansion of I-5 in the Rose Quarter area and in fact believe it is long overdue. This area is congested at all times and something needs to be done. Adding one lane in each direction is not going to fix it, but there will be a significant improvement and I appreciate ODOT taking these steps.<br>thank you,   |                          |
| 2019 0312 Teresa J Frakes  | Teresa J Frakes  | No More Freeways         | How astonishing that this letter is necessary! In Budapest, Hungary when I was there in 2001 it was impossible to wait even 5 minutes for my underground train around the city. When I moved here in 2002 and found above-ground trains and that 15-minute or longer waits were commonplace for either bus or MAX, it was kind of amusing. It is no longer amusing. We have a climate crisis in addition to commuter congestion. Tri-Met should be generously subsidized to allow for needed modernization as well as lower fares. Half a billion dollars would go a long way toward that end.<br>It has been proven repeatedly that freeway expansion is counter-productive as an attempt to relieve congestion. It is an exercise in futility it is a tragic waste of public resources. You have a responsibility here, please do your job.  |                          |
| 2019 0226 Teresa McFarland | Teresa McFarland | No More Freeways         | Please do NOT expand the I-5 freeway. It will not reduce congestion and will lead to even more air pollution. Expanded freeways keep us on track for continued use of fossil fuels, which are destroying the planet. We don't have much time left, please act wisely now.  |                          |
| 2019 0301 Teresa McGrath   | teresa mcgrath   | No More Freeways         | haven't you learned from los angeles, widening only brings congestion...please make more bike only roads, and encourage cars to steer clear, as they tend to race down ne going for example...this is the worst idea...removing n flint bridge too is just as bad....also, the madrona/hooper place needs trash pick up next to the frwy.....if oregon thinks they are green, this isn't the way to go, as this will worsen the traffic....free transit is the only way to get folks out of their  |                          |

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|                                  |                        |                  | cars, and adding bike lanes and bike blvds help a ton..i lived in l.a. from '53- '74, and saw the traffic increase with widening....this is a lack of vision....rip it up and begin again....a new bridge west of the i-5 bridge could be beneficial for cars/freight, since port of portland is not as busy/and all motorized...transform the existing i-5 bridge to light rail, bikes, scooters, skateboards, pedestrians, all non motorized transit.....deter washington residents from coming to portland....that needs to end, and the freight problem, open port of portland up with real living wage jobs for those workers...thx   |                                      |
| 2019 0328<br>Terese Kelly        | Terese Kelly           |                  | It is unfathomable to me that ODOT would take on this project in light of the serious climate change CRISIS that is having REAL consequences. I'm a transportation activist and I'm well aware that freeway expansion has NEVER led to a reduction in traffic in this country. How is this an "improvement" project? After reading the Oregonian's investigative report on corporate money in our legislature I'm not surprised that this is happening. But it's downright reckless and immoral to consider a project of this type and magnitude at this point in time. We need to further invest in public transportation and its accompanying infrastructure. And we need to get money out of politics.  |                                      |
| 2019 0327<br>Teresa Barsotti     | Teresa Barsotti        | No More Freeways | Add me to the chorus of citizens pleading with you to drop the proposed freeway expansion. I dont have kids at Tubman, but I am a mom concerned about air quality and we need to get pollution out of the air, not add more. Freeway expansion is the wrong kind of solution for our bad traffic congestion. Its not going to work, its a waste of money, and its not consistent with the transportation choices we need to be making. Lets just let this idea go and move on to the next one.   |                                      |
| 2019 0326 Teri Seaton            | Teri Seaton            | No More Freeways | ODOT:As a North Portland resident I oppose the I-5 freeway improvement. More freeways will not solve the transportation issues of Portland. We need a proposal that addresses the vital needs of our community, especially the communities of color who have a long and storied history in North Portland. At a minimum we need an Environmental Impact Statement so the true impact of this project is identified. Portland has many transportation need: notably 82nd, Powell Blvd and Columbia Blvd.Stop the I-5 improvement and seek a more comprehensive solution to our transportation needs.  |                                      |
| 2019 0401 Terra Weikel           | Terra Weikel           |                  | 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. - Ive 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, its disconcerting to see such a large investment that is based on automobile transportation. I didnt 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 programmes 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 youTerra WeikelPortland, OR |                                      |
| 2019 0402<br>Terrence M. Joy     | Terrence M. Joy        | No More Freeways | Please do no go forward with this proposal. It really does not solve the problem, as the freeway will be just as jammed as soon as the proposed expansion is complete.<br>We need less cars, more and better public transit, safe and convenient bike ways and pedestrian paths.   |                                      |
| 2019 0402 T.<br>Dublinski-Milton | Terry Dublinski-Milton |                  | As an initial supporter if done correctly, my support has eroded due to ODOT mismanagement of the outreach process. ODOT did not release all of the foundational information including base traffic projections until well into the open comment period, as well as certain engineering drawings regarding East bank esplanade impacts. This shows either gross incompetence, or direct obfuscation of the environmental impacts, particularly regarding carbon output   | 2019 0402 Terry Dublinski-Milton ATT |

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|                        |              |              | <p>and transportation mode splits after completion. The need for a Portland Eastside Esplanade conditional use permit, which will require a separate public process, required requesting documents. This shows ODOT knew this would be controversial, thereby did not tell the public. ODOT needs to do a full environmental impact statement including induced demand projections, and the viability of moving I 5 to an expanded and buried 405 removing I 5 between Mccadam/405 and I 84 in the process. Start with THREE scenarios. 1) No Build with Congestion Pricing of 5, 205 and 842) A Build out of the current plan with added active transportation improvements outlined below3) a comprehensive downtown highway modernization moving I 5 to 405 including seismic upgrades, the vacation of ODOT land from McCadam to 84 and buildable caps. Active Transportation elements needed in the CURRENT design: 1) The Streetcar line from NE 7th to the Broadway Bridge to be dedicated bus/train only 2) the Clackamas overpass should be continued to directly connect to the Broadway Bridge including direct access to the parking garage. This offers another choice other than the switch-back to commuters, encourage bike use to Rose Garden events and would be an amazing addition to the Green loop. 3) I 5 should be capped south of Russell consistent with the Albina re-envisioning project and include a Flint Bikeway replacement. 4) the Dixon-Hancock overpass must be built with cemented, separated, bike facilities. Painted buffers are not acceptable for new construction Thank you and I will look forward to the full environmental impact statement Thank you Terry Dublinski-Milton, Former Chair, SE Uplift</p>   |                          |
| 2019 0307 Terry Parker | Terry Parker |              | <p>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, bicyclists need to directly help pay for it with a user or license fee. 3) 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 not related to events when events take place at the Moda Center.</p>  |                          |
| 2019 0312 Terry Parker | Terry Parker |              | <p>I was just going to say it's going to be hard to follow that. Terry Parker, fourth generation Portlander. More vehicle capacity in Portland has not kept up with population growth. There's a vital need to make room for more cars. Think of a three inch pipeline in the middle section and the middle section is reduced to two inches. When the fluid is pumped through with increased demand, the fluid backs up to the point where the diameter is reduced. The fluidity of traffic on I-5 backs up in the same manner, specifically the Rose Quarter with travel lanes reduced from three to two. The improvement being proposed is to add a minimum amount of capacity at the bottleneck to even out the flow of traffic. Opposing the improvement by calling it a widening project is rhetorical and divisive. This long overdue project 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 the engine running and idle times will be reduced by 2.5 million hours a year. This means less fuel consumed and less emissions in years to come. All the local roadways, lane reductions, and narrowing of motor vehicle travel lanes have brought about a transportation emissions increase for the first time in a decade. The tax payer subsidy of 65 cents per passenger mile in one two-axle bus do as much damage to the streets as 1200 cars. Replacing motor vehicle travel with transit isn't always cost effective. Not make 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. Bicyclists should be paying for the bicycle infrastructure of this project. Improving I-5 at the Rose Quarter dovetails with the recent Metro Commission 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 more housing and adding density to accommodate unrestrained population growth is what brings more cars. Thank you.</p>   |                          |
| 2019 0319 Terry Parker | Terry Parker |              | <p>Improvements on I-5 at the Rose Quarter are needed to accommodate growth. When looking at the I-5 improvements proposed for the Rose Quarter, think of a three inch pipeline where the middle section is reduced with a two inch pipe. When fluid is pumped through filling the three inch diameter part of the line, the fluid backs up from the point where the diameter of the pipe is reduced. On I-5 at the Rose Quarter where the motor vehicle travel lanes are reduced from three to two, the fluidity of traffic backs up in the same manner. With connections to both I-84 and I-405, and on/off ramps connecting with surface streets, I-5 at the Rose Quarter is like a big intersection that is not working efficiently. Improving the traffic flow at this bottleneck is long over due. No freeway travel lanes are being proposed leading into this big intersection. Therefore the improvements can hardly be described as a freeway widening project as suggested by critics with their divisive rhetorical oratory. The proposed auxiliary lanes are no different than adding turn lanes at intersections on surface streets. Unlike all the local surface street area road diets, lane reductions and narrowing of motor vehicle travel lanes championed by the car haters that in reality increase engine idle times, fuel consumption and emissions; this long over due improvement of the I-5 choke point will reduce congestion. It will also lessen the number of tire squealing crashes that create even more congestion. Engine running and idle times will be reduced by 2.5 million hours a year. Less fuel will be consumed, and therefore less emissions will be produced. Additionally, with the improvements, more drivers are likely to stay on I-5 as opposed to finding alternative routes on the surface streets. Only about one-half of the \$500 million will be spent on the freeway itself. About \$30 million will be spent on the proposed bicycle infrastructure. For the bicyclists biting the hands that feed them by spewing much of the hot air criticism, the bicycle infrastructure will be constructed with nothing financially coming from the bicyclist's own pockets. Bicyclists and not motorists should be footing the bill for all the bicycle infrastructure in this project. The majority of the funding balance will be utilized for the freeway covers and replacing</p> |                          |

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|                          |                   |                  | the overpasses, all of which must be built to withstand a major earthquake. The existing overpasses are likely to fail in a major earthquake severing emergency routes. 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 not all that cost effective. Fares cover only about 25% of the operating costs. Additionally, transit doesn't go everywhere the public wants to go, and there is no direct North-South transit connection parallel to I-5, or one planned, that efficiently bypasses downtown. In addition to increasing overall operating expenses, expanding transit alternatives with bond measures paid back through property taxes escalates the costs of housing. 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. If growth is to occur and be sustainable, more room is needed for cars. Terry Parker Northeast Portland   |                          |
| 2019 0212 Terry Parker   | 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 overdue 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 |                          |
| 2019 0330 T. Morrison    | Tessalyn Morrison | No More Freeways | I live in NW Portland and go to medical school at OHSU. My partner is an urban planner who keeps me up to date on urban development plans in Portland. I am deeply concerned about the Rose Quarter lane expansion. There is certainly an increase in traffic as the population of Portland increases; however, lane expansions have never reduced traffic overall. This should be the most concerning considering the \$500M allocated to this project, but we can add on a reduced effectiveness of public transit and increased pollution, especially to the neighboring Harriet Tubman school. We need to think creatively about how to move our Portlanders. People are more willing than ever to consider alternatives to cars, increasing transit and bike use. This infrastructure could be greatly improved and expanded with all this money. We do not want to be a city surrounded by smog, drowned by a thick rope of highways. We want to innovate, reduce our damage to the environment, and feel more connected to our community. This means transit. I've had and have seen many projects with good intentions that fail to deliver. Please consider that your project will not improve the traffic situation and is not a good solution for Portland.  |                          |
| 2019 0306 Thea Kindschuh | Thea Kindschuh    |                  | Expanding I5 through the Rose Quarter is a terrible and unwanted idea. This expansion would take transportation planning in Portland in an embarrassingly backward direction. Induced demand will increase auto usage of this stretch, and more cars on the road will just lead to increased congestion here and elsewhere in the city. We need to be investing in expanding transit infrastructure, enough space and money is given to autos already and it is not the way our city needs to be going. Sincerely, a lifelong Portland resident and urban planner that commutes from NE to downtown daily (not by car).   |                          |
| 2019 0331 Thomas Brown   | Thomas Brown      | No More Freeways | We must break the fossil fuel cycle of addiction. When you expand the capacity to add more individual cars & trucks, that capacity will get used. It would be much more efficient and even wiser to add that capacity to the rapid / mass transit side of the ledger. Please consider doing the right thing!<br><br>Thomas Brown  |                          |
| 2019 0402 Thomas Doherty | Thomas Doherty    | No More Freeways | Please institute decongestion pricing before any I5 expansion. Use a fair and fact based approach. Road pricing is the only policy actually proven to reduce traffic congestion; its also proven to improve air quality and reduce carbon emissions as well. The majority of the commuters through the Rose Quarter   |                          |

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|                         |                   |                  | corridor are not living in that area. Local residents should not have to bear the impacts of increased traffic and congestion. I am a parent of a student at Harriet Tubman School. My daughter deserves a better solution than expensive and costly disruptions that will not solve traffic problems and are likely to harm local communities.  |                          |
| 2019 0331 T. DuBuisison | Thomas DuBuisison | No More Freeways | As someone who jogs and bikes over I-5 at Vancouver/Williams on a daily basis, I don't see this expansion as a wise use of public transportation dollars.<br><br>The increased traffic welcomed by the larger freeway will further endanger city residence who are walking and biking. If we're determined to spend resources supporting those who've opted to live too far from work then let's be more forward looking and take this funding as a 1/4 or 1/3 down payment for a Max line between Portland and Vancouver.   |                          |
| 2019 0401 Thomas Jeanne | Thomas Jeanne     |                  | 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.   |                          |
| 2019 0402 Thomas Quany  | Thomas Quany      |                  | Comment: We offer you the opportunity to advertise your products and services. Dear Sir / Madam That is a fine offers for you. I can help you with sending your commercialoffers or messages through feedback forms. The advantage of this method is that the messagessent through the feedback forms are included in the white list. This method increases thechance that your message will be read. Mailing is made in the same way you received thismessage.Sending via Feedback Forms to any domain zones of the world. (more than 1000 domainzones.)The cost of sending 1 million messages is \$ 49 instead of \$ 99.All us sites that have a feedback form. (10 million messages sent) - \$349 instead of \$649Domain zone .com - (12 million messages sent) - \$399 instead of \$699All domain zones in Europe- (8 million messages sent) - \$ 299 instead of \$599All sites in the world (25 million messages sent) - \$499 instead of \$999Discounts are valid until April 7!Feedback and warranty!Delivery report!!In the process of sending messages, we do not violate the rules of GDRP.This message is created automatically use our contacts for communication.Contact us.Telegram - @FeedbackFormEUSkype - FeedbackForm2019Email - feedbackform@make-success.comAll the best   |                          |
| 2019 0401 Tim Davis     | Tim Davis         |                  | Its incredibly depressing that in 2019, in Portland no less, we are STILL talking about expanding freeways! And this *particular* project is absolutely riddled with problems.First of all, everything Ive read in the EA is either misleading, incorrect or an outright lie. I could go on for dozens of pages about this fact alone. And the more we hear about ODOTs *real* plans, the worse it gets. And ODOTs *real* plans are for a massive 8-lane freeway, along with reviving the insane Columbia River Crossing proposal from the dead. Unbelievable and unconscionable.This project is not at ALL about safety. 3 of the 4 deaths in the past decade in this corridor have been pedestrians! And widening the freeway corridor would only make this number likely to increase! This project will make people drive more quickly and make us all LESS safe.Our politicians are sold on bogus claims of reduced emissions. Even if emissions remain the same, literally EVERYTHING else has a negative impact in every conceivable way. Just ONE of hundreds of negative impacts would be much worse air quality near I-5.If you build a city for cars and traffic, all you get is cars and traffic! We must STOP *encouraging* people to DRIVE as much as possible *through* Portland. Yes, I fully realize that freight needs to get delivered through the city, but the vast majority of the I-5 trips are NOT necessary. We need to severely curtail *unnecessary* trips, so that those who MUST travel through the city on our interstate system are able to do so more effectively.We need to create better PLACES, so that people will no longer feel the NEED to drive anywhere near as much. Why on Earth do we keep prioritizing CARS over PEOPLE?!? We must never again prioritize *passage* over *place*. Doing so is wrong in EVERY way: environmentally, economically (which is never, ever understood by ANY traffic engineers), socially, health-wise, stress-wise, etc.Its incredibly depressing that we have to CONTINUE educating our traffic engineers, planners, politicians and transportation professionals about the basics of induced demand, externalities of fossil fuels and car m dependence, decongestion pricing, traffic demand management, parking reform, and dozens of other incredibly obvious and PROVEN next-generation transportation concepts.ODOT uses 100% discredited auto-based LOS and models that favor speed and throughput, at the expense of livability including literal human lives! Models are only as |                          |

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|                        |              |                  | <p>good as their inputs, and ODOT still lives in the car-dominated 1950s with all their models and traffic engineers who are still incredibly old-school. I just can't believe that ODOT wants to spend \$500 million to make everything worse for EVERYONE, *including* those who solely drive!! Plus, air quality would get much *worse*, not better. ODOT claims to throw some crumbs at non-auto traffic to make the project appear more palatable, but they're all completely disingenuous. For example, I do NOT trust for *one second* any claims at all about these lids. A lid over a freeway needs to support at LEAST a 6-story building. But these won't even support a ONE-story building. They're just staging areas, and they will create ZERO sense of place, ZERO housing, ZERO stitching together of Lower Albina, etc. It's yet another empty promise. And any cycling crumbs (including a *ridiculous* 9% grade) are laughable. Meanwhile, cyclists would lose the very convenient Flint Avenue bridge. This MUST be the last year that massive FREEWAY projects are EVER taken seriously within Portland city limits. Highways are great at enabling fast, efficient travel BETWEEN cities and metro areas, but once you're IN a dense urban area, the streets need to be dominated by PEOPLE. It would be MUCH less expensive and destructive to society if the state were to LITERALLY FLUSH \$1 billion into the Willamette!! Think about that!! Instead, here are some REAL solutions: 1. Completely kick ODOT out of Portland and create a city that values PEOPLE, community and human life over cars. Multi-lane, fast-flowing highways are great once you are OUTSIDE of dense urban areas. But within Portland, they are ridiculous, and they only *encourage* people to DRIVE everywhere for everything. 2. Fix the REAL safety problems: 82nd, Powell, 122nd, outer Division, outer Stark/Washington, etc. These corridors *desperately* need transit-only lanes, MUCH more intense development, and MUCH more housing. THAT would be an investment in PEOPLE! And it would create many, many times the economic opportunities for the people living on and near these corridors. 3. TOLL the freeway FIRST! The truckers would support this, because it would get unnecessary car trips off the road! 4. Again, create better, more vibrant and densely populated PLACES in Portland. This will enable people to live much, much closer to where they work, shop and play. Widening freeways *always* makes things MUCH worse in the long run. 5. GET RID of I-5 between the Marquam and Fremont bridges. This would have a HUGE positive economic and health impact in Portland! That is what I want to see most of all. Change I-405 to I-5. Done. Then Truckers could still use I-5, Hwy 99 and I-205 to go north-south through Portland. And with all the unnecessary trips *removed* from the interstate system, there would be plenty of capacity for freight traffic. Thank you so much for your consideration,</p> |                          |
| 2019 0312 Tim Davis    | Tim Davis    |                  | <p>Hi everyone. This is Tim Davis. I live downtown by PSU. Literally everything in the EA is either misleading, incorrect, or an outright lie. It doesn't even consider a single alternative. Our planners and civic leaders need to listen much more to Portland's very own amazing economists and transit planners, such as Joe Cortright, right here, and Jared Walker. Three of the four deaths in the past decade in this corridor have been pedestrians and this will only increase. This project will make us less safe and cause more people to die. And fatalities aren't even mentioned in the EA, and the three or four deaths in this corridor like Rebecca was saying. This will be yet another indescribable blow to the low income communities, the Soul District and Albina Vision. Our politicians continue to be sold on bogus claims of reduced emissions. And even if emissions remain the same, literally everything else has a negative impact in every conceivable way. Just one of the hundreds of negative impacts will be much worse air quality near I-5. If you build a city for cars and traffic, all you get is cars and traffic. And it's just incredibly depressing that we have to continue educating our traffic engineers, planners, politicians, and transportation professionals about the very, very basics of induced demand, externalities of fossil fuels, decongestion pricing, traffic demand, parking reform and dozens of other incredibly obvious and proven next-generation transportation concepts. ODOT uses a hundred percent discredited auto-based LOS and other models that favor speeding through, but at the expense of livability, including literal human lives. I really hope this is the last year that massive highway freeway projects are ever taken seriously within Portland city limits. It would be literally better to flush a billion dollars into the Willamette. Think about that.</p>  |                          |
| 2019 0313 Tim Holdaway | Tim Holdaway | No More Freeways | <p>Portland is in a unique position to be a leader in stopping climate change and we tout ourselves as such internationally. Now is the moment to invest in infrastructure that *decreases* our carbon emissions, not *increases* them! We are on a collision course with climate chaos. If we do not take BOLD action to change the way we meet our basic needs, we are facing the end of human life on earth and we're already taking many other species out with us. What an exciting opportunity this could be to re-imagine our city as a public transportation paradise! Building and expanding freeways is the WRONG direction for Portland and for life on earth. Please kill this project and put our tax dollars toward transportation solutions that rely on human power, wind power, solar power and other creative solutions to the dire situation we are currently in. Thank you for your work in service of this city. May you consider the well-being of our children's children and the thriving of all life when you make decisions on our behalf. Sincerely, Tim Holdaway</p>  |                          |
| 2019 0330 Tim McCann   | Tim McCann   | No More Freeways | <p>I would like to register my *strong* opposition to the proposed Rose Quarter Freeway Expansion project. This project is misguided on so many levels, and represents a willing disregard for climate realities, for public transparency and a fair assessment of all of the options on the table, for underrepresented communities, and much, much more. In no particular order: There's the fact that the climate change is already having significant impacts on our world, our country, our state, and our communities. Transportation emissions are now the largest source of global warming greenhouse gases. In what world does it make sense to spend half a billion dollars to make it *easier* for us to keep using a polluting system of transportation? We should instead be spending that money to give people other options to get around -- whether it's expanding service on Tri-Met, or creating more high-quality, safe infrastructure for people on bikes or people walking/rolling -- options that aren't actively driving our climate crisis. There's the fact that this freeway expansion would encroach even</p>  |                          |

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|                                   |                 |                  | <p>further upon Harriet Tubman Middle School, increasing air and particulate pollution at a school where its *already* so bad that researchers warned the school not to let their students play outside. At a school where 40% of students are Black, and 73% are identified by PPS as vulnerable populations, in a community that was literally demolished and split apart decades ago when this freeway was built in the first place, for a state with such a ignominious history of racism, it is appalling to think that we would move forward with this project given the harms it would inflict upon those communities. Theres the fact that cities have tried to build their way out of congestion before and it hasnt fixed the problem. Induced demand is a real phenomenon, and if this project is built, youll see the Rose Quarter fill right back up with traffic volume, just like has happened in so many other places that have undergone massive freeway expansions. When I think of induced demand, I think of Field of Dreams: If you build it, they will come. Others liken it to a gas filling up the space it inhabits. I just cant believe were here needing to explain induced demand to transportation professionals. Theres the fact that congestion pricing would address a significant amount of the traffic issues without Oregon having to spend anywhere close to half a billion dollars on infrastructure that wed be dealing with for a generation (or more). Theres the fact that this project would impact the Eastside Esplanade, further squeezing the already small strip of land wedged between the river and the interstate. If anything, we should be tearing these interstates down and opening up that area to the people of Portland, not making it into a place where we need to deal with even more noise and pollutants from the cars and trucks passing overhead. Theres the fact that ODOT has tried to justify this project for safety reasons, when in reality I-5 in the Rose Quarter doesnt come anywhere close to being the most dangerous for people. As it turns out, ODOT controls some of the corridors that rank high on that list. Could you imagine what we could do with \$500 million to make 82nd or Powell in East Portland safer? Theres the fact that ODOT has incorporated a fully-built Columbia River Crossing into the no-build scenario, hiding fundamental facts and assumptions and in the process likely violating the National Environmental Policy Act. Theres the fact that ODOT has been remarkably intransigent throughout this entire process, withholding plans and designs from public scrutiny. If you have to disguise so many assumptions and create so many hurdles for people to make an honest assessment of the project -- maybe the project doesnt hold up on the merits. Theres the fact that community groups in the areas that will be most impacted by this project are outspoken in their opposition. Its long past time for ODOT to do more than just hear those groups -- its time for ODOT to *listen* to what they are saying. I could go on. As a colleague of mine liked to say, respect is earned in drops and lost in buckets. At this point I dont know if I have any left for ODOT, since its been raining buckets since this project began to move forward in earnest. But I want ODOT to start earning it back, because there is so much that we need to do to create the transportation systems its going to take to address the critical problems were facing as a society today. We need to be able to trust ODOT and other public agencies as a partner in that work, but earning that trust back needs to start now, with putting a hold on this project until *at the very least* a full Environmental Impact Statement is completed and congestion pricing is implemented. Study ALL of the alternatives, and show Portlanders and Oregonians what our options are, and we can make a real assessment *together*, as partners and stakeholders in this process.</p> |                          |
| 2019 0226<br>Timothy Stinson<br>1 | Timothy Stinson | No More Freeways | Nothing short of direct action against additional automobilization & petro-based civilization will even begin to effectively mitigate USA's transportation-gobal warming interface. Pollution & congestion, their so-far externalized social-ecological costs to private industry's benefit must stop, then be reversed/internalized, to force the necessary shift toward expanded rail & other forms of mass transit.   |                          |
| 2019 0402<br>Timothy Stinson      | Timothy Stinson | No More Freeways | *no comment included   |                          |
| 2019 0226<br>Timothy Stinson<br>2 | Timothy Stinson | No More Freeways | If this expansion goes through, the next effective mass action must be a call to investigate ODOT management's interface with the lobbying forces at play in the policy formation & implementation processes, From AAA to the roadbuilding, auto-truck manufacturing, insurance & all related industries--all those whose financial & political interests benefit from status quo projects like the I-5 lane expansion--must be exposed & made to pay some painful costs, including jail time as well as monetary.   |                          |
| 2019 0312<br>Timur Ender          | Timur Ender     |                  | To whom it may concern: We are writing to provide comments as it relates to the Environmental Assessment for the I-5 highway expansion project. Air Quality I am deeply concerned about air quality. Until recently, our infant child was enrolled at a daycare facility on N. Flint immediately adjacent to this project area for 6 months. The air quality issues surrounding the existing poor air quality in this area was the single most important driving factor in taking her out of daycare and moving our child to another location. We were able to switch daycares because we had the means; many of our child's classmates do not have the luxury to make that choice. During our morning walks to daycare on the Flint street bridge, I could hear my 6 month old infant child cough due to the poor air quality. When I saw 2 year old kids playing outside, I couldn't help but notice the exposure to poor air quality that they were surrounded by. It is my opinion that this highway expansion project will only make this worse by attracting more cars and therefore more congestion and idling vehicles. Surface streets One of the best things cities can do to encourage sustainability is to provide opportunities for safe, convenient options for biking and   |                          |

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|                           |               |                  | <p>walking. The Flint street bridge is one of the most used bicycle corridors anywhere in a major US city. It is unacceptable that this project does not replace this bridge or restore the grid network to provide this direct access. The extra effort required by people who bike under the proposed plan should be considered in the EA as a negative environmental impact. If biking is less convenient, people will likely shift to other modes which impacts the environmental health of this district and the city. Funding Highway expansion mega projects are notorious for cost overruns. Further, this funding can be allocated elsewhere where the safety need is greater given that it is a discretionary decision by state lawmakers and not federally obligated funds. Arterials in East Portland are statistically much more deadly than this stretch of I-5. No one denies that a highway should have a shoulder but a lot of people feel that highway widening with added lanes and providing a shoulder is not worth the \$500 million cost when there are other more pressing community priorities as expressed by neighborhood and advocacy groups. Tolling Tolling is the single policy that actually solves congestion. This should be implemented first, ensuring that it is equitable for all involved. We need to make our transportation system work for freight and people who need to drive. Tolling the corridor would remove discretionary trips off of the system and could also improve transit, biking, and walking. This should proceed any effort to widen the highway. Data The claims surrounding greenhouse gas emissions being reduced under the plan to build more highway lanes ignores the concept of induced demand and is not a believable assertion. I am curious as to what this claim is based off of. "The Build Alternative would not create new capacity or add substantial capacity to the existing highway." This is from the EA and I find it to be both untrue and misleading. The proposed project does add highway lanes and therefore capacity. The simple truth is that the build proposal has more lanes than what is there today even if they connect ramps throughout the corridor. More lanes induce the demand for more driving which means air quality, congestion, and climate change are all pushed in the wrong direction. The inability to acknowledge the principle of induced demand is a failure of the environmental assessment. Conclusion I feel the items mentioned above are not adequately addressed in the EA and I think it is critical that this project have a full Environmental Impact Statement if it is to move forward. The best alternative would be to reallocate the funding to arterials where people are actually dying, toll the I-5 corridor, and to improve surface streets above the highway without expanding the I-5 corridor. Thank you for the opportunity to provide comments.</p> |                          |
| 2019 0325 Tod Pitstick    | Tod Pitstick  | No More Freeways | <p>I like the idea of capping the freeway but NOT adding travel lanes! How about turning some of that money over to TRIMET and see what they can do to move people through Portland. Adding lanes will encourage people to get in their cars, congestion pricing will make the users pay.</p> <p>Thanks for your consideration.</p>  |                          |
| 2019 0402 Todd Brown      | Todd Brown    | No More Freeways | <p>With an ever-worsening climate outlook and reams of data that show capacity improvements are a short-term stopgap at best, new freeways seem like a really poor investment of tax dollars. Let's consider more public transportation funding and tolls instead!</p>   |                          |
| 2019 0328 Todd Peres      | Todd Peres    |                  | <p>Writing in support of this project. As a native Portlander, I can tell you this bottleneck has been a problem for DECADES, a fix is 20 years overdue. Better for cars to be moving through this area vs. sitting and idling with engines on but going nowhere! We shouldn't build any additional freeways, but maximize the ones we have. This is common sense.</p> <p>Thank you,</p> <p>Todd Peres<br/>North Portland</p>  |                          |
| 2019 0322 Todd Williams 1 | Todd Williams | No More Freeways | <p>We don't need to expand our freeways with expensive measures that in the end help residents of Clark County the most. Our property values will stagnate and southwest Washingtons will increase disproportionately due to making the urban center of the region more accessible to them.</p> <p>We need instead is increased local infrastructure to support intercity traffic on surface streets to include greater safety for pedestrians, cyclists and busses that do not impede traffic.</p> <p>As far as interstate highways are concerned - were good.</p>  |                          |
| 2019 0401 Tom Baldwin     | Tom Baldwin   | No More Freeways | <p>While it may seem intuitive that adding lanes to the freeway will reduce congestion, all it does in practice is create more space for the problem to grow. Even if, after months/years of construction delays, the proposed auxiliary lanes achieve the modest improvement in travel times promised by ODOT, that fact will induce demand for highway travel. This leads to more unnecessary trips, more cars on the road, and another bottleneck forming somewhere else. This project doesn't solve a problem, it just spreads it around. The evidence-based solution to traffic gridlock is to implement decongestion pricing and use</p>   |                          |

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|                         |               |                  | the revenue to fund alternative modes that are more space-efficient and more broadly accessible. In urban environments, it's foolish to assume that everyone can drive a car to where they're going - better to price the highway to reflect its enormous cost and cultivate alternatives that give people a choice. But ODOT's existing study on this project fails to adequately study decongestion pricing as an alternative. The proposed bicycle and pedestrian improvements are at best a window dressing and at worst a regression (see the massive corner radii in plan drawings). The proposed freeway caps are useless as buildable urban space. Even the no-build alternative contains assumptions about the CRC that don't match anyone's understanding of what it means to not build. This project, at minimum, should not proceed without a full EIS to address compelling alternative solutions that the current report ignores. But there is good evidence already that it should not be built. We've added enough lanes to freeways in this country to know that this isn't a solution - it's just another click on the policy ratchet that is constantly creating more space for the least efficient, most inequitable mode of urban transportation.   |                          |
| 2019 0226 Tom Bender    | Tom Bender    | No More Freeways | *no comment included   |                          |
| 2019 0402 Tom Brenneman | Tom Brenneman |                  | Hi there, I live in the Piedmont neighborhood of North Portland and work in Beaverton. I commute every day by bicycle. I ride from my house down to Pioneer Square and get on the MAX train. Part of the reason I commute this way is because to drive from Beaverton to North Portland at 5pm takes a very long time due to traffic. The freeway expansion around the Rose Quarter would have a direct impact on reducing that time. But I strongly disagree with spending this kind of money to encourage more people to drive. Sure it would help me drive my car to and from work, but it would do the same for many people. We need more creative ways to improve transportation. I for one would benefit from better bike lanes. Unless you would rather I drive. Thanks, Tom  |                          |
| 2019 0331 Tom Foeller   | Tom Foeller   |                  | Comment: Dear ODOT Officials, March 31, 2019 My wife and I strongly support the effort for current plans to improve this section of I-5 and the supporting environmental assessment (EA). We live on Hayden Island and consider ourselves strong environmental activists, but we are frequently LOCKED between two major pinch points along I-5, the Interstate Bridge and Rose Quarter. We live in an 84 unit Condo complex and along with our neighbors desperately need relief from the congestion, unsafe air and traffic conditions, delays, waste, and insufficient vehicular capacity in the Rose Quarter corridor. We've been involved in MANY near vehicle misses caused by the crowded conditions; crossovers, stop & go, and merging traffic; poor sight lines and other unsafe conditions there. It's EXTREMELY frustrating and the I-5 delays are enormous economic burdens to commercial and residential travelers. It also makes travel through this section of Freeway UNBEARABLE for visitors and workers in adjacent areas of OR and WA. We've sat in traffic for hours with others, engines running, frustrated and extremely angry. Now we frequently try to by-pass most of I-5 by rushing through competing traffic on MLK, Interstate Ave, Denver Ave, Vancouver Ave and both directions on Marine Drive while trying to get on and off Hayden Island to family, friends, activities and appointments! This also involves frequently trying to find short cuts through residential neighborhoods; by schools, parks, anything..... to avoid STAGNATING in traffic. This tactic has negative impacts on the safety and livability of all of us because the Freeway IS NOT MOVING ENOUGH TRAFFIC. We find the efforts of "No Freeways" groups well intended but WAY SHORT of practical, effective, life cycle cost effective problem solving strategies. We strongly believe in multimodal forms of transportation; preserving and enhancing neighborhoods; being able to live and work in safe walkable neighborhoods, and designing and enjoying the amenities the Portland area has to offer. BUT unless you can be completely self-reliant in your neighborhood you have to be able to reach other critical services and destinations, and without some capable and decent freeways our standard of living and livability will continue to suffer irreversibly. Public transportation alternatives are poor on Hayden Island. Convenience and timeliness of transportation are the most important elements for us at our condo complex, consisting mostly of Seniors, so we drive. My wife and I would like to see a realistic regional multi-modal comprehensive transportation plan developed AND IMPLEMENTED for the Portland METRO area, rather than addressing and funding improvements piecemeal, but we know obtaining financing, and public and legislative approvals for plans are very problematic. HOWEVER, this one pretty well thought out plan and EA for the Rose Quarter improvements, and in the belief its cost effective, environmentally sound, and financeable, we SUPPORT it and recommend you support the findings of the EA and proceed rapidly to implement the project. Sincerely, Tom and Meri Foeller P.S. After discussions with many of our 84 unit condo complex residents, I'm sure most of the residents support most of the comments above! |                          |
| 2019 0329 Tom Howe      | Tom Howe      |                  | I'm writing to request that a full Environmental Impact Statement (EIS) be completed on this project. Many concerns have recently come to light such as increased construction pollution during the long construction period the project requires. And it appears the widening of I5 will extend over the top of a large portion of the Vera Katz Eastbank Esplanade. These impacts need to be assessed in greater detail. Thanks, Tom Howe  |                          |
| 2019 0331 Tom Rodrigues | Tom Rodrigues | No More Freeways | I'm a longtime Portland resident who strongly opposes any additional freeway construction or freeway expansion. They do not reduce congestion in the long term and the costs are too great to our wallets, environment, and neighborhoods. I want to see more resources spent on more economically, socially, and environmentally sustainable forms of transportation like bus lines, transit, bicycle, and pedestrian infrastructure.   |                          |
| 2019 0328 Tony          | Tony          | No More          | One of the main reasons there is constant congestion on the I5 freeway is because there is way too many exits and entrances to it. A freeway is supposed to  |                          |

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|                          |                | Freeways         | be a way to get across town quickly, not to get a mile or 2 down the road. That's what surface streets are for. With so many people trying to get on and off at so many points it is messing everything up.<br>It would cost less to get rid of some of these entry points.   |                          |
| 2019 0327 Tony Green     | Tony green     |                  | The article by Joe Cortright at cityobservatory.org deligitimizes the entire need for the project and lays the groundwork for a successful lawsuit. Please stop wasting money on a project that will save not a single life.<br><a href="http://cityobservatory.org">http://cityobservatory.org</a>   |                          |
| 2019 0331 Tony Jordan    | Tony Jordan    |                  | To whom it may concern,I am writing to express my concerns about the I5 Rose Quarter project. I do not agree with the findings of the Environmental Assessment (EA) and I believe ODOT should conduct a full Environmental Impact Study.I am opposed to this project because I do not think ODOT has been honest or forthcoming about the need for widening the freeway, the long term intent of the agency regarding the I5 through the Portland Metro Area, or the design and impact of the project. It is particularly disturbing that concerned citizens had to force ODOT to release documents (which initially ODOT denied existed) containing severel concerning revelations about the project. This seeming deceit and dishonesty, alone, should be enough to require a step back and RESET on the project.To frustrated drivers, ODOT has presented the project as either a solution to a congestion-inducing bottleneck, but the models dont suggest that the widening will alleviate commute times by an appreciable amount. To others, ODOT presents the widening as a safety improvement, using a statistical sleight of hand to conflate fender bender collisions with deadly car crashes. To the community displaced generations ago, ODOT presents the project as a remediation, as if a few stinky and noisy freeway lids (likely to be the first items cut in value engineering) will heal the community. To describe the project honestly would have required ODOT to reveal that traffic projections ignore the principle of induced demand (and make some specious assumptions about the Columbia River Crossing). To be honest, ODOT would have to admit that, if anything, the widening could lead to more deadly crashes in the Rose Quarter as off-peak speeds would increase in the area. To be honest, ODOT would have to advertise that they have not modeled delays to pedestrians and bicyclists due to construction, that the project contains an overpass expansion that would shade the Eastbank Esplanade, and that the car-centric street-level designs they propose dont meet basic modern requirements. ODOT has the audacity to claim that building the project will reduce emissions relative to a scenario where we dont build it. But ODOT doesnt make it clear that their no-build scenario assumes a 3BILLION dollar mega-highway CRC is built.The project cost, at least \$500,000,000, could be much better spent on projects that actually help move more people quicker through the city (transit-only lanes, for example). ODOT could save hundreds of lives by spending our money on SE Powell Blvd and 82nd Avenue, both shameful killer state highways. ODOT could alleviate congestion on the highways by implementing decongestion pricing.This is the wrong project for our time. I have two school-aged children and I worry about the health of the planet and how difficult their lives will be because of the mistakes weve made in the last 100 years. Car culture and car-centric development helped to create a society that appears wealthy and full of individual mobility and freedom, at least for well-off white people. But all that has been purchased on credit and the bill is coming due. We need to move in a new direction, preferably by bus. Thank you for considering my comments,Tony Jordan |                          |
| 2019 0328 Tony Tapay     | Tony Tapay     | No More Freeways | I cannot support this project for a number reasons, but most glaring is the lack of transparency and outright dishonesty from ODOT. How in the world can anyone, including proponents, rightfully support this project when the information that we're being given is being actively manipulated in this project's favor. ODOT needs to stop being a construction advocacy group and start being an honest and forthright transportation (all types!) department.   |                          |
| 2019 0402 Tonya Roe      | Tonya Roe      | No More Freeways | As a homeowner in the Piedmont neighborhood, I want to express my strong opposition to expanding I-5 in North Portland. Spending \$500M on a project that will not have a long term positive impact on our city does not make any sense. It may allow more cars to get to the central city, but then where do they park? Doesn't that just cause new problems? If they are just passing through, isn't that what 205 is for? Why would we encourage them to drive through neighborhoods where our children go to school? The financial and environmental costs are too high. This is not a good project and should not move forward. Thank youTonya Roe   |                          |
| 2019 0325 Topher Henness | Topher Henness | No More Freeways | Seeing as freeway widening has never helped congestion, and that we're in the middle of a climate catastrophe, I think spending half a billion dollars on encouraging drivers is nearly criminal. Spend that money on transit and active commuting, if you want to decrease congestion and improve our city. Don't fall down the same trap as Los Angeles and Seattle, try the Amsterdam route instead.   |                          |
| 2019 0401 Topher Rhodes  | Topher Rhodes  |                  | Hello,My name is Christopher Rhodes. Im not a transportation engineer or a city planner, but my dad was Vic Rhodes, Director of Transportation of the City of Portland from 1997 - 2002, so I grew up listening to my parents and their friends and colleagues discuss the problems, challenges, solutions and visions for transportation in our city. I love Portland and I truly want it to thrive - thats why Im strongly opposed to the Rose Quarter Freeway Expansion project and urge you to instead invest in projects that will improve the lives of the people of this city, state and world.When considering investments in transportation infrastructure that will last for generations, we must be absolutely sure weve considered the impact that the project will have on the regions people and communities. I dont think that enough consideration has been given to the civil, social and environmental impact of this project, and we need a  |                          |

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|                             |                |                         | sober assessment that acknowledges that, for the communities through which they pass, freeways are a failure, and we do not need more of them. In a reality where we have less than 12 years to take critical action to avoid catastrophic climate change, the LAST thing we need to do is invest our precious infrastructure dollars in projects that will only serve to increase reliance on cars and further degrade our environment. Projects like MAX, the Eastbank Esplanade, the Streetcar, etc like my dad championed are what make Portland livable and iconic. We need more of that kind of vision - not more freeways. East Portland still lacks sidewalks, many roads are unpaved or full of potholes, we should address that - to make our city more walkable/bikeable before expanding a freeway that will not decrease congestion. We could build underground light rail, we could add more buses that are desperately needed; we could do any number of things that would go towards keeping Portland the place that is known for innovative, progressive transportation policy - the place that my father envisioned and fought for, the place that I love. Thank you, Christopher Rhodes   |                          |
| 2019 0402<br>Toranse Lowell | Toranse Lowell | No More Freeways        | Widening the freeway makes for an uglier, more polluted city. A sustainable future is a future that we can breathe in, quite literally. We need more sidewalks, more bike lanes, and better public transportation systems so that people feel less constricted in utilizing more environmentally smart forms of public transportation.   |                          |
| 2019 0318<br>Tori Cole      | Tori Cole      | Neighbors for Clean Air | My name is Tori Cole, and I'm a resident of the city of Portland. I am here as the program director of a local nonprofit called Neighbors for Clean Air. As an advocate for clean air, I am here to oppose the expansion of I-5 through the Rose Quarter. As you know, the proposed expansion directly abuts Tubman Elementary School, where air quality is already so bad that experts have recommended student outdoor activities be limited at Harriet Tubman Middle School, especially during high traffic periods. It is frustrating that despite this, ODOT's freeway expansion proposal involves widening I-5 (and the tens of thousands of emitting automobiles and trucks) farther east and even closer to the Tubman building and students inside it. A plethora of recent studies link near-roadway emissions with lower levels of student attendance and performance. Prenatal exposure to pregnant women has been linked to an increase in incidence of neurodevelopmental disorders like Autism Spectrum Disorder. Children are most vulnerable to the long-term impacts from traffic, because their lungs are still developing and they breathe on average 50 percent more air per pound of body weight than adults. Though this proposed expansion primarily affects Tubman, it is far from the only school affected by dangerous freeway emissions. At least 10 Portland Public Schools (and more like 30 in total in the metro area) are in the danger zone of too close to high road emissions that can adversely impact the students. We are here on behalf of students, teachers and the community to demand a plan that prioritizes public health. ODOT wants us to believe that an estimated \$250 million in new freeway facilities will not increase the number of drivers or create an incentive for more people to use the freeway. With no induced demand, coupled with a future full of high-tech cars and stronger emission regulations, ODOT says this project would actually contribute to a reduction in emissions. First of all, I'm here to tell you as a clean air advocate that we CANNOT reasonably just assume our legislature will fix this problem with stronger emission regulations, although we're trying. Secondly, the overwhelming academic literature on air pollution from transportation suggests that decongestion pricing, and not freeway expansion, is the best policy to improve local air pollutants and mitigate the impacts of freeways on their surrounding communities. According to The Washington Post, childhood asthma rates in Stockholm, Sweden were reduced by nearly fifty percent after the implementation of decongestion pricing. We need to shift our system away from prioritizing cars in all our planning processes. As an attorney, I found the Environmental Assessment very limited and misleading in its allegations. It should have taken decongestion pricing into account and it is irresponsible to assume this project will contribute to a net decrease in emissions. |                          |
| 2019 0312<br>Tori Cole      | Tori Cole      | Neighbors for Clean Air | Thank you so much for your testimony. My name is Tori Cole and I'm a resident of the City of Portland. I'm also here as the program director of a local nonprofit called Neighbors for Clean Air. As an advocate for clean air, I am here to oppose the expansion of I-5 through the Rose Quarter. As you know by now, the proposed expansion directly abuts Tubman Elementary School where the air quality is already so bad that experts have recommended that student outdoor activities be limited at Harriet Tubman Middle School, especially during high traffic periods. It is frustrating that despite this, ODOT's freeway expansion proposal involves widening I-5 and tens of thousands of emitting automobiles and trucks farther east and even closer to the Tubman building and the students inside of it. A plethora of recent studies link near roadway emissions with lower levels of student attendance and performance. Prenatal exposure to pregnant women has been linked to an increase in incidents of neuro-developmental disorders, like autism spectrum disorder. Children are most vulnerable to the long-term impacts from traffic because their lungs are still developing and they breathe on average 50 percent more air per pound of body weight than adults do. The proposed expansion primarily affects Tubman. It is far from the only school affected by dangerous freeway emissions. At least 10 Portland public schools and more like 30 in the total metro area are in the danger zone of too-close-to-the- highway emissions that can adversely impact students. We are here on behalf of students, teachers, and the community to demand a plan that prioritizes public health. ODOT wants us to believe that an estimated \$250 million in new freeway facilities will not increase the number of drivers or create incentive for more people to use the freeway. With no induced demand, coupled with a future full of high-tech cars and stronger emission regulations, ODOT says this project would actually contribute to reduction. As a clean air expert and advocate, I'm here to tell you that we cannot reasonably just assume our legislature will fix this problem with stronger emission regulations even though we're trying.   |                          |

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| 2019 0224<br>Tracey Egan       | Tracey Egan       | No More Freeways | This is way past due. Build the lanes. That pocket is pure gridlock and cant handle the current usage much less projected growth for Portland.   |                          |
| 2019 0225 Trask<br>Owen Colby  | Trask Owen Colby  | No More Freeways | I do not support the expansion of I-5 through the Rose Quarter. We can not build lanes out of any "traffic problems." The only effective means of eliminating car traffic is by investment in other forms of transportation. All over the world cities are making it impossible for cars to drive in the center of them. These are cities that are being transformed into places for people to live, walk and bike. What ODOT proposes is the exact opposite. We have already lost the riverfront to freeways on both sides of the Willamette. Thankfully we regained the west bank, but the east bank I fear is forever lost. Let's not make it worse by continuing to expand it. We will not solve congestion in Portland by making more freeways. In texas an increase from 8 lane to 23 lanes completed nothing except making traffic worse. <a href="https://usa.streetsblog.org/2015/05/28/the-23-lane-katy-freeway-a-monument-to-texas-transportation-futility/">https://usa.streetsblog.org/2015/05/28/the-23-lane-katy-freeway-a-monument-to-texas-transportation-futility/</a> I see in no way that ODOT can ignore cases like this and others that did nothing to relieve congestion. Moreover, if your intent is to make it easier for cars to drive, you are fundamentally failing in your duties to be good stewards to the earth. We need less concrete, fewer cars and more green to make Oregon a better place to live. Take \$500+ million dollars, and invest in buses, parks, bikes, e-bikes!, bus lanes, Sullivan's Gulch bike trail, tree planting, or naturescaping. Literally anything other than more freeways. The world doesn't need more roads and cars, Portland doesn't either. Make the right choice.   |                          |
| 2019 0219<br>Trevor Farrell    | Trevor Farrell    | No More Freeways | After reviewing the Environmental Assessment, I find ODOT's claims that the proposed Rose Quarter Freeway Expansion will reduce congestion and air pollution to be unconvincing and a massive waste of resources. As a resident of northeast Portland, I urge this project to be halted and and for the money to be redirected into local public transportation.   |                          |
| 2019 0326<br>Trevor Williams   | Trevor Williams   | No More Freeways | Do not use our tax dollars for the I5 expansion through the Albina neighborhoods. Wrong project at the worst time. This will benefit no one and will negatively impact everyone. Spend money on reducing car travel by investing in equitable access to the MAX, street car, electric bus, bike and sidewalk infrastructure! Please!   |                          |
| 2019 0401 Trish<br>Claffey     | Trish Claffey     | No More Freeways | Please don't spend billions to add to climate change! Please spend billions on bike lanes, education, walk-able neighborhoods.   |                          |
| 2019 0301 Troy<br>Unverdruss   | Troy Unverdruss   |                  | 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.   |                          |
| 2019 0401 Tyler<br>Bullen      | Tyler Bullen      |                  | Dear ODOT, Lets not go forth with this I-5 widening project. There are just too many good reasons not to:- It requires land seizure to expand highway infrastructure. This is backwards - we need valuable land in the center city for people, not cars.- It further endangers aiquality for students at Harriet Tubman High School. Isnt middle school tough enough without being exposed to even more harmful highway toxins?-Its improvements to the Albina neighborhood are totally inadequate. The caps do virtually nothing to actually reconnect the neighborhood, and the bike lanes as designed arent even at city-mandated width, given their anticipated volume.- It wot materially increase the highwa safety, as fatal crashes are rare on this section of highway. People are killed more frequently on other ODOT facilities. If this is about safety, llets fix those roads first.- Most egregiously, it expands our regio fossil fuel infrastructure, helping pump more carbon into the atmosphere and warming our planet. I dont buy that this project will slightly decrease carbon emissions. More highway = more cars = more carbon, period.Looking to alleviate congestion and improve travel times? Great, thats a laudable goal. Lets actually tackle the problem with decongestion pricing. It works in Europe, itll work here too. Widening highways is an ineffective 20th century solution that has consistently failed to deliver on its promise. Lets start thinking about our future in ways that could improve livability for future generations. As one of Americas most environmentally-conscious states, Oregon should be a leader on tackling climate change. The world is warming, quickly. Isnt it time we stopped expanding highways?Tyler Bullen |                          |
| 2019 0402 Tyler<br>Deffenbaugh | Tyler Deffenbaugh | No More Freeways | Please dont build this! Its not going to relieve congestion, and even if it did, it would encourage more people driving cars, which irresponsibly increases greenhouse gases. If we devote millions of dollars to expand highways instead of other green measures for transportation, it means that our leaders dont   |                          |

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|                              |                    |                      | comprehend the magnitude of the climate change crisis. Please do the right thing and cancel this project, and instead work to aggressively increase public transit, while discouraging private automobile transportation.  |                          |
| 2019 0401 Tyler Karr         | Tyler Karr         | No More Freeways     | Expanding the freeway is going to do nothing but increase environmental dangers, when we're already experiencing a global threat of irreversible climate change. Portland is considered to be a progressive city, and expanding the freeway instead of utilizing funding to seek and implement clean alternatives to get more folks to stop driving is 100 steps backwards. There are far too many negatives which outweigh any possibility of a positive outcome no city has solved congestion by expanding freeways. It will not change here.  |                          |
| 2019 0401 Tyler Lyon         | Tyler Lyon         | No More Freeways     | I'm strongly against expanding the highway and very much in favor for decongestion pricing!  |                          |
| 2019 0325 Ulysses Duckler    | Ulysses Duckler    | No More Freeways     | Stop investing in fossil fuel infrastructure!<br>This kills our planet, and it will kill our future, the children of Harriet Tubman Middle School.<br>But hey, you probably don't care about black children or climate change, ya <<...>>  |                          |
| 2019 0305 Unpopular Opinion  | Unpopular Opinion  | Common Sense         | 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.   |                          |
| 2019 0329 Vana O'Brien       | Vana O'Brien       | No More Freeways     | Dear ODOT, I am extremely worried that the stated reasons for expanding the freeway are deceptive, and we should not spend hundreds of millions on a project that has used such flawed, even dishonest, assumptions. The benefits claimed for the project probably will not be achieved. I urge you to stop the project, and start again, looking at more practical ideas, like congestion pricing and more travel options besides cars. Sincerely, Overlook neighborhood resident   |                          |
| 2019 0227 Vanessa McClelland | Vanessa McClelland |                      | Getting cars through the bottleneck and decreasing crash possibilities are all great plans. This, more than any tolling, will allow for smoother traffic flow. More and more people are moving into the area, adding more stress to our limited roadways. Most people can't choose when to work at home and when they have to go in. As a commuter who supports a family on my single income, tolls would hurt me but also won't stop me from driving when I have to. But that's a tangent. I don't want to take forever to get to where I have to go to earn a living. Removing the roadblock will help me have less road rage, less stress, more time with my family, fewer carbon emissions and a happier lifestyle. This project will decrease pollution. Cars emit more carbon per mile while idling and in stop and go traffic than they do when cruising at 30 to 45 miles per hour. The city of Portland has already implemented many projects that reduce traffic flow for increased bike lanes and pedestrian safety and I find the claim the surface level improvements are somehow negative for pedestrian safety a bit confusing. Ruts in a freeway aren't good for anyone. I get that some people want to ban cars, but until a teleporter is invented and put in every person's house, that is not feasible. Please keep the cars rolling. Vanessa McClelland Portland, OR  |                          |
| 2019 0327 Vern Gunderson     | Vern Gunderson, PE | Paramount Apts., LLC | SUBJECT: I-5/Rose Quarter Project Environmental Assessment Public Comment<br>The purpose of this communication is to dispute the methodology and findings of the Environmental Assessment. In Section 7.2.5 of the Noise Study technical Report, Paramount Apartments is characterized as an obstruction that shields I-5 traffic noise from Receivers 18a and 18b located in Compass Oncology. There is no references to the effect of I-5 traffic noise on residents of Paramount Apartments nor any reference to the effects of traffic noise on Paramount residents from the proposed Hancock-Dixon Crossing. It seems inconsistent to study noise from an existing source approximately 500 feet away and not address noise pollution and air pollution from a proposed new street carrying loaded freight trucks that is less than 100 feet from Paramount Apartments. The Assessment should acknowledge that increases in air pollution and noise pollution have a significantly greater effect on full time local residents than on populations that experience short term exposure, and therefore should warrant lower thresholds for implementation of mitigation measures. The Assessment should include collection of base line noise levels within Paramount Apartments and a commitment to collect comparative noise readings subsequent to completion of the I-5/Rose Quarter project. Paramount Apartments does not have interior air cooling and therefore the main exterior doors are opened to cool the building in early morning hours during summer months. Noise monitoring should be scheduled for when exterior doors are open. Similarly, base line exterior air quality readings should be collected at the north face of the Paramount prior to construction of the new Hancock-Dixon street. Some proposed changes, such as closure of Flint Street to through traffic, will be a benefit to Paramount tenants, as will be the overall I-5/Rose Quarter project. |                          |
| 2019 0401 Veronica Felts     | Veronica Felts     | No More Freeways     | Oregon Department of Transportation, I hope you'll reconsider your plans to expand the I-5. Our state has been influential in our efforts to move towards sustainable and environmentally friendly practices. While 40% of Oregon's carbon emissions comes from transportation, it is abhorrent that during a climate crisis we would even consider this project. I would hope that we could use these funds to promote safe, clean, and widely accessible public transportation services. Along with reconsidering this project, I'd also urge you to invest in a full Environmental Impact Statement regarding this expansion and it's impact on public health, safety, and environment. Thank you,  |                          |

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| 2019 0329<br>Veronica Ledoux   | Veronica Ledoux   | General Public                          | As a high school science teacher, I believe that we have to model responsible action for young people. That includes stewardship of the environment and long-term planning that focus on how to create the kind of community in which we want our kids to grow up. A wider freeway will not help the climate, will not improve future air quality or improve the health of our community, and will not solve our city's transportation challenges. My students demand that my generation do a better job of making decisions now that will impact their future. Please create a full Environmental Impact Statement and seriously investigate alternatives that will not cause the climate and health collateral damage that result from widening the highway. We must hold ourselves to a higher standard, our youth are depending on us.  |                          |
| 2019 0331<br>Veronica Poklemba | Veronica Poklemba | No More Freeways                        | This money would be better spent on rapid transit lines, improved transit from broader areas of Portland... measures that would encourage people to drive less and take advantage of good transit options. I lived in the Metropolitan DC area and more lanes, highways... consistently resulted in more people clogging the roads. Sounds like research has shown the same thing.<br>It's time for an approach that will really contribute to getting cars off the roads and decreasing air pollution for residents - health costs continue to rise related to bad choices that are made.  |                          |
| 2019 0326<br>Vicky Medley      | Vicky Medley      | No More Freeways                        | Please do NOT expand I 5. I live in that neighborhood (Elliot) and worry that more lanes =more traffic. We need to discourage, not encourage more driving.I also worry about the air quality of Tubman middle school. As a child I attended school inthat building- I remember peeking through the fence and down onto the freeway lanes. Inhindsight, what a terrible place for a school!Please do the right thing and do not add lanes to I 5.Vicky Medley  |                          |
| 2019 0331<br>Victoria Clark    | Victoria Clark    | No More Freeways                        | Hello,I am a citizen concerned about the proposed I-5 expansion. I'm 17 years old, and the threat of climate change dominates my thoughts and everyday life. I constantly worry about my future and whether our governments will take the right course of action to ensure a stable, sustainable, and just future for all. While the environmental cost of the expansion is what worries me the most, I'm also worried about how effective this project would be. It's been shown again and again how freeway expansions fail to reduce traffic. The costs of this expansion far outweigh the imaginary benefits. We should be looking into bold, innovative strategies to reduce the traffic in Portland in a just way. We, as a supposed beacon of progressivism and environmentalism should be leading the way in showing other cities how to decrease congestion justly. This includes ideas like building a subway network and decommissioning freeways, among others.The impact that this expansion would have on Harriet Tubman Middle School alone should be enough to sack this idea. When every school district across the state is facing massive budget cuts, I don't believe we should be investing half a billion dollars into a pointless freeway expansion that would have an extremely negative impact on the environment and the neighborhoods it would flow through. This project is misguided and we, as Portlanders, can do better.Thank you,Victoria Clark  |                          |
| 2019 0401<br>Victoria Frey     | Victoria Frey     | Portland Institute for Contemporary Art | Our non profit organization is located in the Rose Quarter on Hancock and Williams Avenue. We are very concerned about the impact of the proposed plan on an already struggling and absolutely important non-profit. We are not just concerned about the extended period of construction and the plan to make Hancock a through street, but also the poor air quality we will all suffer for years. This will impact us dramatically and likely put our organization at risk as no one will be able to reach us and our staff will suffer health effects. The other concerns are really around the environmental impact. Although I understand the study discusses the decreased emissions from less idle time, it does not address the social and political impact of more cars on the road in a time when everyone in every state is trying to decrease carbon emissions and our dependence on fossil fuels. A freeway widening project seems to be a very digressive strategy. Why not a rail project or another more progressive solution?Finally, from the political and social perspective this project seems to benefit the mostly white and more affluent at the expense of the already affected black community and diverse school populations here in NE. After so much discussion about how the freeway, the Memorial Coliseum and Legacy Hospital builds displaced the legacy families and the the black community here, it seems like another poor decision that continues this pattern of institutional racism and displacement. There are efforts here to bring back the communities of color - this will not help with that effort. If safety is one of the arguments for doing this project I would argue that this is needed more in areas like the 82ns Street Corridor than here. Please reconsider this enormously expensive and poorly positioned project.Victoria FreyExecutive Director Portland Institute for Contemporary Art |                          |
| 2019 0401<br>Victoria Gilbert  | Victoria Gilbert  | No More Freeways                        | > Expanding freeways is not an effective strategy for reducing congestion. ODOT has failed to make the case for why this project should move forward.> ODOT should fully evaluate proven strategies such as congestion pricing and investment in public transportation before spending a half billion dollars to expand a short stretch of highway.> The project is entirely at odds with the City's Climate Agenda. 40% of Oregon' emissions are from the transportation sector. We need to focus on strategies that reduce dependency on cars, not perpetuate 1950s style highway projects.> At the same time that ODOT is proposing to spend nearly half a billion dollars on expanding I-5, the region continues to neglect serious road safety problems in East Portland. > The project will increase air pollution in the backyard of Harriet Tubman Middle School, which already has some of the worse air quality in the state.For a project with an estimated cost of over \$500 million, we feel the projected community benefits are just not there - while the opportunity cost of using these funds shelves other deserving projects with tangible safety improvements or opportunities to decarbonize our transportation system. Money better spent on  |                          |

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|                            |                  |                                    | reducing harm to our city. Victoria Gilbert  |                                |
| 2019 0329 Viliija Jozaitis | Viliija Jozaitis | Oregon Trucking Associations, Inc. | <p>The Oregon Trucking Associations is a statewide trade association representing Oregon's trucking industry. Currently, the Oregon Trucking Associations has approximately 600 members comprised of trucking companies and suppliers to the industry. The members of the Oregon Trucking Associations would like to provide the following comments on the Environmental Assessment for the 1-5 Rose Quarter Improvement Project. One of the stated goals of the Environmental Assessment is to "improve freight reliability." Yet, the Environmental Assessment falls short on details regarding how this might be accomplished. This section of 1-5 is the gateway to the state's largest industrial areas including Swan Island, Rivergate and the Port of Portland. If this economic engine is to be maintained, much less expanded, reliable efficient truck freight service is essential. Today, the Junction of 1-5 and 1-84, which is included in the 1-5 Rose Quarter Improvement Project, has been designated by the American Trucking Research Institute, as the 28th worst freight bottleneck in the country. For a state with a relatively modest population, to have one of the worst bottlenecks in the nation is an embarrassment. To propose a project that does very little to address this situation is unconscionable. So, what's the problem here? The project as currently designed does not include any additional through travel lanes. Today, the segment of 1-5 between the Marquam and Fremont bridges is limited to two through travel lanes. This project is in the middle of this two lane section. If Oregon desires to have its major industrial areas prosper and eliminate the embarrassment of having one of the worst freight bottlenecks in the county, then the 1-5 Rose Quarter Improvement Project should be redesigned to include an additional through travel lane in each direction. This is not an outrageous request. A number of years ago when Oregon and Washington were working on a project to replace the 1-5 bridges over the Columbia River, critics of that project noted that if the bridges were expanded to three travel lanes in each direction, the problem of congestion would simply move south to the Rose Quarter. Washington legislators have recently initiated new discussions to resurrect the Columbia River bridge project. Failure to add a third through lane to the Rose Quarter project could further jeopardize the Columbia River bridge project as a major argument against it would remain unaddressed. The only remedy is to add a third travel lane in each direction as part of the I-5 Rose quarter project. The Oregon Trucking Associations supported HB 2017 enacted during the 2017 session of the Oregon Legislature. This bill was the largest and most comprehensive transportation package ever passed by the Oregon Legislature. The centerpiece of this bill is three projects designed to address congestion on Portland area freeways. The three named projects are the Rose Quarter, I-205 and Highway 217. The most important to the trucking industry was and continues to be the Rose Quarter project because of its proximity to the state's major industrial areas. The Legislature concurred and provided funding for the Rose Quarter project but not the other two. At that time, we believed that the Rose Quarter project would include an additional through lane in each direction. If we had known that no additional through capacity was going to be provided, we would not have supported the legislation. This project is that important to Oregon's trucking industry and we believe, the state's economy. There is the following statement in the Environmental Assessment regarding the project's impact on air quality, "Air quality in the Project Area is expected to improve over the next 25 years as a result of tighter emissions standards and regional efforts to control emissions. Air quality would be slightly improved under the Build Alternative due to higher speeds, less stop-and-go traffic, and less idling on/-5." We suspect that an additional through lane would reduce emissions more than slightly as it would have an even larger impact on vehicle speed and idling. However, the option of adding a third through lane in each direction was not an alternative that was considered as part of the Environmental Assessment. The lack of participation in the Environmental Assessment is startling. All participants were government entities of one sort or another. A number of entities declined to participate at all. These included the Oregon Department of Environmental Quality, Multnomah County and the US Fish and Wildlife Service. No private sector entities were included. Certainly, the Oregon Trucking Associations was not included nor were any representatives of the businesses we serve including those that ship through the Port of Portland and customers located on Swan Island and in the Rivergate Industrial Area. This approach may meet the specific requirements for an environmental assessment established by the Federal Highway Administration but it certainly does not comport with common practice in the State of Oregon. It also makes no sense that the constituencies that our highway system is designed to serve were totally excluded from this process. For the reasons enumerated above, the members of the Oregon Trucking Associations respectfully request that the Oregon Department of Transportation reopen the Environmental Assessment for the I-5 Rose Quarter Improvement Project, expand participation to those that will be served by the project and consider adding an additional through travel lane in each direction. Thank you for the opportunity to comment on this extremely important project. It is essential that we get this one right, as it will set the stage for future prosperity in the Portland region. Sincerely Jana Jarvis</p> | 2019 0329 Viliija Jozaitis ATT |
| 2019 0227 Vincent Griffith | Vincent Griffith |                                    | Expanding I-5 will just encourage more people to move to Vancouver, draining the cities tax base, increasing pollution, and eventually worsening traffic. Induced demand means freeway expansion will never solve traffic. We need more density, more transit, and less cars; this project undermines all 3!   |                                |
| 2019 0326 Virginia Macrae  | Virginia Macrae  | No More Freeways                   | <p>ODOT - As a lower Eliot neighborhood resident/homeowner for 36 years I have many changes including increased congestion everywhere, however, this expansion is not the answer. I strongly object to this plan and ask that it be stopped for all the reasons below- why has ODOT not come up with an Environmental Impact Statement? Isn't this required by law? I and many others demand that ODOT more fully study alternatives (including decongestion pricing!) to this expansion with a full Environmental Impact Statement- It will not reduce congestion-it's proven that the more freeway you build, it just fills</p>  |                                |

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|                         |               |                  | <p>up- it will INCREASE carbon emission for Tubman Middle School - not decrease them - researcher's recommendations that outdoor recess be eliminated is wrong on so many levels. The miniscule amount of pollution you claim will be reduced as a result of increased lanes will have already been negated by the congestion resulting in a monster construction project with major delays for how many months/years?- the money is needed for much more urgent safety corridors where people are getting hit and killed all the time. Also how about fixing potholes? - eliminating the Flint street overpass would result in an extremely congested and dangerous intersection at Vancouver and Broadway as people try to go from Vancouver to downtown. What's the plan for that?- ODOT's track record of cost overruns does not bode well for this project - how many more millions would be required?- your claim of somehow knitting the Albina neighborhood back together is ludicrous - after condemning and stealing their homes and economically forcing them out, the African American neighborhood has been decimated. Building truly affordable housing in this area is what's needed - not more freeway lanes.- This is a slap in the face of climate change - a terrifying situation looming on the very near horizon and you are doing the opposite of what's needed. Any expansion will just fill up as there's no incentive for people not to drive on an expanded freeway and with the reported 300 people per day moving to the Portland area, this will do nothing to relieve traffic congestion. Having congestion on a freeway is what makes people think of alternatives - I will not drive on the freeway in this area unless I absolutely must - I'll take any other viable route as I know that sitting in traffic is not faster.- One has to wonder who would benefit from this project as it certainly is not the public who is being robbed of money that is so urgently needed elsewhere. Who in ODOT stands to make money and be glorified somehow?</p> |                          |
| 2019 0329 Vivek Shandas | Vivek Shandas | No More Freeways | <p>Dear Oregon Department of Transportation Executive Staff, I strongly oppose the widening of the I-5 corridor. As a planning professional, I've seen first hand the scholarship and real world experience about how a road-widening project can further degrade community health and well being. The scholarship and studies are unequivocal that road-widening projects generate more traffic congestion a short time after their completion. Personally, I've lived in two cities where local decision makers have agreed to widen roads, and have witnessed first hand no change in the congestion. By generating more traffic, and not addressing congestion, ODOT proposal will also generate additional air pollution, which are already harming those most vulnerable populations in the region. Please reconsider this project, and rather put the money into finding alternative that address the root of the problem -- insufficient options for professional commuting. Vivek Shandas</p>   |                          |
| 2019 0326 Vivek Shandas | Vivek Shandas |                  | No Comment Included  |                          |
| 2019 0401 Vinci Daro    | Vinci Daro    |                  | <p>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</p>   |                          |
| 2019 0327 Warren Miles  | Warren Miles  | No More Freeways | <p>more focus on green solutions for vehicle pollution rather than just adding to the ability for more gas guzzling cars to zip in and out of the already top congested city. Ban cars downtown.</p>   |                          |
| 2019 0329 Wayne Bauer   | Wayne Bauer   |                  | <p>I have reviewed the proposed project and offer the following comments:</p> <p>This project has been developed to bend over backwards to allow the organized radical community members a voice. As a person that has lived in NE Portland for over 35 years, 2 miles from this project, I have seen the area deteriorate from a business standpoint, primarily because no one can get anywhere. This is a 50 plus year old freeway that has been neglected, along with many others in the area, to the point that there is daily gridlock. Something has to be done to improve the area. At long last there are funds to improve this area, so move forward.</p> <p>The freeway part of the project is miniscule. The focus is as always in Portland, trying to turn back the clock and turn this area into a lovely plaza with people walking and biking. I am willing to accept that only because the freeway system gets improved with it. The tail is wagging the dog.</p> <p>The Portland bicycle and pedestrian advocates have way too much of a voice in all decisions made on transportation. That will never change until the silent majority also has a voice. People that use the demon automobile do exist, as does the trucking community trying to move goods through this area.</p>   |                          |

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|                               |                  |                  | <p>Move this project forward. Don't listen to the idiotic Joe Cortrights of the world. He does not live or travel in the real world- sits in his office and gets paid to do who knows what. We may not be able to build our way out of congestion since it is too little too late. We most certainly allowed ourselves to build our way into it by growth without infrastructure to accommodate it.</p> <p>Wayne Bauer</p>  |                          |
| 2019 0402<br>Wendy Byrne      | Wendy Byrne      | General Public   | Please do not spend our tax dollars to expand the freeway at the Rose Quarter! This IS A WASTE of our resources! Freeway expansion will increase traffic, not reduce it! Please look to the future in a new way, not this way. Wendy Byrne  |                          |
| 2019 0315<br>Wendy Ferguson   | Wendy Ferguson   | No More Freeways | The freeway widening idea is not research-based. There are many other ways to create jobs than this project, that wont create an even more unlivable city than we already have. Please invest the funds into improving public transportation options and creating ways to discourage driving through and around the city.   |                          |
| 2019 0329<br>Wendy Ferguson   | Wendy Ferguson   |                  | Building a wider freeway increases congestion to fill the space - this has been proven over and over. Along with that congestion comes more pollution in an already tragically polluted area, and lower quality of life for all Portland Metro Area residents. All available evidence points to Portland needing non-car alternatives to deal with congestion, many of which can also generate jobs and revenue without scarring our region for decades to come.  |                          |
| 2019 0326<br>Wendy Horvat     | Wendy Horvat     | No More Freeways | <p>Hi,</p> <p>I am a citizen who hates cars and highways and what they do to society. Freeways are dangerous and are disgusting when they are made only to become more disgusting in their existence. What would help congestion is if there were less people on the road in their car, one person to a four person vehicle. Why isn't ridesharing something that people get rewarded for or taking the bus? Why is everyone in our transportation system punished for how they travel. Even if you are a person who enjoys driving you still have to watch for other drivers who are careless and doing things they shouldn't while driving. Expanding the highway won't solve any congestion issues. Rewarding people for traveling during non peak hours is what would solve the problem.</p>                            |                          |
| 2019 0328<br>Wesley E Kempfer | Wesley E Kempfer |                  | At a time when we are facing climate disruption, any investment to expand infrastructure for the automobile is an insane and irresponsible waste of money. Any attempt to justify this kind of expansion using climate change as a supporting argument is pure crap. And we should all know by now that when it comes to expanding freeways if we build it, they will fill it. Jevon's paradox is inescapable. Demand will expand to fill the expanded capacity. If we were acting in accordance with what the emergency called climate disruption truly demands, then we would be doing all we can to get people out their automobiles and into modes less impactful to the environment. This is what leaders who are not corrupted by campaign cash would be working toward. But, tragically that is not what have is it? |                          |
| 2019 0327<br>Wesley Mueller   | Wesley Mueller   | No More Freeways | <p>Freeway expansion is not right for Portland. Rather than helping traffic, it will induce more people to fill the new space, creating more pollution in nearby communities, increasing climate destroying carbon emissions, and not fixing existing congestion.</p> <p>The money for this project could be better used by expanding transportation options that move people off freeways and onto bikes and into mass transit. We should be reducing freeway capacity to make these options more inviting.</p>  |                          |
| 2019 0331<br>Wesley C. Risher | Wesley C. Risher | General Public   | I support the Rose Quarter improvements planned by ODOT and outlined in the earlier State transportation projects. This area of I-5 in Portland is very dangerous to drive through and overly congested due to the lane configuration/lane limitations. I do not see this as a Freeway expansion rather a necessary improvement to an aged area of the I-5 corridor.<br>Regards,  |                          |
| 2019 0327<br>Wesley Ward      | Wesley Ward      | No More Freeways | Freeway expansion is not right for Portland. Rather than helping traffic, it will induce more people to fill the new space, creating more pollution in nearby communities, increasing climate destroying carbon emissions, and not fixing existing congestion. The money for this project could be better used by expanding transportation options that move people off freeways and onto bikes and into mass transit. We should be reducing freeway capacity to make these options more inviting.  |                          |
| 2019 0328<br>Whitsitt Goodson | Whitsitt Goodson | No More Freeways | The proposed freeway expansion is some foolishness. You know it won't do anything to improve traffic in the long run. The report that hides the premise of a bigger bridge across the river? You can't even propose this thing on actual facts. I've got kids. Every day I worry about what this world is going to be like when they grow up. We spent the last summer choking on smoke, and that looks to be the new normal. Why on Earth are we, as a community, expected to put more resources into infrastructure that is going to make the problem of catastrophic climate change worse? Why should we put a freeway right up against a middle school? I'm utterly flabbergasted at just what a dumb idea this freeway expansion is.   |                          |
| 2019 0328                     | Whitsitt         |                  | NO Comment Included   |                          |

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| Whitsitt Goodson                  | Goodson              |                                    |   |                          |
| 2019 0401<br>William Larson       | Will Larson          | Oregon Health & Science University | I have lived in Portland my whole life and traffic has always been bad in the section of I5 near the Rose Quarter. Portland needs to take a stand as one of the most liberal cities in the country and come up with an INNOVATIVE way to change our congestion problems. We need to invest in clean transportation, not increase ease for people driving cars. The MAX needs to go to Wilsonville and also needs a circle line around the city. We need to expand our bicycle network and invest in fixing the roads that we already have. Widening our freeways is not the answer to our congestion or our climate problems. We could spend our money more wisely. Best, Will Larson<br>Bioinformatics Specialist Oregon Health & Science University<br>Coussens Lab<br>larsonwi@ohsu.edu        |                          |
| 2019 0305<br>William Crawford     | William Crawford     | No More Freeways                   | Climate change is real. The study saying this will reduce carbon emissions is patently illogical.<br><br>More cars will come. More cars equal more CO2 emissions. Induced demand is real.<br><br>This is also environmental racism. This city has systematically destroyed the African American community in every conceivable way. This is a continuation of that sordid legacy.<br><br>Do not expand this freeway. Do not greenwash this plan to facilitate more cars and single occupancy vehicles.<br><br>Enough is enough.<br><br>--Bill Crawford  |                          |
| 2019 0402<br>William D. Michtom   | William D. Michtom   | No More Freeways                   | Do not expand the I5RQ freeway. Do not expand ANY freeway. Do everything possible to stop using fossil fuels. We have to stop climate catastrophe all over the world & we're about to run out of time. The expansion WON'T reduce congestion; WILL create more pollution in the immediate surroundings; will mislead the public into thinking this makes sense. It. Makes. No. Sense. At. All! STOP!!!!!!   |                          |
| 2019 0401<br>William Eichelberger | William Eichelberger | No More Freeways                   | ya know, it's totally bonkers to me that freeway expansion is still an option even considered in this conversation despite its demonstrated history of not fixing congestion. why is this even something on the table? it's not equitable, it'll add more pollution right in the center of the city (and right next to a bunch of elementary school children), and it won't decrease travel times.<br><br>spend this money to improve public transit! add more bike lanes! build affordable housing next to transit hubs! add a sidewalk to lombard crossing i-5 so i don't have to walk in the middle of a street to get where i'm going!<br><br>thanks for your time, please don't waste my tax dollars on jamming more single occupancy vehicles into the city center.<br><br>best,<br>william |                          |
| 2019 0401<br>William Francis      | William Francis      | No More Freeways                   | I think the money we spend on road infrastructure/ freeways is absurd. We need to invest this money in active transportation and other areas that benefit marginalized populations over those who are able to afford a car. We can do a lot more with this money if we invest it in these areas as opposed to roads/ freeways; our money will go much further.  |                          |
| 2019 0326<br>William H. Whitaker  | William H. Whitaker  | No More Freeways                   | We can use \$500,000 much more effectively to preserve our planet and protect our health. Please stop this unwise freeway expansion.  |                          |
| 2019 0315<br>William Risser       | Will Risser          |                                    | I have read and thought about the concerns raised by the Audubon Society of Portland that are listed below. They all make sense to me. I hope that you will take them into consideration. As a pediatrician, I share the Society's concern about the health impact on the children of Harriet Tubman School.<br><br>o Expanding freeways is not an effective strategy for reducing congestion. ODOT has failed to make the case for why this project should move forward.<br>o ODOT should fully evaluate proven strategies such as congestion pricing and investment in public transportation before spending a half billion   |                          |

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|                                  |                     |                  | <p>dollars to expand a short stretch of highway.</p> <ul style="list-style-type: none"> <li>o The project is entirely at odds with the City's Climate Agenda. 40% of Oregon's emissions are from the transportation sector. We need to focus on strategies that reduce dependency on cars, not perpetuate 1950s style highway projects.</li> <li>o At the same time that ODOT is proposing to spend nearly half a billion dollars on expanding I-5, the region continues to neglect serious road safety problems in East Portland.</li> <li>o The project will increase air pollution in the backyard of Harriet Tubman Middle School, which already has some of the worse air quality in the state.</li> </ul> <p>For a project with an estimated cost of over \$500 million, we feel the projected community benefits are just not there - while the opportunity cost of using these funds shelves other deserving projects with tangible safety improvements or opportunities to decarbonize our transportation system.</p> <p>Sincerely,</p> <p>William Risser, MD</p>  |                          |
| 2019 0314<br>William Vollmer     | William Vollmer     | No More Freeways | I opposed the proposed Rose Quarter freeway expansion. while this may yield short term relief to our traffic congestion, history should have taught us by now that in the longer term it will just lead to more cars and more congestion, not to mention more auto emissions. we should be looking to other options (more mass transportation and other green infrastructure) to deal with traffic congestion   |                          |
| 2019 0331<br>Xiaoxue Zhang       | Xiaoxue Zhang       | No More Freeways | <p>I wouldn't feel safe to bring my kids on the Eastbank Esplanade after a freeway not only runs besides it, but OVER it! It already is loud and dirty, but now it seems like it will also be really dangerous. There's no doubt that some debris will fly over the edge at some point. I'm surprised Portland would consider making the east side even worse for people and businesses.</p> <p>On top of all this, they are making a bad situation worse for Tubman Middle school. If ODOT is flush with money to burn, perhaps they could use it to relocate the school somewhere out of harms way. Relying on a BUILDING filtration system is a joke, these are kids... they don't stay inside the entire time. This project won't solve traffic problems, but it will certainly increase asthma rates at Tubman.</p>  |                          |
| 2019 0401<br>Yashar Vasef        | Yashar Vasef        |                  | 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.  |                          |
| 2019 0323<br>Yashica S Palshikar | Yashica S Palshikar | No More Freeways | I write to request consideration of not widening I-5, for many reasons and mainly for equity and sustainability, and to caution about conflicting interests. I speak up on behalf of people who rely on free roads and highways to travel to and from work in the Portland area. I speak up on behalf of the communities who will be impacted by widening the freeway, and caution that widening freeways and adding prohibitive costs does not bring economic advantage to the community it runs through. Please seek to protect our communities and schools and other institutions that serve under represented and vulnerable populations in the impacted area. I speak up as a tax payer who due to housing prices can only afford to live an additional four miles away from my workplace. And due to being a homeowner on a single income and having children in college I am relegated by budget and resources to commute by bus and bike. Reducing traffic congestion through the middle of the city will not be accomplished by making more lanes available, but by providing alternative routes and methods. Please seek a solution addressing the root causes of our traffic problems and that resolution should push away from our city center and save a special place on our roads for low income commuters like myself, and my children who drive to school and work. Please consider a more equitable and sustainable decision. Kind regards, Yashica S Palshikar |                          |
| 2019 0329<br>Yonit Sharaby       | Yonit Sharaby       | No More Freeways | I oppose the Rose Quarter I-5 expansion. As someone who lives nearby, and who travels through this neighborhood frequently, this project will have significant negative impacts on the area. We should not be widening this freeway.  |                          |
| 2019 0307<br>Zac Garrard         | Zac Garrard         |                  | I'm stuck between a rock and 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  |                          |

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|                            |                  |                     | 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 and stopping comparison to existing comparison may hold weight, but what occurs when the same idle times and exhaust are continued to 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.   |                          |
| 2019 0401 Zach             | Zach             | No More Freeways    | PLEASE DO NOT WIDEN THIS FREEWAY!!!!!!!!!!   |                          |
| 2019 0328 Zach Oliver      | Zach Oliver      |                     | I commute back and forth through Portland. The I5/I84 interchange is one of the worst if not the worst in the country. This effects my daily life and overall attitude to the point that I'm ready to move. I am a Portland native. I know the traffic issues we have here bother me and I'm a native then there has to be a lot of others it effects as well. This is a vehicle issue that needs to be resolved with/without bike lanes. Bicyclist have all the surface streets to ride on. If people's concern is the environment then keeping the vehicular traffic should be the first priority as I and so many others have occupations that do not allow us to commute via mass transit nor bicycle. Please address this issue.<br><br>Concerned Oregonian,<br><br>Zach Oliver   |                          |
| 2019 0327 Zachary Benjamin | Zachary Benjamin | No More Freeways    | I've lived in Portland since 2007, working initially as a route driver for a local coffee company and now as an office worker and daily commuter to industrial SE. For 9 of my 12 years here, I navigated our city by bike and by bus, before eventually wanting to give car life a try. Three years into my Portland-by-car life, I can't wait to get rid of it and return to the bus and my bike (plus ride share, car share, scooters and the always reliable foot power). That ODOT could be seduced by the false promise of a freeway expansion mirrors my own seduction by the false promise of freedom in car ownership. Both are mistakes, backed by neither science nor history. In my case, the cost was \$20k and a lesson learned. In ODOT's it's \$500m wasted on a freeway to the 20th century. The future that needs us to do better, ODOT. Don't build this.   |                          |
| 2019 0401 Zachary Powers   | Zachary Powers   | No More Freeways    | ODOT, please don't proceed with the Rose Quarter Freeway Expansion project. If you want to find a way to reduce traffic congestion in Portland, please seek proposals that actually reduce traffic by providing great alternatives to driving or by taxing driving. Freeway expansion has never solved a congestion problem, and your own contracted analysis from WSP confirms that it won't solve congestion in the Portland area. I'd much rather have the state spend \$500 million on anything else to address congestion, since we know that expansion won't help. I could enthusiastically get behind improved bus service (more frequent or express lanes), other transit improvements, improvements for walking or cycling infrastructure, assistance programs to help low income commuters live closer to their jobs, implementing tolling, or literally anything else. I think it's irresponsible and sad to spend the money on a project that won't improve congestion and will encourage more cars to be on the road. On a personal note, I'd be really sad to lose the Flint Ave bike crossing over I-5. The alternate routes to get downtown from NE Portland are much worse and don't feel as safe to me, and a plan that removes that crossing feels very much to me like a plan developed by people who never use bike infrastructure. I know we bike commuters are a small percentage of overall commuters in the Portland metro, but we help reduce car congestion. One of the hardest barriers for new bike commuters to overcome is finding a safe and convenient route, and routing us away from Flint Ave will hurt, rather than help that, since the new routes will certainly be longer for anyone coming from NE or inner N Portland. |                          |
| 2019 0226 Zachary Vuple    | Zachary Vuple    |                     | No Comment Included  |                          |
| 2019 0402 Zack Hobson      | Zack Hobson      | No More Freeways    | Please do not expand the freeway around the Rose Quarter, we do not need more freeway capacity. More cars are not the solution to our problems! We should be looking at congestion pricing and reducing traffic in the center city, not adding more cars. This is waste of valuable resources that could be put toward much more worthwhile and effective solutions. There should be a thorough environmental impact statement before anything close to this happens.  |                          |
| 2019 0327                  | Zari Santner     | Albina Vision Trust | Thank you for the opportunity to comment on the Environmental Assessment for the I-5 Rose Quarter Improvement Project. As a member of the Albina Vision team I value our working relationship with you and PBOT; these comments describe the issues at the heart of our ongoing discussions on the EA. 1. The covers are a good idea. There is community benefit to reducing the impact of I-5 at the street level and mitigating the harm that I-5 caused to the North Portland and Albina neighborhood. As you know, I have been critical of the current configuration of the covers but support the concept of better   |                          |

| Submittal Date              | Name              | Organization                   | Submittal  | Comment Back Up Document |
|-----------------------------|-------------------|--------------------------------|--|--------------------------|
|                             |                   |                                | <p>connections for the community across I-5. 2. The covers are characterized as a public benefit in the EA, but as currently illustrated could have a negative impact on the community. a. Spaces that are unprogrammed, fragmented and shaped by engineering rather than human parameters will negatively impact the surrounding community. These spaces can become empty of positive activity and a magnet for negative, even dangerous activity. b. Active streets that have defined edges with buildings and programmable open spaces are lively and secure. The proposed spaces do not meet these basic principles.c. Additional unprogrammed open space over the freeway in this area is not needed when the nearby parks and plazas as part of the Albina Vision, generously sized and well-designed, are considered.d. Proposed bike infrastructure incorporates large switchback ramp structures using large areas of otherwise buildable land. If these transitions were integrated with existing streets, cyclist travel distances would be comparable, the infrastructure would be less overwhelming, less costly and preserve potential building sites. As illustrated the bike facilities are likely to be seldom used and add confusion to the public realm.3. To submit an EA with inadequate design work may be typical but, in this case, is inappropriate. We are asked to accept the awkward and poorly conceived public spaces as full of positive community benefit to be realized in urban design. The information is sketchy and gives us cause for concern; there is nothing in the drawings that inspire confidence of a successful urban design solution. 4. The covers need to promote good development activity and buildings need to be part of the solution, as weâ€™ve discussed. They have the potential to provide active edges and a population to make this area positive. Also, perhaps stating the obvious, people inside will not be bothered by noise and poor air quality generated by the highway below. Buildings also have the opportunity to serve the community with the long-term wealth associated with housing, business, and true community building. I appreciate the opportunity to respond to the Environmental Assessment document and the time you and your colleagues have taken to engage in conversation with me and my cohorts at Albina Vision Trust. Sincerely, Zari SantnerCc: AVT</p> |                          |
| 2019 0308 Ziggy Lopuszynski | Ziggy Lopuszynski | Crowne Plaza Portland Downtown | 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.   |                          |

## Appendix B Comment Code Index









































































































































## Appendix C Environmental Peer Review Report

# Environmental Peer Review Report

For the Noise, Air Quality, and Greenhouse Gas Technical Analyses  
prepared for the I-5 Rose Quarter Improvement Project  
Environmental Assessment

**PREPARED FOR THE URBAN MOBILITY OFFICE, OREGON DEPARTMENT OF TRANSPORTATION**

MAY 31, 2020

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**ENVIRONMENTAL PEER REVIEW PANEL:**

**Song Bai, Ph.D., P.E.**, Manager, Emissions and Community Exposure Assessment,  
Bay Area Air Quality Management District

**Andrew Eilbert, MS**, Physical Scientist, Environmental Measurement and  
Modeling Division, US Department of Transportation Volpe Center

**Deborah Jue, MS**, Principal and CEO, Wilson Ihrig Acoustics, Noise and Vibration

**Beverly Scott, Ph.D.**, CEO, Beverly Scott and Associates

**Tim Sexton, MS, MPH, AICP, ENV SP**, Assistant Commissioner, Chief Sustainability  
Officer, Minnesota Department of Transportation

**Charles Shamoon, J.D.**, Assistant Counsel, New York City Department of  
Environmental Protection

**REPORT PREPARED ON BEHALF OF THE ENVIRONMENTAL PEER REVIEW PANEL BY:**

**GRACE CRUNICAN, CRUNICAN LLC.**

WITH TECHNICAL ASSISTANCE FROM:

ANGELA J. FINDLEY, WSP

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## Appendices

Appendix A. Environmental Peer Review Panel and Facilitator Qualifications

Appendix B. Technical Review Questions

Appendix C. Notes from the Environmental Peer Review Panel Discussion

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# Environmental Peer Review Report

For the Noise, Air Quality, and Greenhouse Gas Technical Analyses  
prepared for the I-5 Rose Quarter Improvement Project Environmental Assessment

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## Peer Review Panel and Process

The Environmental Peer Review Panel was convened to evaluate the noise, air quality, and greenhouse gas technical analyses that were conducted for the Environmental Assessment (EA) prepared by the Oregon Department of Transportation (ODOT) for the I-5 Rose Quarter Improvement Project (Project). The Panel consisted of six practitioners from around the U.S. that are subject matter experts in noise, air quality, environmental, and transportation management:

- Song Bai, Ph.D., P.E., Manager, Emissions and Community Exposure Assessment, Bay Area Air Quality Management District
- Andrew Eilbert, MS, Physical Scientist, Environmental Measurement and Modeling Division, US Department of Transportation Volpe Center
- Deborah Jue, MS, Principal and CEO, Wilson Ihrig, consultants in acoustics, noise and vibration
- Beverly Scott, Ph.D., CEO, Beverly Scott and Associates
- Tim Sexton, MS, MPH, AICP, ENV SP, Assistant Commissioner, Chief Sustainability Officer, Minnesota Department of Transportation
- Charles Shamoon, J.D., Assistant Counsel, New York City Department of Environmental Protection

The views expressed in this report are those of the individuals, not of their agencies or firms. The Panel was facilitated by Grace Crunican, recently retired General Manager from the San Francisco Bay Area Rapid Transit District. Panel members were identified, interviewed, and selected by Grace Crunican. The qualifications of the Panel and facilitator are included in Appendix A.

Also in attendance at the Peer Review Kick-off and Panel Discussion meetings were representatives from the City of Portland (Theresa Boyle, Eric Hesse, Peter Hurley, Christine Kendrick, and Caitlin Reff), Metro (Chris Ford, Ally Holmqvist, and Monica Krueger), and Portland Public Schools (Courtney Westling [first meeting only]). Winta Yohannes from Albina Vision Trust and Chris Fick from Multnomah County were also invited but declined to participate.

The Panel was provided the EA and technical documents supporting the noise, air quality, and greenhouse gas analysis as well as stakeholder and public comments. The Panel was convened on April

30, 2020 for a 4-hour introduction to the Project and to ask questions about the Project and its purpose. During the following week, Panel members provided additional questions to ODOT and they were promptly answered. A second meeting was held on May 8, 2020 where the Panel members asked further questions and articulated their observations about the technical adequacy of the noise, air quality, and greenhouse gas emissions analyses.

The Panel addressed a set of three questions for each technical analysis. The three questions assessed the methodology applied, the appropriateness of the analysis, and whether the proposed conclusions and proposed mitigation measures adequately addressed the impacts identified in the analysis in compliance with FHWA best practices under the National Environmental Policy Act (NEPA) and other relevant regulations and requirements (Appendix B). Panel members were also invited to provide any other comments they had about the project itself, environmental documents, proposed mitigation, or other project- or community-related observations. Notes from the Panel discussion meeting held on May 8, 2020 are included in Appendix C.

This report's conclusions follow the format used by the Peer Review Panel.

## Noise Technical Analysis

### Methodology

**Finding 1: ODOT properly conducted the noise analysis in compliance with the ODOT Noise Manual and appropriately applied FHWA's Transportation Noise Model (TNM) for the I-5 Rose Quarter Improvement Project.**

### Analysis

Though ODOT followed proper procedures in its analysis, the technical report could be difficult for a layperson to read and fully understand the analysis and findings. The technical report could have been improved with the addition of a single figure showing the Project and the noise measurement and modeling locations. The EA would have benefitted from including charts and figures from the technical report and non-technical explanations provided as to how ODOT conducted its analysis and reached conclusions. The public would benefit from understanding how ODOT drew its conclusions, which were properly drawn from its technical work. ODOT should seek opportunities to present the noise analysis and its findings to the public in an easier-to-understand format as the Project moves forward.

Apart from the analysis of the long-term, operational noise conditions that would occur when the project is completed, construction noise will need to be evaluated in greater detail. It is not required

to be thoroughly modeled at the EA stage of the environmental process. In Oregon, a more in-depth analysis of the construction noise is conducted during the design stage. The EA would have benefitted from a few sentences that mention the Portland Noise Board review process, especially if that process would include a public forum. The Panel recommends that this analysis be advanced and that greater effort be made to translate technical findings into layperson terms. The local community, including the City of Portland and Portland Public Schools (PPS), should be engaged to discuss potential construction noise impacts, a range of mitigation measures for consideration, and a protocol for resolving noise complaints during construction. The Oregon Transportation Commission (OTC) and ODOT need to make a strong commitment to a construction noise mitigation program and ensure that the local community is protected from as much of the noise impact that is affordably possible.

## Mitigation

**Finding 2. The two noise barriers proposed as Wall 2B and Wall 4B are feasible and reasonable and should be effective at reducing the impact of noise at the Harriet Tubman Middle School and Lillis Albina Park in the north and residences in the south, respectively. Other proposed noise walls were either ineffective at mitigation or were cost prohibitive.**

The Review Panel had the following suggestions related to noise issues, including construction noise mitigation, for ODOT's consideration.

1. Though the sound walls that are proposed are appropriate mitigation, the Panel noted that if Wall 2B could be moved onto PPS property (with their full participation in the decision-making process), then it could provide an enhanced level of noise reduction for the school and park. The PPS property at this location is on a slope. If the sloped area is of limited use to the school, the net benefit of noise reduction due to proximity could be worth the loss of (sloped) land. For ODOT, there may be a cost reduction because the height of the wall could be reduced as it would be located higher up on the slope. As is, the ODOT analysis is still valid and the legitimacy of the original proposal is not challenged.
2. ODOT determined that Wall 1 would reduce noise to a residence and two medical facilities' outdoor use areas, but the wall was not cost beneficial to build. The Review Panel recommended that the standard sound wall unit costs, as listed in the ODOT Noise Manual (2011) be updated and that the cost benefit analysis be rerun to ensure that this is not a missed opportunity to provide additional protection to the community within ODOT policies.

3. The Review Panel noted that a great deal of work has been done in the U.S. and Oregon to ensure the minimization of construction noise and vibration impacts on the communities located near major projects. Since a detailed noise analysis for construction activities has not been completed yet, the Panel suggested general mitigation opportunities for consideration as planning and design evolves. Their suggestions include:
  - a. References to the New York City noise ordinance regarding construction equipment regulation and other factors<sup>1</sup>
  - b. Use of “quiet pavement”
  - c. Use of sound attenuating drapes and cantilevered plywood tops with blankets
  - d. National Cooperative Highway Research Program (NCHRP) best practices recommendations<sup>2</sup>
  - e. Contractor equipment requirements identified in the I-5 Columbia River Crossing<sup>3</sup> Project EIS that reduce noise impacts (also a co-benefit for air quality)
  - f. Special provisions in Section 8 of the ODOT Noise Manual<sup>4</sup>
  - g. Evaluate potential effects to nearby receptors from reflective noise through increases in total noise or in certain sound frequencies (“sound quality”)
4. Additional considerations for any permanent sound wall are the top edge condition and absorption. Just as cantilevered plywood walls help to improve the noise reduction performance, a top edge detail can improve the performance of a permanent sound wall. If appropriate, sound absorptive materials and/or design would also be beneficial to minimize additional reflections that would be introduced by the new sound wall.

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<sup>1</sup> City of New York. 2020. Rules of New York City, Title 15, Chapter 28: Citywide Construction Noise Mitigation. <https://rulesofnyc.readthedocs.io/en/latest/c06/#chapter-28-citywide-construction-noise-mitigation> (accessed May 26, 2020).

<sup>2</sup> National Cooperative Highway Research Program (NCHRP). 2018. NCHRP Research Report 886: Field Evaluation of Reflected Noise from a Single Noise Barrier. <http://www.trb.org/Main/Blurbs/178305.aspx> (accessed May 26, 2020)

<sup>3</sup> U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. 2011. I-5 Columbia River Crossing Final Environmental Impact Statement and Section 4(f) Evaluation, Chapter 3, Section 3.11 Noise and Vibration. September 2011. <https://www.wsdot.wa.gov/accountability/ssb5806/environmental-process-and-permitting.htm> (accessed May 26, 2020).

<sup>4</sup> ODOT. 2011. ODOT Noise Manual, Section 8: Construction Noise. [https://www.oregon.gov/ODOT/GeoEnvironmental/Docs\\_Environmental/Noise-Manual.pdf](https://www.oregon.gov/ODOT/GeoEnvironmental/Docs_Environmental/Noise-Manual.pdf). (accessed May 26, 2020)

5. FHWA policy requires noise analyses to use the “average pavement type.” Newer formulations for rubberized, open-graded asphalt have been successful at reducing noise at the road/tire interface, which affects all vehicles on the freeway and would benefit those areas that do not qualify for a sound wall. This cannot be considered as an official noise abatement measure at this time, but it may be a viable choice for the local safety, climate and water shedding requirements.

## Air Quality Technical Analysis

### Methodology

**Finding 3: ODOT properly followed FHWA and US Environmental Protection Agency (EPA) guidance to conduct the air quality analysis for the I-5 Rose Quarter Improvement Project. ODOT exhibited best practices as it followed FHWA guidance on quantitative analysis of Mobile Source Air Toxics (MSATs).**

The Portland metropolitan area is currently in attainment for all pollutants under the National Ambient Air Quality Standards (NAAQS); ODOT clearly noted that Transportation Conformity with the State Implementation Plan and hot-spot analysis is not required for criteria pollutants. Though proper analysis procedures were followed, the report can be improved to connect the data and conclusions in a manner more easily understood by the public. ODOT could have reported more clearly on the relationship between Oregon DEQ benchmarks (goals) for pollutant concentrations and the technical report analysis on air toxics.

The Review Panel noted two issues for further exploration, though not required for the EA. First, diesel particulate matter (DPM) was briefly presented in the technical report and EA, and analysis showed a negligible reduction in DPM emissions associated with the Build Alternative compared to the No Build Alternative. DPM is a substantive health concern for communities near transportation facilities where diesel engines operate. The report should highlight DPM instead of, or in addition to, benzene or formaldehyde as a key measure of health impact. Second, when the construction plan is put together, careful attention needs to be given to the impacts of potential truck re-routing on the neighborhood streets and air quality in terms of DPM. An analysis should be made at that time, and mitigation developed to minimize the impacts of additional concentration of DPM in the local community.

It is possible that work completed by Portland State University for PPS in 2018-19 has more recent data on DPM that can be used to help with the Project as the design advances. The existence of the study was not known to ODOT at the time the technical reports and EA were produced, and it is not clear whether the data would have informed the EA. The data, however, may be helpful in assessing the potential air quality benefits that the sound wall could have on the Harriet Tubman Middle School

(providing a dispersion barrier for DPM and other air pollutants coming from traffic on I-5) and may contain information for the analysis of the construction activities.

Nothing in this discussion takes away from the proper analysis and conclusions in the EA and technical report.

### Analysis

The MSATs base year and design year analyses were completed correctly. The Review Panel noted that no analysis was conducted for the opening year. ODOT stated that FHWA authorized its omission. The Review Panel has no reason to anticipate any negative finding by not including opening year analysis given the other analyzed years, but noted its absence.

The technical report could have been clearer about the vehicle fleet composition and turnover assumptions that went into the emissions modeling. Any changes to the fleet turnover are clearly not within ODOT's purview, but underlying assumptions about vehicle age impact the air quality analysis and community exposure.

### Mitigation

The Panel confirmed ODOT's conclusion was technically correct in that there are no adverse long-term air quality impacts raised in the technical report, and therefore, no mitigation was put forth. As the Project advances and a construction impact analysis is conducted, the Review Panel noted there are measures that can minimize impacts to the neighborhood. Careful consideration needs to be given to minimizing the impacts on the surrounding neighborhoods, in terms of both air quality and noise. The Review Panel had two suggestions:

1. Requiring use of low-emission construction equipment, including electric equipment where feasible, would be of value to the community's health. In practice, such requirements must be placed in the bid documents, otherwise contractors may use older (more affordable) equipment with higher DPM and other MSAT emissions. This requirement will add expense to the Project but will produce a direct benefit to surrounding neighborhoods. Additionally, the I-5 Columbia River Crossing project identified mitigation measures to reduce DPM emissions during construction that should be considered for this Project<sup>5</sup>.

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<sup>5</sup> U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. 2011. I-5 Columbia River Crossing Final Environmental Impact Statement and Section 4(f) Evaluation, Chapter 3, Section 3.10 Air Quality. September 2011. <https://www.wsdot.wa.gov/accountability/ssb5806/environmental-process-and-permitting.htm> (accessed May 26, 2020).

2. The EA acknowledged the harm that was imposed on the neighborhoods many years ago when Interstate 5 (I-5) was constructed. The EA articulated this as an injustice in the beginning of the document, but did not provide any follow up actions to address this issue. NEPA does not require any mitigation regarding restorative justice for impacts not specific to the Project under consideration; however, if ODOT is to regain a healthy working relationship with the community and other Project partners, it will need to incorporate its understanding of restorative justice concepts in its future actions. A Community Benefits Agreement is recommended by the Panel to spell out all actions committed to by the many partners involved in this Project. The Panel noted that the covers over I-5 are a good beginning to literally “bridge” the existing neighborhoods. In addition, ODOT incorporated local street connections and bicycle facilities into the Project to further help reconnect the local neighborhoods. A Community Benefits Agreement can be used to establish roles, responsibilities, and accountability for community improvements.

## Greenhouse Gas Technical Analysis

### Methodology

ODOT went above and beyond NEPA requirements in conducting the greenhouse gas (GHG) analysis in the Climate Change Technical Report. The use of the Motor Vehicle Emissions Simulator (MOVES), FHWA fuel cycle factors, and Infrastructure Carbon Estimator (ICE) models showed genuine effort to understand how transportation projects address the concern for reduction of GHG emissions in the context of global climate change. To that end, regional GHG inventories and management strategies are important, and the City of Portland is planning to consider the Project in its Climate Action Plan.

### Analysis

The Review Panel noted assumptions about electric transit vehicle fleets and the positive impact that Corporate Average Fuel Economy (CAFE) standards would have on GHG and air quality, although acknowledged the 2020 regulatory change to CAFE standards were less restrictive than those known when the technical report was prepared. Much of the GHG analysis stems from the air quality analysis as it relates to the available models and measurements in use.

The technical report references project-level actions that can be undertaken, such as reducing stop-and-go conditions, improving roadway speeds, improving intersection traffic flow, and creating more efficient freight movement. The technical report analysis and EA would have benefitted from

including quantitative data from the analysis to demonstrate how the Project would implement these actions and thereby reduce GHG emissions.

## Mitigation

No specific mitigation measures were identified.

## Other Considerations

**Finding 4:** There were several considerations raised by the Partner Agencies which drew the interest of the Peer Review Panel. The Panel provided some suggestions to the Partner Agencies, OTC, and ODOT regarding moving forward with the Project. **That said, the Peer Review Panel found that the EA, as a standalone document, accurately analyzed the environmental issues it was intended to address, including noise, air quality, and greenhouse gases.**

**The key message back to all parties was that the EA is adequate and to address the issues raised by the community and Partner Agencies, additional work needs to be done as the Project moves beyond the EA. This work should be a collaborative effort directly engaging the community, Partner Agencies, OTC, and ODOT.** This work needs to be done immediately to address the issues with firm commitments and accountability to reestablish trust among all parties. The OTC appears to have set in motion other actions and committee structures that can be used to do all of these things.

The following comments reflect the Panel's discussion on forward-looking steps that the OTC and ODOT could make to further their relationship with the community as they advance the Project:

1. Protecting the local community from the noise and DPM generated from the Project's construction is the least that ODOT can do. Even this will take extensive advanced planning on ODOT's part and will involve a great deal of participation on the part of the community to fully understand the various tradeoffs involved. The project will cost more if these issues are properly addressed and required of the construction contractors that are strictly enforced by a compliance officer. One Panelist recommended that ODOT consider a framework for assessing environmental policies and programs that was developed at the University of Louisville<sup>6</sup>.
2. A program of local enhancements developed in collaboration with Project Partners that can be left behind after Project completion can be a next step toward restorative justice. Coordination among agencies and community partners to fund and implement improvements such as

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<sup>6</sup> Arnold, Craig Anthony, Ernstberger, Audrey, and Schuhmann, Andrew. 2016. The Resilience Justice Policy Assessment Tool. University of Louisville, Center for Land Use and Environmental Responsibility. <https://louisville.edu/landuse/documents/resilience-justice-assessment-tool-poster> (accessed May 26, 2020).

enhanced transit service with electric vehicles, improved ADA service, safe routes to school investments, and improved bike access programs are just a few of the transportation programs that can reconnect the community to itself and the broader Portland area.

3. Utilization of local and disadvantaged businesses does not happen without the intentional investment of time and resources by ODOT, the City, Metro, and the community members. Work needs to begin immediately identifying potential businesses and strategizing on how the Project can be “unbundled” or otherwise creatively bid to allow access by small/local businesses. ODOT cannot rely on larger contractors to ensure small/local business utilization. Their economic interest is in efficiency, not added programmatic costs. It will take creativity on ODOT’s part to reward contractors’ attention to community benefits, either in terms of local business utilization, mentoring, work force development or provision of other community benefits.
4. An exceptional legacy for the Project would be a job training program in transportation-related skill building for the Project, which remained after its completion. This is not something solely within ODOT’s responsibility, but the many community resources could be combined to yield an economic/educational benefit to the community and a labor skill-building resource to ODOT, Partner Agencies, the trades, and the construction industry.
5. A youth/community involvement program could be designed to engage families and inspire kids to understand how and why big projects are constructed and the role this Project (and the original I-5 construction) played in their community (both positively and negatively). Explaining the Project, the work, and the jobs that go into such a Project is an education for the entire family and an opportunity for on-sight tours and other activities that become community-building experiences.
6. The proposed covering of I-5 represents an opportunity and a challenge. It will reconnect the neighborhood, but also the improved connectivity and access may further the gentrification of the last 20 years, thereby increasing housing prices and continuing the displacement of the traditionally African American community. The collaborative involvement of the Albina Vision Trust, City of Portland, Multnomah County, Metro and others will be essential in helping to determine the use of this “new land” created by the I-5 cover and adjoining properties. A commitment to affordable housing, community development, and strategic land use planning/zoning needs to accompany the I-5 Rose Quarter Improvement Project planning.

7. Partner agencies recommended that the OTC implement tolling/congestion pricing in the Portland region and noted that it could affect the traffic inputs to this Project. While the Panel understands that tolling/congestion pricing would affect the traffic, it is not within the purview of the Panel to question alternate traffic scenarios that were not included in the EA. This discussion should instead be brought directly to the OTC.
8. Finally, a Community Benefits Agreement or Funding Framework Agreement should be put in place with all parties represented. This would allow commitments from ODOT, the contractor, the City, Metro, Tri-Met, Portland Trail Blazers, the Faith community, neighborhoods, local business associations and anyone else to be gathered in a single agreement. An auditor could be assigned to report back to all parties to ensure the bigger package of investments is made.

## Summary

ODOT has drafted an EA that adequately addresses the issues of noise, air quality and greenhouse gases. In several parts of the analyses, ODOT took a conservative approach to considering the Project's impact on the community. The major criticism of the technical reports was that the technical work was not as well communicated as is necessary to be understood by the public. The technical reports contain information that would explain the conclusions drawn in the EA. As the Project advances, ODOT should present this analysis to the public in a non-technical format.

Beyond the EA lies the design and construction of the Project. It was the Panel's recommendation that ODOT, the Partner Agencies, and local community partners focus on the design and construction phase and not miss the opportunity to repair relations and produce a Project that everyone would take pride in. One Panel member called it a "WE" opportunity.

The Panel heard from Partner Agencies. It appears that some trust has been lost between the public and ODOT, and perhaps between the other Partner Agencies and ODOT. The Panel found ODOT to be very cooperative, intelligent, and prompt with their responses. ODOT expressed interest in the Panel's suggestions on improving relations with the community and Partner Agencies. The items presented in the "Other Considerations" section are intended to address ODOT's interest in the Panel's suggestions on moving forward. The Panel also noted that the additional actions that the OTC has proposed, if taken seriously, will provide the means to address disconnects with the community that the "Other Considerations" section intended to address.

# **Appendix A. Environmental Peer Review Panel and Facilitator Qualifications**

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# Song Bai

PhD, PE



## PROFILE

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Senior air quality engineer and manager with extensive experience applying technical knowledge and management skills to perform transportation and environmental engineering activities. Technical expertise includes mobile source emissions modeling and assessment, near-road dispersion modeling and air quality impact analysis, and statistical analysis of emissions and air quality data. Management experience includes supervising and directing air quality engineers/scientists in completing complex technical projects. Career highlights also include developing and managing a large technical service program for the state transportation agency.

## EXPERIENCE

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**2019-present**

**Bay Area Air Quality Management District San Francisco, California**

- Currently manager of the Emissions and Community Exposure Assessment Section; lead the team of eight air quality engineers/scientists in emissions inventory development, air quality modeling, and community-scale health risk assessment.

**2008-2019**

**Sonoma Technology, Inc. (STI)**

**Petaluma, California**

- Manager of the Environmental Modeling Division and member of the Corporate Executive Management Committee; lead the Division team in transportation-related environmental analysis; duties also include senior technical review, business development, and project management.
- Manager of a multimillion-dollar technical program with the California Department of Transportation (Caltrans) on mobile source emissions and air quality assessment; lead study design and technical work on near-road air quality analysis and tool development.
- Previously (2015-2016) Senior Air Quality Engineer and Manager of the Transportation and Emissions Group; lead air quality engineers/scientists to conduct emissions modeling and inventory development work for Caltrans, air districts, US Environmental Protection Agency (EPA), US Department of Justice (DOJ), and industrial clients.
- Started career at STI as an Air Quality Scientist/Engineer, performing technical work on mobile source emissions assessment, dispersion modeling and air quality impact analysis, source apportionment analysis, and statistical data analysis.

**2006-2008**

**University of California, Davis (UCD)**

**Davis, California**

- Postdoctoral Scholar, served as the technical lead and directed several PhD and master students under the UCD-Caltrans Air Quality Project; work included emissions assessment for roadway operation and construction activities and modeling tool development.
- Lecturer, instructed undergraduate students in Transportation System Design core curriculum of the UCD Civil and Environmental Engineering Department.

## EDUCATION

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|   |           |
|---|-----------|
| PhD, Civil and Environmental Engineering, University of California, Davis | 2001-2006 |
| Master of Science, Statistics, University of California at Davis          | 2005-2006 |
| Master of Science, Civil Engineering, Tsinghua University, China          | 1999-2000 |
| Bachelor of Science, Civil Engineering, Tsinghua University, China        | 1994-1998 |

## PROFESSIONAL DEVELOPMENT AND AFFILIATION

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Professional Engineer (Civil), license number #74841, California Board for Professional Engineers and Land Surveyors, since 2009.

Appointed Member, Transportation and Air Quality Committee, Transportation Research Board (TRB), since 2015.

## SKILLS

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Skilled user of emissions models (EMFAC, MOVES, OFFROAD, NONROAD), dispersion models (AERMOD, CALINE4, CAL3QHC/R), and source apportionment model (PMF); lead designer of Caltrans modeling tools for mobile source air toxics (CT-EMFAC) and construction emissions (CAL-CET).

Skilled user of statistical data analysis packages (SPSS and R) and Microsoft Office Suite.

Chinese (mandarin), proficient level (spoken and written).

## SELECTED REPORTS/PUBLICATIONS

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Seagram A. and Bai S. (2019) CT-EMFAC2017 user guide. Final report prepared for the California Department of Transportation, Sacramento, CA.

Bai S. and Erdakos G. (2018) Caltrans Construction Emissions Tool (CAL-CET2018) technical support document. Final report prepared for the California Department of Transportation, Sacramento, CA.

Baringer L. and Bai S. (2018) Assessment of paved road dust emissions modeling methods. Technical memorandum prepared for the California Department of Transportation, Sacramento, CA.

Bai S., Craig K., Reid S., Eisinger D., Farstad E., Erdakos G., Du Y., and Baringer L. (2017) Streamlining air dispersion modeling to support quantitative PM hot-spot analysis. Final report prepared for the California Department of Transportation, Sacramento, CA.

Bai S., Du Y., Seagram A., and Craig K. (2017) MOVES-based NOx analyses for urban case studies in Texas. Final report prepared for the University of Texas at Austin Air Quality Research Program.

Reid S., Bai S., Du Y., Craig K., Erdakos G., Baringer L., Eisinger D., McCarthy M., and Landsberg K. (2016) Emissions modeling with MOVES and EMFAC to assess the potential for a transportation project to create particulate matter hot spots. Transportation Research Record: Journal of the Transportation Research Board, 2570, 12-20, doi: 10.3141/2570-02.

McCarthy M.C., Brown S.G., Bai S., DeWinter J.L., O'Brien T.E., Vaughn D.L., and Roberts P.T. (2015) Baldwin Hills air quality study. Final report prepared for Los Angeles County.

Norris G., Duvall R., Brown S., and Bai S. (2014) EPA Positive Matrix Factorization (PMF) 5.0 fundamentals and user guide. Prepared for the U.S. Environmental Protection Agency Office of Research and Development, Washington, DC, EPA/600/R-14/108; STI-910511-5594-UG, September.

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Chen H., Bai S., Eisinger D.S., Niemeier D., and Claggett M. (2009) Predicting near-road PM<sub>2.5</sub> concentrations: comparative assessment of CALINE4, CAL3QHC, and AERMOD. *Transportation Research Record, Journal of the Transportation Research Board*, 2123, 26-37, doi: 10.3141/2123-04.

Wang G., Bai S., and Ogden J.M. (2009) Identifying contributions of on-road motor vehicles to urban air pollution using travel demand model data. *Transportation Research, Part D: Transport and Environment*, 14(3), 168-179, doi:10.1016/j.trd.2008.11.011.

Niemeier D. and Bai S. (2008) Urban travel demand modeling. In *Transportation Planning Handbook*, 3rd edition, Institute of Transportation Engineers, Washington, DC.

Bai S., Chiu Y.-C., and Niemeier D.A. (2007) A comparative analysis of using trip-based versus link-based traffic data for regional mobile source emissions estimation. *Atmos. Environ.* 41, 7512-7523, doi: 10.1016/j.atmosenv.2007.05.051.

Bai S., Nie Y., and Niemeier D.A. (2007) The impact of speed post-processing methods on regional mobile emissions estimation. *Transportation Research Part D: Transport and Environment*, 12, 5, 307-324, doi:10.1016/j.trd.2007.03.005.

## Andrew C. Eilbert

Physical Scientist, Environmental Measurement and Modeling Division  
US Department of Transportation Volpe Center

**MS Natural Resources and Environment, University of Michigan**  
**BS Physics, Brandeis University**  
**Phone: 617-494-3543**



Andrew Eilbert came to the Center in 2016 as an on-site contractor and analyst with Stinger Ghaffarian Technologies and transitioned to the role of physical scientist with the Environmental Measurement and Modeling Division in 2017. Eilbert primarily provides emissions modeling and data analytics support to the Federal Highway Administration, the Federal Aviation Administration, and the Intelligent Transportation Systems Joint Program Office. He is one of the lead developers for the FHWA's Congestion Mitigation and Air Quality (CMAQ) Program Toolkit and JPO's Automated Vehicle Benefits Framework. He has also extensively tested new features to model non-volatile particulate matter in the FAA's Aviation Environmental Design Tool.

Prior to his position at Volpe Center, Eilbert spent four years as a research fellow on the Motor Vehicle Emission Simulator (MOVES) development team at the U.S. Environmental Protection Agency's Office of Transportation and Air Quality. At EPA, Eilbert led national fleet and activity updates for MOVES2014. In addition to MOVES development, he played a critical role in quantifying emission inventories for regulations of heavy-duty vehicles.

Eilbert is an active participant in the Transportation Research Board's Transportation and Air Quality Committee (ADC20) and a young professional member of the Air & Waste Management Association. He regularly presents his work at industry conferences and his research on vehicle emissions and energy efficiency has been cited in journal articles and other publications.



## DEBORAH JUE

*Principal & CEO*

Deborah has been with Wilson Ihrig since 1990, and she has authored or provided input for many environmental documents and technical studies in accordance with NEPA and California's CEQA regulations, most of them related to surface transportation. Deborah has almost 30 years of experienced addressing impacts related to highway noise, rail transit noise and vibration, and construction-related noise, hydroacoustics and vibration.

She has a keen interest in finding solutions and providing clear communication to affected stakeholders to help achieve broad support.

Deborah earned her Bachelor of Science degree in General Engineering with a focus on Acoustics from Stanford University. After graduation, she worked for a medical ultrasound company for two years as an acoustic lab technician before joining Wilson Ihrig, where she worked on a wide range of projects in acoustics, noise and vibration control. Deborah returned to school to earn her Master of Science degree in Mechanical Engineering from the University of California at Berkeley..

As part of her work, Deborah, is a senior technical lead on highway noise models, environmental analyses for all types of projects, and planning for long-term construction noise and vibration, and is also in integral part of the management team for the company.

### Professional Associations (Member)

- Transportation Research Board (TRB)
- Women Transportation Seminar (WTS)
- American Society of Mechanical Engineers (ASME)
- Acoustical Society of America (ASA)
- National Council of Acoustical Consultants (NCAC)
- Institute of Noise Control Engineering (INCE)

### Research and Published Papers

- ACRP Report 175, ACRP 07-14, *Improving Intelligibility of Airport Terminal Public Address Systems*
- NCHRP 25-25, *Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects*
- *Transportation Research Record*, V. 2502, "Considerations to Establish Ground-Borne Noise Criteria to Define Mitigation for Noise-Sensitive Spaces"

### Relevant Experience

#### *Alameda County Transportation Commission*

- State Route 84, I-580 to Pigeon Pass, Pleasanton, CA
- State Route 84 Pigeon Pass to I-680, Pleasanton and Sunol, CA
- I-580 Highway Median Widening, Dublin, CA
- I-880 North Safety Improvement, Oakland, CA
- East-West Connector Project, Fremont/Union City, CA

#### *Caltrans*

- State Route 24 Noise Studies, Concord and Oakland CA
- Central Freeway Reconstruction, San Francisco, CA
- LA Metro State Route 710 North Environmental Study, Pasadena, CA
- Cypress Bridge, Redding, CA

***Rail Transportation Projects***

- California High Speed Rail EIR/EIS, San Francisco to Merced, CA
- SF Peninsula Caltrain Electrification EIR/EA, Santa Clara County, CA
- BART Extensions EIR/EIS (Warm Springs, San Francisco Airport Connection, Dublin)
- Santa Clara VTA (Capitol Expressway, Guadalupe Corridor, Tasman East, Vasona Junction), Santa Clara, CA
- LA Metro (Regional Connector LRT, Crenshaw LRT, Pasadena LRT, Purple Line), Los Angeles, CA
- MARTA On-call, Atlanta, GA
- WMATA EIS (Outer Branch, Glenmont, Inner E Route, Green Line F Route), Washington, DC area

***Construction Noise and Vibration (Analyses and/or Monitoring)***

- MacArthur BART Garage and Residences Construction Noise and Vibration, Oakland, CA
- San Francisco PUC Clean Water and Hetch Hetchy Conveyance Seismic Upgrades, San Francisco Bay Area, CA
- EBMUD Claremont Tunnel Bypass EA and Seismic Upgrade, Oakland, CA
- Inland Feeder System Tunnel Construction Noise and Vibration Evaluation, San Bernardino, CA
- Chase Center Construction Noise and Vibration Monitoring, San Francisco, CA

## **Beverly A. Scott, Ph.D. – “People and Communities Matter”**

### ***CEO, Beverly Scott Associates, LLC***



Dr. Scott is a frequent speaker on the critical need to invest in smart, next generation infrastructure to advance *American competitiveness, sustainable outcomes, and “shared prosperity”*. Beverly Scott Associates, LLC, is an infrastructure-focused executive management consultant practice which specializes in workforce development at all levels; and, advancing practical approaches and solutions to challenging situations that advance equity and inclusion – and help to achieve positive outcomes for “all” people and communities.

Most recently, she founded, Introducing Youth to American Infrastructure, Inc. (“iyai+”), a national non-profit dedicated to inspiring, educating, and engaging today’s youth to be tomorrow’s “community builders” -- American infrastructure leaders, skilled workforce, innovators, and entrepreneurs, – with special emphasis on improving the active participation of our most vulnerable youth and historically underutilized groups in infrastructure careers – people of color and women ([www.iyai.org](http://www.iyai.org)).

She serves as a Senior Fellow at the Transportation Learning Center, the only national transportation labor-management partnership focused on skills training, research, safety and health for the sector’s frontline workforce ([www.transportcenter.org](http://www.transportcenter.org)); a Research Associate at the Mineta Transportation Institute at San Jose State University ([www.transweb.sjsu.edu](http://www.transweb.sjsu.edu)); and in an Advisory capacity to the Charles Hamilton Houston Institute for Race and Justice at Harvard University Law School in the areas of transportation, infrastructure, and equity ([www.charleshamiltonhouston.org](http://www.charleshamiltonhouston.org)).

In 2011, she was appointed by President Obama to the National Infrastructure Advisory Council (NIAC), a panel of experts including top business executives, leading academics and local government officials who report to the White House through the U.S. Department of Homeland Security with responsibility for making policy recommendations to protect and preserve the physical assets that are critical to the U.S. economy and national security. In 2012, she was appointed NIAC Vice-Chair and currently serves in that capacity ([www.dhs.gov/national-infrastructure](http://www.dhs.gov/national-infrastructure)). In 2019, she was appointed by State Treasurer Fiona Ma to the California High Speed Rail Peer Review Group. Dr. Scott served on the San Francisco MUNI (SFMTA) Reliability Working Group assembled in June 2019 by San Francisco Mayor London Breed, with Supervisors Mandelman and Peskin to review performance of the City’s current bus and rail system and recommend actionable steps for consideration by the incoming Director of Transportation. Most recently, she was appointed to serve on PG&E’s Sustainability Advisory Council.

Dr. Scott’s career in the public transportation industry spans more than three decades, including four appointments as General Manager/CEO – the Massachusetts Bay Transportation Authority (MBTA) and Rail & Transit Administrator for the Commonwealth of Massachusetts, the Metropolitan Atlanta Rapid Transit Authority (MARTA), the Sacramento Regional Transit Authority (SRTD), and the Rhode Island Public Transit Authority (RIPTA), one of four

statewide public transit systems. She has also served in senior level positions at the Metropolitan Transportation Authority (New York), New Jersey Transit Corporation (NJT), the Washington Metropolitan Area Transportation Authority (WMATA), Dallas Area Rapid Transit (DART), and the Houston Metropolitan Area Transit Authority (Houston METRO).

Dr. Scott is recognized throughout the U.S. and North American transportation industry for her visionary leadership, results driven management style; focus on people and communities; and progressive approach to labor-management relations. Among her most notable industry contributions is her pivotal leadership role in the critical areas of workforce and leadership development and work to improve outcomes for people and communities – particularly our most vulnerable. In this regard, she is an ardent proponent for significantly increased “people development and investment” at all levels.

Throughout her career, she has received numerous awards and recognitions, i.e., the Hubert Humphrey Award for Distinguished Public Service from the American Political Science Association (APSA), Government Sector Pinnacle Award from the Greater Boston Chamber of Commerce for Outstanding Service, the prestigious Sharon A. Banks Humanitarian Service Award from the Transportation Research Board, National Academies of Science; named Woman of the Year by the Women’s Transportation Seminar (WTS International), and, recognized by the Conference of Minority Transportation Officials (COMTO) as a “Woman Who Moves the Nation”. She was named a “Transportation Innovator of Change” by President Barack Obama and the U.S. Department of Transportation for her long record of exemplary leadership and service in the transportation industry.

A past Chairperson of the American Public Transportation Association (APTA) and Rail-Volution ([railvolution.org](http://railvolution.org)); Board member, Conference of Minority Transportation Officials (COMTO), American Public Transportation Foundation (APTF), Women’s Transportation Seminar International (WTS), the Transportation Research Board TOPS Committee; Women’s Transportation Seminar Foundation, Dr. Scott currently serves on the national Board of the American Public Transportation Association ([www.apta.com](http://www.apta.com)), as a Manager/Managing Director, Parker Infrastructure Partners, LLC; and Jobs To Move America (JMA), Vice Chair ([jobstomoveamerica.org](http://jobstomoveamerica.org)).

Dr. Scott holds a doctorate in political science, with a specialization in public administration from Howard University; and a Bachelor of Arts in Political Science from Fisk University (magna cum laude and Phi Beta Kappa).

## **Tim Sexton, MS, MPH, AICP, ENV SP**

Assistant Commissioner and the Chief Sustainability Officer  
Minnesota Department of Transportation

MS in Urban and Regional Planning, University of Iowa

MPH in Environmental and Occupational Health, University of Iowa



Tim Sexton is an Assistant Commissioner and the Chief Sustainability Officer for the Minnesota Department of Transportation (MnDOT). Mr. Sexton is responsible for implementing state goals to reduce carbon pollution from the transportation sector, increase efficiency of agency operations, improve transportation system resilience, and strengthen connections between the transportation and public health communities.

Mr. Sexton has more than 15 years of transportation experience throughout the United States and has contributed to the state-of-the-practice through leadership roles with AASHTO, mentored young professionals through APA, and nurtured research in committee and section chair roles with the Transportation Research Board. Prior to his current appointment, Tim directed air quality, noise, and energy policy at the Washington State DOT and directed environmental, transit, walking, and biking programs at MnDOT.

## Charles Shamoan, J.D.

Assistant Counsel, New York City Department of Environmental Protection,  
Bureau of Environmental Compliance

BChE, New York University, Engineering  
J.D., New York Law School



Charles Shamoan is an attorney with the Bureau of Environmental Compliance within the New York City Department of Environmental Protection. He has been involved with environmental noise issues since 1989. He is one of the primary writers of the 2007 NYC Noise Code and the Construction Noise Mitigation Rules. His publications are available on ResearchGate and other web resources.

### Recent Publications

Park, Tae Hong, Yoo, Minjoon, Shamoan, Charles, Dye, Christopher, Hodge, Stacey & Rahman, Asheque. 2017. Mitigating noise and traffic congestion through measuring, mapping, and reducing noise pollution. *The Journal of the Acoustical Society of America*. 141. 3801-3801. 10.1121/1.4988389.

Mydlarz, Charlie, Shamoan, Charles, Baglione, Melody & Pimpinella, Michael. 2015. The design and calibration of low cost urban acoustic sensing devices: SONYC – Sounds Of New York City. *euronoise-2015*.

Shamoan, Charles & Park, Tae Hong. 2014. New York city's new noise code and NYU's citygram-sound project. *INTERNOISE 2014 - 43rd International Congress on Noise Control Engineering: Improving the World Through Noise Control*.

Thalheimer, Erich & Shamoan, Charles. 2012. Understanding and complying with New York City construction noise regulation. *Noise News International*. 20. 135-140. 10.3397/1.37023111.

Zwerling, Eric, Shamoan, Charles & Szulecki, Stephen. 2010. Proactive regulation engenders creative innovation: Quietening the jack hammer. *The Journal of the Acoustical Society of America*. 127. 1830. 10.1121/1.3384252.

## Grace Crunican

Before opening her own business, Crunican LLC, Grace Crunican has held key leadership posts in the transportation industry for over 40 years. These include:

- General Manager of the San Francisco Bay Area Rapid Transit District for eight years
- Director of the Seattle Department of Transportation for eight years
- Director of the Oregon Department of Transportation for five years
- Deputy Administrator of the Federal Transit Administration
- Director of the Surface Transportation Policy Project
- Deputy Director of the City of Portland's Department of Transportation



She also was a Presidential Intern and served as professional staff to the US Senate Transportation Appropriations Committee. Grace is the coauthor of the book *Boots on the Ground, Flats in the Boardroom*.

Grace earned her BA from Gonzaga University and her MBA from Willamette University. She is currently on the Board of Directors for the Mineta Transportation Institute and Rail~Volution. She has been a member of WTS since 1979 and served as National President from 1988-1990.

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## Appendix B. Technical Review Questions

The Peer Review Panelists were asked to comment on the following technical review questions:

1. The air quality, greenhouse gas emissions, and noise technical analyses were conducted in 2018 and documented in final reports on January 8, 2019. To what extent does the methodology for each analysis follow Federal Highway Administration (FHWA) best practices under the National Environmental Policy Act (NEPA) and other relevant regulations and requirements for a transportation project conducted in 2018?
2. To what extent are the correct baseline conditions, model assumptions, input data, analysis, and conclusions reasonable and adequately documented?
3. To what extent were reasonable mitigation measures proposed? Should additional mitigation measures be considered? If yes, what additional measures should be proposed?

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# Appendix C. Notes from the Panel Discussion Meeting

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## MEETING NOTES: Environmental Peer Review – Panel Discussion

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MEETING DATE: May 8, 2020

MEETING TIME: 8:30am – 12:00pm

LOCATION: Zoom

ATTENDEES: Peer Review Panel: Song Bai, Andrew Eilbert, Deborah Jue, Beverly Scott, Tim Sexton, Charles Shamoon  
Facilitator: Grace Crunican  
Oregon DOT, Owner Representatives and EA Team: Megan Channel, Mike Baker, Daniel Burgin, Angela Findley, Natalie Liljenwall, Craig Milliken, Sarah Omlor, Ray Outlaw, Leslie Riley  
City of Portland: Teresa Boyle, Eric Hesse, Peter Hurley, Christine Kendrick, Caitlin Reff  
Metro: Chris Ford, Ally Holmqvist, Monica Krueger

OBSERVERS: Oregon DOT, Owner Representatives and EA Team: Liz Antin, Jeff Buckland, April Deleon, Louise Kling, Page Phillips-Strickler, Scott Polzin, Mary Young

### Meeting objectives:

- Receive input from the Environmental Peer Review Panel
- Document findings

## NOISE TECHNICAL REPORT

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| Topic           | Notes  |
|-----------------|--|
| Q1. Methodology | <ul style="list-style-type: none"><li>• Basis: ODOT Noise Manual (2011), NEPA Do's and Don'ts (2011)</li><li>• Applied TNM, standard practice</li></ul>  |
| Q2. Analysis    | <ul style="list-style-type: none"><li>• Peer Reviewers focused on traffic noise, construction noise and vibration, and vibration with respect to historic resources.</li><li>• The Peer Review Panel (Panel) stated that the quantitative traffic noise analysis and qualitative construction noise descriptions were appropriately evaluated in the Environmental Assessment (EA) and Noise Technical Report per the ODOT Noise Manual. Two Panel members, who conduct similar work in California, noted that the</li></ul> |

| Topic | Notes  |
|-------|--|
|       | <p>level of analysis and documentation in this EA is different than the analysis and documentation required for California Environmental Quality Act (CEQA) documents.</p> <ul style="list-style-type: none"> <li>• The Panel noted that the readability of the EA could have been presented so a layperson could better understand technical terms, methodology, and impacts. In addition, incorporating graphics into the main body of the Noise Technical Report and increasing readability would make it easier for the public to understand the analysis and decisions made.</li> <li>• The Panel confirmed that the Noise Technical Report was conducted according to the ODOT Noise Manual. There were two adaptations to the Project’s noise model that ODOT made to address existing and future conditions: <ul style="list-style-type: none"> <li>○ In the Project Area, there is a higher percentage of truck volume compared to passenger vehicles; and, trucks produce higher levels of noise. Analysis for truck noise was conducted for free-flow conditions (e.g., 50-55 mph), which generates a higher noise level due to tire noise. One Panel Reviewer noted that at lower speeds (e.g., below 30 mph) truck engine noise is louder than tire noise, which occurs in highly congested conditions. However, by assuming free-flow conditions for all alternatives, the worst-case noise condition was analyzed. This is a standard, conservative approach to analyze highest noise conditions and evaluate noise impacts. If a more congested period would have been analyzed to compare alternatives, the Panel stated that the overall conclusions would not have changed.</li> <li>○ The Federal Highway Administration (FHWA) Traffic Noise Model (TNM) was applied to model traffic noise. However, the TNM cannot be configured to model highway covers, so ODOT took a conservative approach and evaluated noise impacts along these segments by assuming retaining walls without covers. This scenario results in a louder noise condition to adjacent lands than would occur with covers that act more like a sound barrier.</li> </ul> </li> <li>• In reviewing the sound walls analyses one panelist recommended evaluating whether Sound Wall 2B (along northbound I-5 near Harriet Tubman Middle School and Lillis Albina Park) could be moved further up the slope. This would move Wall 2B outside the ODOT right-of-way and onto property owned by Portland Public Schools (PPS). The Panelist thought that the wall could be more effective at reducing noise at the school, possibly shorter in height,</li> </ul> |

| Topic          | Notes  |
|----------------|--|
|                | <p>and less expensive for ODOT. This would require coordination with PPS.</p> <ul style="list-style-type: none"> <li>• A Panelist asked about the use of windows at Harriet Tubman Middle School (school). If those windows are operable (opened), it would counteract the noise reduction provided by the building (i.e., the noise inside the building would increase). ODOT committed to discuss the school’s window operations with PPS.</li> <li>• The Panel noted that per the ODOT Noise Manual, construction noise is not typically modeled at the conceptual design phase that supports NEPA documents, such as the Project EA. Thus, the level of analysis in the Noise Technical Report is consistent with the ODOT Noise Manual. The Panel noted that the Noise Technical Report could have been clearer on several elements:             <ul style="list-style-type: none"> <li>○ Impact pile drivers were not included in the noise impact table, although these pile drivers were mentioned in the EA.</li> <li>○ The ODOT Noise Manual does allow for specialized noise studies to be customized where there is a local noise ordinance. The Portland Noise Ordinance, which is a local regulation that must be complied with during construction, was cited in the Noise Technical Report. ODOT should commit to utilize this local regulatory process to model more specific construction noise impacts, including those during nighttime, and develop mitigation appropriate for the construction noise impacts as the Project advances into the permitting phase.</li> <li>○ Construction vibration is mentioned in the historic properties analysis section of the Noise Technical Report; this documentation is reasonable and appropriate. The Panel noted that ODOT should add a similar statement about vibration in the construction noise section.</li> </ul> </li> </ul> |
| Q3. Mitigation | <ul style="list-style-type: none"> <li>• The Panel confirmed that the evaluation of the sound barriers was reasonable.</li> <li>• Several Panelists noted that the standard process applied to noise mitigation analysis does rule out some walls due to reasonableness and feasibility criteria. In the case of this Project, one sound wall (Wall 1) was evaluated and not recommended due to not meeting the cost/benefit reasonableness criterion. As the ODOT Noise Manual, which includes the cost allowances for the reasonableness criterion, has not been updated since 2011, the Panel recommends that ODOT re-evaluate Wall 1 if the ODOT Noise Manual and associated cost allowances are updated.</li> </ul>   |

| Topic | Notes   |
|-------|---|
|       | <ul style="list-style-type: none"> <li>• Several Panelists noted that Table G-3 in Appendix G of the Noise Technical Report has a calculation error that should be corrected. The Panelists stated this correction would not change the conclusions.</li> <li>• One Panelist questioned whether the TNM should have been configured with a “concrete” land use condition, instead of the “lawn” condition applied by ODOT. ODOT explained that the terrain and land uses vary throughout the study area, so the “lawn” condition was used; the model was validated and proved to accurately reflect the existing conditions. The Panel determined this to be a legitimate approach.</li> <li>• One Panelist stated that there can be unintended effects with the installation of sound barriers. Sound could be reflected to other receptors across the highway, and sound barriers would change the quality of the sound that receptors a few blocks away may experience. Constructing the noise walls to absorb the noise rather than simply deflect the noise, could improve the noise conditions beyond the noise impacted receptors. A Panelist encouraged ODOT to review the findings and consider the recommendations documented in “Field Evaluation of Reflecting Noise from a Single Noise Barrier” (National Cooperative Highway Research Program [NCHRP], Research Report 886, 2018).</li> <li>• As ODOT begins the construction noise analysis and resulting mitigation measures, the Panel suggested that ODOT consider potential noise mitigation measures that have been successful on other projects: <ul style="list-style-type: none"> <li>○ “Quiet” pavement types could have noise reduction properties along with other safety benefits.</li> <li>○ Apply sound attenuation drapes during construction; these have been successfully used around schools.</li> <li>○ Cantilevered tops (plywood) with blankets can also deflect and absorb noise; this mitigation has had success in addressing noise complaints.</li> <li>○ Noise flanks (noise going over the top and coming down) can be addressed by the blankets.</li> <li>○ Specifications for construction equipment and tools, can be incorporated into a construction/equipment plan as well as the bid documents. Monitoring and enforcing specified tools can be a good way to control noise as well as minimize complaints.</li> <li>○ Implement a noise complaint procedure, be proactive and work with the community prior to construction so expectations</li> </ul> </li> </ul> |

| Topic            | Notes   |
|------------------|---|
|                  | <p>are aligned, and engage a liaison or ombudsman to elevate and resolve noise concerns.</p> <ul style="list-style-type: none"> <li>○ Present the analysis in a readable, visual, and understandable format to the community to communicate the analysis, findings, and mitigation.</li> </ul>  |
| Partner Comments | <ul style="list-style-type: none"> <li>● City of Portland                             <ul style="list-style-type: none"> <li>○ Questioned whether the analysis reflects the future land uses, such as the highway covers and changes to land use zonings. Additional noise and air quality “receivers” could be brought to the Project area.</li> <li>○ Alternate placement of noise walls is appreciated, yet Project needs to consider unintended consequences such as air quality.</li> <li>○ As a more comprehensive noise plan is developed, would like to see some of the construction mitigation that the Panel recommended (e.g., drapes, cantilevered tops, blankets, equipment plan, complaint procedure/ombudsman).</li> </ul> </li> <li>● Metro                             <ul style="list-style-type: none"> <li>○ Also interested in resolution of the land use assumptions; and, supportive of additional mitigation measures recommended.</li> </ul> </li> <li>● ODOT                             <ul style="list-style-type: none"> <li>○ As design advances, ODOT will undertake a NEPA re-evaluation if any substantive changes result in additional impacts.</li> <li>○ Highway covers in the EA were conceptual and the TNM model is limited to address a cover. So, the covers weren’t included (or any land uses on the covers as nothing was planned at the time of the analysis); however, to go above minimum requirements, some modeling of the portals were included in the noise analysis to capture tunnel effects.</li> </ul> </li> </ul> |

## AIR QUALITY TECHNICAL REPORT

| Topic           | Notes  |
|-----------------|--|
| Q1. Methodology | <ul style="list-style-type: none"> <li>● The Panel stated that the Air Quality Technical Report meets the FHWA standards for air quality analysis. The analysis followed FHWA guidance on mobile source air toxics (MSATs) and demonstrates best practices. Reasonable methods to analyze criteria pollutants were applied based on Portland’s air quality attainment status. The Air Quality Technical Report adequately</li> </ul> |

| Topic | Notes   |
|-------|---|
|       | <p>covered air quality impacts related to environmental justice populations and construction impacts.</p> <ul style="list-style-type: none"> <li>• One Panelist stated the technical report clearly demonstrated that air toxics would be reduced in the Build scenario compared to the No Build scenario by decreasing traffic incidents and congestion. However, the report could more clearly address the public’s concerns about air quality impacts beyond stating Oregon currently is in National Ambient Air Quality Standards (NAAQS) attainment for all criteria pollutants. The following suggestions may help non-technical readers understand the Project is unlikely to have any meaningful air quality impacts: <ul style="list-style-type: none"> <li>○ Reference Portland’s CO and ozone maintenance plans to highlight that Oregon has been in attainment for many years.</li> <li>○ Show recent concentrations from an air quality monitor near the Project area are well below the NAAQS thresholds.</li> <li>○ Explain that estimated emission reductions for key criteria pollutants between the Build and No-Build scenarios could alleviate long-term air quality concerns.</li> </ul> </li> <li>• One Panelist asked about the Oregon Department of Environmental Quality (DEQ) benchmarks that are established for different air toxics. The Air Quality Technical Report identified these benchmarks as goals for planning and evaluation; however, it was unclear in the EA and technical report why the benchmarks were included or how the benchmarks were used in the comparative analysis. ODOT should clarify how the reported benchmarks are useful to the analysis.</li> <li>• A Panelist noted that diesel particulate matter (DPM) was mentioned in the Air Quality Technical Report but not put forth as the key indicator for health. Instead the information on benzene was presented.</li> <li>• One Panelist stated that the analysis was appropriate and met air quality analysis requirements, but offered several recommendations as the Project moves forward: <ul style="list-style-type: none"> <li>○ Highlight the information on diesel particulate matter (DPM) over Benzene.</li> <li>○ Evaluate foreseeable development on the highway covers and associated land use and transportation changes upon completion of the on-going highway cover analysis</li> <li>○ As the Project design advances, evaluate appropriate truck routing during construction to avoid or minimize impacts to local streets and the local community.</li> </ul> </li> </ul> |

| Topic | Notes   |
|-------|---|
|       | <ul style="list-style-type: none"> <li>○ Ensure that the assumptions in the model about transit and Tri-Met’s commitment to an all-electric fleet are delivered in reality and that this community receives those buses first to compensate for the freeway’s air quality impacts.</li> <li>● The Panel reviewed reports from the air quality study at Harriet Tubman Middle School that was conducted by Portland State University (PSU) and prepared for PPS. ODOT stated that it was not aware of this study and its findings at the time the Air Quality Technical Report was prepared. The Panel noted that ODOT could consider data from the PSU study as the project advances. The PSU study provides more current air quality data than that obtained from the US Environmental Protection Agency (EPA) sources used in the Air Quality Technical Report. The Panel noted that the community has expressed concerns about impacts to health related to air quality. As the Project advances, further collaboration with PPS and Project area neighborhoods regarding continued air quality analysis and associated mitigation would benefit the community.</li> <li>● The PSU data may also inform the potential for an air quality benefit resulting from the proposed sound wall (Wall 2B). The wall could help reduce the concentrations of DPM at the school. Other measures such as vegetation barriers may also improve air quality by reducing exposure to air toxics.</li> <li>● Similarly, a Panelist noted that ODOT could have added further qualitative analysis of the retaining walls along I-5, which would likely have air quality and noise co-benefits.</li> <li>● One Panelist noted that meteorological conditions can alter direction of DPM toward sensitive receptors such as the school. As additional air quality analysis is conducted, ODOT should factor in the meteorological conditions that may affect air quality.</li> <li>● One Panelist noted that the output from the MOtor Vehicle Emission Simulator (MOVES) model was used properly in the Air Quality Technical Report. The MOVES model also provides quantitative values that would have further strengthened the report’s conclusions on several criteria pollutants (e.g., CO, N<sub>ox</sub>, O<sub>3</sub>). It was noted that ODOT used MOVES2014a, which was the current version of this model at the time the technical analysis was completed. Any further modeling should use MOVES2014b, which was released in December 2018.</li> <li>● Qualitative air quality impacts during construction were appropriately presented in the technical report. As the Project advances, further quantitative results and/or qualitative description of the emissions from construction equipment and from any traffic</li> </ul> |

| Topic                 | Notes  |
|-----------------------|--|
|                       | <p>re-routing, particularly freight trucks, could be shared with the local community.</p>  |
| <p>Q2. Analysis</p>   | <ul style="list-style-type: none"> <li>• The Panel found the air quality analysis met all technical requirements and was appropriately conducted. Several recommendations were made for consideration: <ul style="list-style-type: none"> <li>○ With respect to the MSAT qualitative analysis, the Panel found that the project base year and design year were appropriately presented and analyzed. The Panel noted that the year of opening (first year of operation) is recommended but considered optional in the NEPA analysis per FHWA’s guidance; inclusion of this analysis was preferred by the Panel. However, the Panel noted that a noticeable difference between the Build and No Build impacts for the year of opening would not likely result.</li> <li>○ The Panel found the application of the MOVES model appropriate for the project. The model provides for custom inputs to be made, such as low emitting vehicles, transit fleet mix, etc. Clarifications on the model assumptions could have been included in the report.</li> <li>○ Regarding carbon monoxide (CO) hotspots at intersections, the Panel noted the report provided good information. Any trend analysis or other information that was available on monitored CO would have been helpful to include.</li> <li>○ One Panelist was interested in knowing what other activities at the school are taking place (e.g., community uses of the building and grounds). Inclusion of these activities, associated analysis, and mitigation could also be included in the construction analysis as the Project moves forward.</li> </ul> </li> <li>• National Equity Atlas identifies African-Americans are most affected by poor air quality in Portland. Begin to think about bike programs, all electric buses, added service during construction, safe routes to school, work with and require commitments from the other partners, etc. Think about good things to do for the community such as job training and healthy city actions that can begin to address issue of restorative justice.</li> </ul> |
| <p>Q3. Mitigation</p> | <ul style="list-style-type: none"> <li>• The Panel agreed that there were no air quality mitigation measures required for the long-term operation of the Project, given the attainment status of NAAQS in the Portland area. The Panel focused their input on construction activities and associated mitigation measures.</li> <li>• The Panel advised that construction contractors can be required to use low-emission equipment (e.g., meeting Tier 4 engine emissions</li> </ul>   |

| Topic            | Notes   |
|------------------|---|
|                  | <p>standards). However, if not required as specifications in the bid documents, contractors may use older (more affordable) equipment that has higher emissions. Panelists noted that this specification can be difficult to negotiate.</p> <ul style="list-style-type: none"> <li>● Panelists provided several mitigation recommendations to address construction impacts: <ul style="list-style-type: none"> <li>○ I-5 Columbia River Crossing project had additional construction mitigation, such as electric generators. That project could be a good model to draw from.</li> <li>○ Dust control can be a sensitive issue with the community, watering procedures can be specified.</li> <li>○ Use of electro-static filters on equipment is an option.</li> </ul> </li> </ul>  |
| Partner Comments | <ul style="list-style-type: none"> <li>● City of Portland <ul style="list-style-type: none"> <li>○ Recognize that Portland is in attainment, so we don't typically receive quantitative modeling. City echoed a Panelist's comments on DPM analysis for existing and future conditions. Recommend using existing conditions data in the PSU report. This could help us identify mitigation, not only at the school but also at the adjacent park.</li> <li>○ Consider information from DEQ's air toxic model, particularly for DPM; and the Portland Air Toxics Solutions (PATS) study (2007), which was included in the information sent by the City and distributed to the Panel.</li> <li>○ Meeting new standards from Oregon's Clean Diesel Initiative in HB 2007 that is scheduled for implementation in 2020; recommend considering these guidelines for construction.</li> <li>○ Asked for clarification on how a childcare facility in the project area was addressed in the project area; ODOT confirmed this facility was evaluated as a sensitive receptor. ODOT will consider mitigation possibilities, if the property is not acquired or relocated.</li> </ul> </li> <li>● Metro <ul style="list-style-type: none"> <li>○ Supportive of restorative justice, glad to see that the PSU study was discussed and would like to see if that leads to any additional mitigation.</li> </ul> </li> <li>● ODOT <ul style="list-style-type: none"> <li>○ With FHWA authorization, the year of opening scenario was not conducted for the air quality analysis.</li> <li>○ The Clean Diesel Initiative (Oregon HB 2007) passed in 2019 will be a requirement to meet.</li> </ul> </li> </ul> |

| Topic | Notes  |
|-------|--|
|       | <ul style="list-style-type: none"> <li>○ ODOT will work with partners in the community on restorative justice; developing an agreement to leverage partner's expertise and develop ideas to support and catalyze redevelopment.</li> </ul> |

## CLIMATE CHANGE TECHNICAL REPORT

| Topic           | Notes   |
|-----------------|---|
| Q1. Methodology | <ul style="list-style-type: none"> <li>• The Panel stated that a greenhouse gas (GHG) emissions assessment is not required by FHWA and recognized that ODOT exceeded general practice in choosing to conduct this analysis.</li> <li>• Without state or federal regulations/directives for GHG analysis, there are no thresholds on what levels of emissions define an impact. The Panel noted that ODOT's application of the MOVES and Infrastructure Carbon Estimator (ICE) air quality models are appropriate tools to predict GHG emissions and use as a basis of analysis.</li> </ul>  |
| Q2. Analysis    | <ul style="list-style-type: none"> <li>• The Panel agreed with the overall finding that GHG emissions would decrease over time due to fleet turnover; although, recent federal decisions on lowering Corporate Average Fuel Economy (CAFE) standards may slow the rate of decreased emissions over time that was assumed in the Climate Change Technical Report.</li> <li>• One Panelist stated that GHG benefits from the Build and No Build scenarios would be mostly negligible and that most of the predicted GHG increases through 2045 will be due to citywide and regional growth.</li> <li>• Several Panelists noted that there was a percentage error in the text above Figure 11 on page 37 of the report; this error would not affect the report conclusions. In addition, readability and tone could be improved to enable a layperson to understand the analysis and conclusions.</li> <li>• The Panel offered several recommendations that could be considered to further link the GHG analysis to other Project analyses or goals:             <ul style="list-style-type: none"> <li>○ One panelist suggested that reduced congestion could lead to shorter commute times, thereby encouraging people to move further from the city. An indirect effect could be induced growth. ODOT responded that the traffic analysis did look at the larger transportation network and found that these vehicle trips were redistributed across the Portland Metro area since there were similar volumes in the network, and therefore, analysts concluded that no substantive change in the volume</li> </ul> </li> </ul> |

| Topic            | Notes   |
|------------------|---|
|                  | <p>of vehicles entering the network from outside the region would result from the Project.</p> <ul style="list-style-type: none"> <li>○ ODOT could clarify the linkage between the GHG analysis in the Climate Change Technical Report to GHG reduction strategies mandated by Oregon and the City of Portland.</li> <li>○ Similarly, ODOT could clarify how the Project’s contribution to GHG reduction would benefit the local communities in the Project area.</li> <li>○ The US Department of Energy has a model (Greenhouse gases, Regulated Emissions, and Energy use in Transportation [GREET]) that supports life-cycle cost analysis that could also be helpful in GHG studies for transportation projects.</li> <li>○ One Panelist sent a link to an example of the Resilience Justice Policy Assessment Tool that could benefit further discussions with the community on GHG or other Project impacts: <a href="https://louisville.edu/landuse/documents/resilience-justice-assessment-tool-poster">https://louisville.edu/landuse/documents/resilience-justice-assessment-tool-poster</a></li> </ul> |
| Q3. Mitigation   | <ul style="list-style-type: none"> <li>● The Panel recommended that ODOT provide opportunities for additional engagement with the community as the Project moves forward so there is a good understanding of this topic and any benefits.</li> </ul>  |
| Partner Comments | <ul style="list-style-type: none"> <li>● City of Portland <ul style="list-style-type: none"> <li>○ Looking forward to the opportunity to see what we can do in this area, particularly with tolling and the combined benefit with this Project on GHG.</li> </ul> </li> <li>● Metro <ul style="list-style-type: none"> <li>○ ODOT and Metro will be meeting to validate the application of the Travel Demand Model to the Project.</li> <li>○ California perspective from several panel members is appreciated.</li> </ul> </li> </ul>  |

## OTHER PROJECT-RELATED COMMENTS AND CLOSING REMARKS

| Topic   | Notes   |
|---|---|
| Metro’s 4 Step Traffic Model (Megan Channell) | <ul style="list-style-type: none"> <li>● Metro 4-Step traffic demand model: ODOT coordinated with partner agencies to refine the modeling tool. Agreement was obtained at the time of the traffic analysis; ODOT will meet with staff at Metro and the City who may have had subsequent staff turn-over.</li> </ul> |

| Topic   | Notes  |
|---|--|
| <p>Process – Building Trust with the Community<br/>(Panelist)</p> | <ul style="list-style-type: none"> <li>• This is a “we” project. Horrible impacts to this community were done in the past, and we need to work together to move it forward. Need agencies to get involved, engage leadership, community, Trail Blazers, etc. to get things done on the ground. Need responsibilities assigned to all partners and accountability checked. Actions on the ground speaks louder than words.</li> <li>• As the Project moves forward, expand the community outreach to encourage new and additional voices, such as younger generations.</li> <li>• Gentrification looms as a major concern. Housing preference initiatives can help address this issue and it is included in the N/NE Neighborhood Housing Strategy by the City of Portland’s Housing Bureau. This is another issue that would benefit from strong local, regional, and state partnerships.</li> <li>• An interagency agreement to establish commitments may be an appropriate tool. A Community Benefits Agreement can wrap all the transportation related projects together with partner commitments including job training programs, local business utilization, construction impact compensation to impacted businesses and other direct impact mitigation.</li> <li>• Community needs a point of contact to hold agencies accountable.</li> </ul> |
| <p>DPM<br/>(Panelist)</p>   | <ul style="list-style-type: none"> <li>• This Project has a goods movement focus with a high proportion of trucks. Thus, addressing health impacts is important and benefits the community.</li> </ul>   |
| <p>Visualization, Art<br/>(Panelist)</p>                          | <ul style="list-style-type: none"> <li>• In some locations, sound barriers are painted blue or green to make it look like it’s a finished project. Silk screens are often added to the walls during construction for the community’s visualization of what the development will look like when completed.</li> </ul>   |
| <p>Air Quality, GHG and DPM<br/>(Panelist)</p>                    | <ul style="list-style-type: none"> <li>• ODOT has done an excellent job, gone above and beyond in several areas. Comments from the Panel are supplemental. Truck traffic and DPM impacts from construction activities, truck rerouting, and operations, particularly on sensitive receptors, is important to consider.</li> </ul>  |
| <p>Noise, Barriers<br/>(Panelist)</p>                             | <ul style="list-style-type: none"> <li>• A project like this doesn’t address all the harm of building a freeway through a community in the past. If the freeway was built today, the noise impacts would be great and the mitigation would have been much different. Barriers would have been built everywhere.</li> <li>• When barrier discussions start with partners and community, it’s often helpful to set expectations on barrier types, aesthetics.</li> <li>• As noted by another Panelist, the need to engage leadership to champion the project and commitments is critical to success.</li> </ul>  |

| Topic   | Notes  |
|---|--|
| City of Portland's Closing Remarks<br>(Caitlin Reff)                    | <ul style="list-style-type: none"><li>• Appreciated how well the Panel understood the nuances of the Project.</li><li>• Appreciated the inclusion of the City and Metro.</li><li>• Excellent recommendations were gained on how to move the Project forward.</li></ul> |
| Metro's Closing Remarks<br>(Ally Holmqvist, Chris Ford, Monica Krueger) | <ul style="list-style-type: none"><li>• Liked how the topics of the Peer Review can feed into the environmental justice.</li></ul>   |

**Appendix D Bicycle LTS and Pedestrian LTS**



INT - EXISTING\_RESULTS

| ID | INTERSECTION NAME                                      | Major Street Crossing |                |                         |                          |                        | Minor Street Crossing   |         |                |                         |                          | Intersection LTS       |                         |         |          |
|----|--|-----------------------|----------------|-------------------------|--------------------------|------------------------|-------------------------|---------|----------------|-------------------------|--------------------------|------------------------|-------------------------|---------|----------|
|    |  | Ped LTS               | ADA Adjustment | Illumination Adjustment | Enhanced Xing Adjustment | FINAL Crossing Ped LTS | FINAL Crossing Bike LTS | Ped LTS | ADA Adjustment | Illumination Adjustment | Enhanced Xing Adjustment | FINAL Crossing Ped LTS | FINAL Crossing Bike LTS | PED LTS | BIKE LTS |
| 1  | N Broadway and N Flint                                 | 4                     | 0              | 0                       | 0                        | 4                      | 3                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 4       | 3        |
| 5  | N Broadway and N Wheeler                               | 4                     | 0              | 0                       | -1                       | 3                      | 3                       | 1       | 0              | 1                       | 0                        | 2                      | 1                       | 3       | 3        |
| 3  | N Broadway and N Ross (streetcar signal is Major Xing) | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 4  | N Broadway and N Benton (WB) Override minor st Xing    | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 5  | N Broadway and N Larrabee (WB)                         | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 6  | N Broadway and N Vancouver                             | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 7  | N Weidler and N Vancouver                              | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 8  | N Vancouver and N Center Ct                            | 1                     | 3              | 0                       | 0                        | 3                      | 1                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 3       | 1        |
| 9  | N Wheeler and N Winning Way                            | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 10 | NE Multnomah and NE Wheeler                            | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 11 | NE Weidler and N Willaims                              | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 12 | N Broadway and N Williams                              | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 13 | N Williams and N Hancock                               | 1                     | 3              | 0                       | 0                        | 3                      | 1                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 3       | 1        |
| 14 | N Williams and NE San Rafael                           | 1                     | 0              | 0                       | -1                       | 1                      | 1                       | 1       | 0              | 1                       | 0                        | 2                      | 1                       | 2       | 1        |
| 15 | NE Hancock and NE Rodney                               | 1                     | 3              | 1                       | 0                        | 4                      | 1                       | 1       | 0              | 1                       | 0                        | 2                      | 1                       | 4       | 1        |
| 16 | NE Hancock and NE 1st                                  | 1                     | 3              | 1                       | 0                        | 4                      | 1                       | 1       | 3              | 1                       | 0                        | 4                      | 1                       | 4       | 1        |
| 17 | NE Hancock and NE Victoria                             | 1                     | 0              | 0                       | 0                        | 1                      | 1                       | 1       | 0              | 1                       | 0                        | 2                      | 1                       | 2       | 1        |
| 18 | NE Weidler and NE Victoria                             | 2                     | 0              | 0                       | N/A                      | 2                      | 1                       | 2       | 0              | 0                       | N/A                      | 2                      | 1                       | 2       | 1        |
| 19 | NE Weidler and NE 1st                                  | 4                     | 0              | 0                       | 0                        | 4                      | 3                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 4       | 3        |
| 20 | NE Weidler and NE 2nd                                  | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 21 | NE Broadway and NE 2nd                                 | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 22 | NE Broadway and NE 1st                                 | 4                     | 0              | 0                       | 0                        | 4                      | 3                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 4       | 3        |
| 23 | NE Broadway and NE Victoria                            | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 24 | NE 2nd and NE Schuyler                                 | 1                     | 0              | 0                       | 0                        | 1                      | 1                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 1       | 1        |
| 25 | NE Hancock and NE 2nd                                  | 1                     | 3              | 0                       | 0                        | 3                      | 1                       | 1       | 3              | 0                       | 0                        | 3                      | 1                       | 3       | 1        |
| 26 | NE Rodney and NE San Rafael                            | 1                     | 0              | 1                       | 0                        | 2                      | 1                       | 1       | 0              | 1                       | 0                        | 2                      | 1                       | 2       | 1        |
| 27 | NE Weidler and N Wheeler                               | 4                     | 0              | 0                       | 0                        | 4                      | 3                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 4       | 3        |
| 28 | N Weidler and N Broadway                               | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 29 | N Broadway and N Benton (EB) Override minor street     | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 30 |  | 0                     |                |                         | 0                        |                        |                         | 0       |                |                         |                          | 0                      |                         | 0       | 0        |

| ID | INTERSECTION NAME                                      | Intersection Type<br>(if signal lacks ped/bike detection/recall, use "unsignalized") | Signal           | Major Street Crossing  |   |                     |                             |                |        |             |               |                                     | Minor Street Street Crossing              |                     |                             |                     |           |             |               |                                     |
|----|--|--|------------------|--|---|---------------------|-----------------------------|----------------|--------|-------------|---------------|-------------------------------------|---|---------------------|-----------------------------|---------------------|-----------|-------------|---------------|-------------------------------------|
|    |  |  |                  | Signal Issues?<br>(only complete for signalized intersections) | Median Refuge<br>(≥10') or One-Way Street | Total Lanes Crossed | Max Lanes Crossed/Direction | Classification | ADT    | Curb Ramps? | Illumination? | Unsignalized Crossing Enhancements? | Median Refuge<br>(≥10') or One-Way Street | Total Lanes Crossed | Max Lanes Crossed/Direction | Classification      | ADT       | Curb Ramps? | Illumination? | Unsignalized Crossing Enhancements? |
|    |  |  |                  |  |   |                     |                             |                |        |             |               |                                     |   |                     |                             |                     |           |             |               |                                     |
| 1  | N Broadway and N Flint                                 | Unsignalized   |                  | 30   | Yes                                       | 3                   | 3                           | Arterial       | 16,078 | Yes         | Yes           |                                     | ≤ 25                                      | No                  | 2                           | 1                   | Local     | 3,869       | Yes           | Yes                                 |
| 5  | N Broadway and N Wheeler                               | Unsignalized   |                  | 30   | Yes                                       | 3                   | 3                           | Arterial       | 16,078 | Yes         | Yes           | Curb Extensions                     | ≤ 25                                      | Yes                 | 2                           | 1                   | Collector |             | Yes           | No                                  |
| 3  | N Broadway and N Ross (streetcar signal is Major Xing) | Signalized   |                  | 30   | Yes                                       | 2                   | 2                           | Arterial       | 13,025 | Yes         | Yes           |                                     | ≤ 25                                      | No                  | 1                           | Unmarked Centerline | Local     |             | Yes           | No                                  |
| 4  | N Broadway and N Benton (WB) Override minor st Xing    | Signalized   | >6 lane crossing | 30   | No  | 5                   | 3                           | Arterial       | 13,025 | Yes         | Yes           |                                     | ≤ 25                                      | No                  | 1                           | Unmarked Centerline | Local     |             | Yes           | Yes                                 |
| 5  | N Broadway and N Larrabee (WB)                         | Signalized   | >6 lane crossing | 30   | No  | 5                   | 3                           | Arterial       | 13,025 | Yes         | Yes           |                                     | 30  | No                  | 3                           | 2                   | Arterial  | 8,830       | Yes           | Yes                                 |
| 6  | N Broadway and N Vancouver                             | Signalized   | Complex geometry | 30   | Yes                                       | 3                   | 3                           | Arterial       | 16,078 | Yes         | Yes           |                                     | ≤ 25                                      | Yes                 | 6                           | 4+                  | Collector | 5,575       | Yes           | Yes                                 |
| 7  | N Weidler and N Vancouver                              | Signalized   |                  | 30   | Yes                                       | 3                   | 3                           | Arterial       | 15,310 | Yes         | Yes           |                                     | ≤ 25                                      | Yes                 | 4                           | 4+                  | Collector | 5,575       | Yes           | Yes                                 |
| 8  | N Vancouver and N Center Ct                            | Unsignalized   |                  | ≤ 25   | Yes                                       | 3                   | 3                           | Collector      | 5,575  | No          | Yes           |                                     | ≤ 25                                      | Yes                 | 1                           | 1                   | Local     | 5,575       | Yes           | Yes                                 |
| 9  | N Wheeler and N Winning Way                            | Signalized   | Complex geometry | ≤ 25   | No  | 3                   | 3                           | Collector      | 5,575  | Yes         | Yes           |                                     | ≤ 25                                      | Yes                 | 3                           | 3                   | Local     | 5,575       | Yes           | Yes                                 |
| 10 | NE Multnomah and NE Wheeler                            | Signalized   |                  | ≤ 25   | No  | 3                   | 2                           | Collector      | 6,446  | Yes         | Yes           |                                     | ≤ 25                                      | No                  | 3                           | 2                   | Collector | 5,575       | Yes           | Yes                                 |
| 11 | NE Weidler and N Willaims                              | Signalized   |                  | 30   | Yes                                       | 2                   | 2                           | Arterial       | 15,310 | Yes         | Yes           |                                     | ≤ 25                                      | Yes                 | 3                           | 3                   | Collector | 7,511       | Yes           | Yes                                 |
| 12 | N Broadway and N Williams                              | Signalized   | Closed Xwalks    | 30   | Yes                                       | 4                   | 4+                          | Arterial       | 16,078 | Yes         | Yes           |                                     | ≤ 25                                      | Yes                 | 3                           | 3                   | Collector | 7,511       | Yes           | Yes                                 |
| 13 | N Williams and N Hancock                               | Unsignalized   |                  | ≤ 25   | Yes                                       | 1                   | 1                           | Collector      | 7,511  | No          | Yes           |                                     | ≤ 25                                      | No                  | 1                           | Unmarked Centerline | Local     | 800         | Yes           | Yes                                 |
| 14 | N Williams and NE San Rafael                           | Unsignalized   |                  | ≤ 25   | Yes                                       | 1                   | 1                           | Collector      | 7,511  | Yes         | Yes           | Curb Extensions                     | ≤ 25                                      | No                  | 1                           | Unmarked Centerline | Local     |             | Yes           | No                                  |
| 15 | NE Hancock and NE Rodney                               | Unsignalized   |                  | ≤ 25   | No  | 1                   | Unmarked Centerline         | Local          | 800    | No          | No            |                                     | ≤ 25                                      | No                  | 1                           | Unmarked Centerline | Local     |             | Yes           | No                                  |
| 16 | NE Hancock and NE 1st                                  | Unsignalized   |                  | ≤ 25   | No  | 1                   | Unmarked Centerline         | Local          | 800    | No          | No            |                                     | ≤ 25                                      | No                  | 1                           | Unmarked Centerline | Local     |             | No            | No                                  |
| 17 | NE Hancock and NE Victoria                             | Unsignalized   |                  | ≤ 25   | No  | 1                   | Unmarked Centerline         | Local          | 800    | Yes         | Yes           |                                     | ≤ 25                                      | No                  | 1                           | Unmarked Centerline | Local     |             | Yes           | No                                  |
| 18 | NE Weidler and NE Victoria                             | Signalized   | Permissive Turns | 30   | Yes                                       | 3                   | 2                           | Arterial       | 15,310 | Yes         | Yes           |                                     | ≤ 25                                      | Yes                 | 3                           | 3                   | Local     |             | Yes           | Yes                                 |
| 19 | NE Weidler and NE 1st                                  | Unsignalized   |                  | 30   | Yes                                       | 3                   | 3                           | Arterial       | 15,310 | Yes         | Yes           |                                     | ≤ 25                                      | No                  | 1                           | Unmarked Centerline | Local     |             | Yes           | Yes                                 |
| 20 | NE Weidler and NE 2nd                                  | Signalized   |                  | 30   | Yes                                       | 3                   | 3                           | Arterial       | 15,310 | Yes         | Yes           |                                     | ≤ 25                                      | No                  | 2                           | 1                   | Local     |             | Yes           | Yes                                 |
| 21 | NE Broadway and NE 2nd                                 | Signalized   |                  | 30   | Yes                                       | 3                   | 3                           | Arterial       | 16,078 | Yes         | Yes           |                                     | ≤ 25                                      | No                  | 2                           | 1                   | Local     |             | Yes           | Yes                                 |
| 22 | NE Broadway and NE 1st                                 | Unsignalized   |                  | 30   | Yes                                       | 3                   | 3                           | Arterial       | 16,078 | Yes         | Yes           |                                     | ≤ 25                                      | No                  | 1                           | Unmarked Centerline | Local     |             | Yes           | Yes                                 |
| 23 | NE Broadway and NE Victoria                            | Signalized   |                  | 30   | Yes                                       | 3                   | 3                           | Arterial       | 16,078 | Yes         | Yes           |                                     | ≤ 25                                      | No                  | 2                           | 2                   | Local     |             | Yes           | Yes                                 |
| 24 | NE 2nd and NE Schuyler                                 | Unsignalized   |                  | ≤ 25   | No  | 1                   | Unmarked Centerline         | Local          |        | Yes         | Yes           |                                     | ≤ 25                                      | No                  | 1                           | Unmarked Centerline | Local     |             | Yes           | Yes                                 |
| 25 | NE Hancock and NE 2nd                                  | Unsignalized   |                  | ≤ 25   | No  | 1                   | Unmarked Centerline         | Local          |        | No          | Yes           |                                     | ≤ 25                                      | No                  | 1                           | Unmarked Centerline | Local     |             | No            | Yes                                 |
| 26 | NE Rodney and NE San Rafael                            | Unsignalized   |                  | ≤ 25   | No  | 1                   | Unmarked Centerline         | Local          |        | Yes         | No            |                                     | ≤ 25                                      | No                  | 1                           | Unmarked Centerline | Local     |             | Yes           | No                                  |
| 27 | NE Weidler and N Wheeler                               | Unsignalized   |                  | 30   | Yes                                       | 3                   | 3                           | Arterial       | 15,310 | Yes         | Yes           |                                     | ≤ 25                                      | No                  | 1                           | Unmarked Centerline | Local     |             | Yes           | Yes                                 |
| 28 | N Weidler and N Broadway                               | Signalized   |                  | 30   | Yes                                       | 2                   | 2                           | Arterial       | 16,078 | Yes         | Yes           |                                     | 30  | Yes                 | 1                           | 1                   | Arterial  |             | Yes           | Yes                                 |
| 29 | N Braodway and N Benton (EB) Override minor street     | Signalized   | >6 lane crossing | 30   | Yes                                       | 5                   | 3                           | Arterial       | 13,025 | Yes         | Yes           |                                     | ≤ 25                                      | No                  | 3                           | 2                   | Local     |             | Yes           | Yes                                 |
| 30 | N Broadway and N Larrabee (EB)                         | Signalized   |                  | 30   | No  | 5                   | 3                           | Arterial       | 13,025 | Yes         | Yes           |                                     | 30  | No                  | 4                           | 3                   | Arterial  |             | Yes           | Yes                                 |

| ID | INTERSECTION NAME                                      | Major Street Crossing |                |                         |                          |                        | Minor Street Crossing   |         |                |                         |                          | Intersection LTS       |                         |         |          |
|----|--|-----------------------|----------------|-------------------------|--------------------------|------------------------|-------------------------|---------|----------------|-------------------------|--------------------------|------------------------|-------------------------|---------|----------|
|    |  | Ped LTS               | ADA Adjustment | Illumination Adjustment | Enhanced Xing Adjustment | FINAL Crossing Ped LTS | FINAL Crossing Bike LTS | Ped LTS | ADA Adjustment | Illumination Adjustment | Enhanced Xing Adjustment | FINAL Crossing Ped LTS | FINAL Crossing Bike LTS | PED LTS | BIKE LTS |
| 1  | N Broadway and N Flint                                 | 3                     | 0              | 0                       | 0                        | 3                      | 2                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 3       | 2        |
| 5  | N Broadway and N Wheeler                               | 3                     | 0              | 0                       | -1                       | 2                      | 2                       | 1       | 0              | 1                       | 0                        | 2                      | 1                       | 2       | 2        |
| 3  | N Broadway and N Ross (streetcar signal is Major Xing) | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 1                       | N/A                      | 2                      | 1                       | 2       | 1        |
| 4  | N Broadway and N Benton (WB) Override minor st Xing    | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 5  | N Broadway and N Larrabee (WB)                         | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 6  | N Broadway and N Vancouver                             | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 7  | N Weidler and N Vancouver                              | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 8  | N Vancouver and N Center Ct                            | 1                     | 3              | 0                       | 0                        | 3                      | 1                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 3       | 1        |
| 9  | N Wheeler and N Winning Way                            | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 10 | NE Multnomah and NE Wheeler                            | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 11 | NE Weidler and N Willaims                              | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 12 | N Broadway and N Williams                              | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 13 | N Williams and N Hancock                               | 1                     | 3              | 0                       | 0                        | 3                      | 1                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 3       | 1        |
| 14 | N Williams and NE San Rafael                           | 1                     | 0              | 0                       | -1                       | 1                      | 1                       | 1       | 0              | 1                       | 0                        | 2                      | 1                       | 2       | 1        |
| 15 | NE Hancock and NE Rodney                               | 1                     | 3              | 1                       | 0                        | 4                      | 1                       | 1       | 0              | 1                       | 0                        | 2                      | 1                       | 4       | 1        |
| 16 | NE Hancock and NE 1st                                  | 1                     | 3              | 1                       | 0                        | 4                      | 1                       | 1       | 3              | 1                       | 0                        | 4                      | 1                       | 4       | 1        |
| 17 | NE Hancock and NE Victoria                             | 1                     | 0              | 0                       | 0                        | 1                      | 1                       | 1       | 0              | 1                       | 0                        | 2                      | 1                       | 2       | 1        |
| 18 | NE Weidler and NE Victoria                             | 2                     | 0              | 0                       | N/A                      | 2                      | 1                       | 2       | 0              | 0                       | N/A                      | 2                      | 1                       | 2       | 1        |
| 19 | NE Weidler and NE 1st                                  | 3                     | 0              | 0                       | 0                        | 3                      | 2                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 3       | 2        |
| 20 | NE Weidler and NE 2nd                                  | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 21 | NE Broadway and NE 2nd                                 | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 22 | NE Broadway and NE 1st                                 | 3                     | 0              | 0                       | 0                        | 3                      | 2                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 3       | 2        |
| 23 | NE Broadway and NE Victoria                            | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 24 | NE 2nd and NE Schuyler                                 | 1                     | 0              | 0                       | 0                        | 1                      | 1                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 1       | 1        |
| 25 | NE Hancock and NE 2nd                                  | 1                     | 3              | 0                       | 0                        | 3                      | 1                       | 1       | 3              | 0                       | 0                        | 3                      | 1                       | 3       | 1        |
| 26 | NE Rodney and NE San Rafael                            | 1                     | 0              | 1                       | 0                        | 2                      | 1                       | 1       | 0              | 1                       | 0                        | 2                      | 1                       | 2       | 1        |
| 27 | NE Weidler and N Wheeler                               | 3                     | 0              | 0                       | 0                        | 3                      | 2                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 3       | 2        |
| 28 | N Weidler and N Broadway                               | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 29 | N Braodway and N Benton (EB) Override minor street     | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 30 | N Broadway and N Larrabee (EB)                         | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |

| ID | INTERSECTION NAME                                      | Intersection Type<br><small>(if signal lacks ped/bike detection/recall, use "unsignalized")</small> | Signal  |       | Major Street Crossing                     |                     |                             |                |        |             |               | Minor Street Street Crossing        |       |   |                     |                             |                |       |             |               |                                     |
|----|--|---|---|-------|---|---------------------|-----------------------------|----------------|--------|-------------|---------------|-------------------------------------|-------|---|---------------------|-----------------------------|----------------|-------|-------------|---------------|-------------------------------------|
|    |  |   | Signal Issues?<br><small>(only complete for signalized intersections)</small> | Speed | Median Refuge<br>(≥10') or One-Way Street | Total Lanes Crossed | Max Lanes Crossed/Direction | Classification | ADT    | Curb Ramps? | Illumination? | Unsignalized Crossing Enhancements? | Speed | Median Refuge<br>(≥10') or One-Way Street | Total Lanes Crossed | Max Lanes Crossed/Direction | Classification | ADT   | Curb Ramps? | Illumination? | Unsignalized Crossing Enhancements? |
|    |  |   |   |       |   |                     |                             |                |        |             |               |                                     |       |   |                     |                             |                |       |             |               |                                     |
| 1  | N Broadway and N Flint                                 | Unsignalized  |   | 30    | Yes                                       | 4                   | 4+                          | Arterial       | 16,078 | Yes         | Yes           |                                     | ≤ 25  | No  | 2                   | 1                           | Local          |       | Yes         | Yes           |                                     |
| 5  | N Broadway and N Wheeler                               | Signalized  |   | 30    | Yes                                       | 4                   | 4+                          | Arterial       | 16,078 | Yes         | Yes           | Curb Extensions                     | ≤ 25  | Yes                                       | 2                   | 1                           | Local          |       | Yes         | Yes           |                                     |
| 3  | N Broadway and N Ross (streetcar signal is Major Xing) | Signalized  |   | 30    | Yes                                       | 3                   | 3                           | Arterial       | 13,025 | Yes         | Yes           |                                     | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          |       | Yes         | Yes           |                                     |
| 4  | N Broadway and N Benton (WB) Override minor st Xing    | Signalized  | >6 lane crossing  | 30    | No  | 7                   | 4+                          | Arterial       | 13,025 | Yes         | Yes           |                                     | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          |       | Yes         | Yes           |                                     |
| 5  | N Broadway and N Larrabee (WB)                         | Signalized  | >6 lane crossing  | 30    | No  | 7                   | 4+                          | Arterial       | 13,025 | Yes         | Yes           |                                     | 30    | No  | 3                   | 2                           | Arterial       | 8,830 | Yes         | Yes           |                                     |
| 6  | N Broadway and N Vancouver                             | Signalized  | Complex geometry  | 30    | Yes                                       | 4                   | 4+                          | Arterial       | 16,078 | Yes         | Yes           |                                     | ≤ 25  | Yes                                       | 6                   | 4+                          | Collector      | 5,575 | Yes         | Yes           |                                     |
| 7  | N Weidler and N Vancouver                              | Signalized  |   | 30    | Yes                                       | 4                   | 4+                          | Arterial       | 15,310 | Yes         | Yes           |                                     | ≤ 25  | Yes                                       | 3                   | 3                           | Collector      | 5,575 | Yes         | Yes           |                                     |
| 8  | N Vancouver and N Center Ct                            | Unsignalized  |   | ≤ 25  | Yes                                       | 3                   | 3                           | Collector      | 5,575  | Yes         | Yes           |                                     | ≤ 25  | Yes                                       | 1                   | 1                           | Local          |       | Yes         | Yes           |                                     |
| 9  | N Wheeler and N Winning Way                            | Signalized  |   | ≤ 25  | No  | 3                   | 3                           | Collector      | 5,575  | Yes         | Yes           |                                     | ≤ 25  | Yes                                       | 3                   | 2                           | Local          |       | Yes         | Yes           |                                     |
| 10 | NE Multnomah and NE Wheeler                            | Signalized  |   | ≤ 25  | No  | 3                   | 2                           | Collector      | 6,446  | Yes         | Yes           |                                     | ≤ 25  | No  | 3                   | 2                           | Collector      | 5,575 | Yes         | Yes           |                                     |
| 11 | NE Weidler and N Willaims                              | Signalized  | Closed Xwalks   | 30    | Yes                                       | 4                   | 4+                          | Arterial       | 15,310 | Yes         | Yes           |                                     | ≤ 25  | Yes                                       | 4                   | 2                           | Collector      | 7,511 | Yes         | Yes           |                                     |
| 12 | N Broadway and N Williams                              | Signalized  | Closed Xwalks   | 30    | Yes                                       | 4                   | 4+                          | Arterial       | 16,078 | Yes         | Yes           |                                     | ≤ 25  | Yes                                       | 3                   | 3                           | Collector      | 7,511 | Yes         | Yes           |                                     |
| 13 | N Williams and N Hancock                               | Signalized  |   | ≤ 25  | Yes                                       | 1                   | 1                           | Collector      | 7,511  | Yes         | Yes           |                                     | ≤ 25  | No  | 2                   | 1                           | Local          | 800   | Yes         | Yes           |                                     |
| 14 | N Williams and NE San Rafael                           | Unsignalized  |   | ≤ 25  | Yes                                       | 1                   | 1                           | Collector      | 7,511  | Yes         | Yes           | Curb Extensions                     | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          |       | Yes         | Yes           |                                     |
| 15 | NE Hancock and NE Rodney                               | Unsignalized  |   | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          | 800    | No          | No            |                                     | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          |       | Yes         | No            |                                     |
| 16 | NE Hancock and NE 1st                                  | Unsignalized  |   | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          | 800    | No          | No            |                                     | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          |       | No          | No            |                                     |
| 17 | NE Hancock and NE Victoria                             | Unsignalized  |   | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          | 800    | Yes         | Yes           |                                     | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          |       | Yes         | No            |                                     |
| 18 | NE Weidler and NE Victoria                             | Signalized  | Permissive Turns  | 30    | Yes                                       | 4                   | 3                           | Arterial       | 15,310 | Yes         | Yes           |                                     | ≤ 25  | Yes                                       | 3                   | 3                           | Local          |       | Yes         | Yes           |                                     |
| 19 | NE Weidler and NE 1st                                  | Unsignalized  |   | 30    | Yes                                       | 4                   | 4+                          | Arterial       | 15,310 | Yes         | Yes           |                                     | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          |       | Yes         | Yes           |                                     |
| 20 | NE Weidler and NE 2nd                                  | Signalized  |   | 30    | Yes                                       | 4                   | 4+                          | Arterial       | 15,310 | Yes         | Yes           |                                     | ≤ 25  | No  | 2                   | 1                           | Local          |       | Yes         | Yes           |                                     |
| 21 | NE Broadway and NE 2nd                                 | Signalized  |   | 30    | Yes                                       | 4                   | 4+                          | Arterial       | 16,078 | Yes         | Yes           |                                     | ≤ 25  | No  | 2                   | 1                           | Local          |       | Yes         | Yes           |                                     |
| 22 | NE Broadway and NE 1st                                 | Unsignalized  |   | 30    | Yes                                       | 4                   | 4+                          | Arterial       | 16,078 | Yes         | Yes           |                                     | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          |       | Yes         | Yes           |                                     |
| 23 | NE Broadway and NE Victoria                            | Signalized  |   | 30    | Yes                                       | 4                   | 4+                          | Arterial       | 16,078 | Yes         | Yes           |                                     | ≤ 25  | No  | 2                   | 2                           | Local          |       | Yes         | Yes           |                                     |
| 24 | NE 2nd and NE Schuyler                                 | Unsignalized  |   | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          |        | Yes         | Yes           |                                     | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          |       | Yes         | Yes           |                                     |
| 25 | NE Hancock and NE 2nd                                  | Unsignalized  |   | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          |        | No          | Yes           |                                     | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          |       | No          | Yes           |                                     |
| 26 | NE Rodney and NE San Rafael                            | Unsignalized  |   | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          |        | Yes         | No            |                                     | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          |       | Yes         | No            |                                     |
| 27 | NE Weidler and N Wheeler                               | Unsignalized  |   | 30    | Yes                                       | 4                   | 4+                          | Arterial       | 15,310 | Yes         | Yes           |                                     | ≤ 25  | No  | 1                   | Unmarked Centerline         | Local          |       | Yes         | Yes           |                                     |
| 28 | N Weidler and N Broadway                               | Signalized  |   | 30    | Yes                                       | 3                   | 3                           | Arterial       | 16,078 | Yes         | Yes           |                                     | 30    | Yes                                       | 1                   | 1                           | Arterial       |       | Yes         | Yes           |                                     |
| 29 | N Broadway and N Benton (EB) Override minor street     | Signalized  | >6 lane crossing  | 30    | Yes                                       | 7                   | 4+                          | Arterial       | 13,025 | Yes         | Yes           |                                     | ≤ 25  | No  | 3                   | 2                           | Local          |       | Yes         | Yes           |                                     |
| 30 | N Broadway and N Larrabee (EB)                         | Signalized  |   | 30    | No  | 6                   | 4+                          | Arterial       | 13,025 | Yes         | Yes           |                                     | 30    | No  | 4                   | 3                           | Arterial       |       | Yes         | Yes           |                                     |

INT - BUILD\_RESULTS

| ID | INTERSECTION NAME                          | Major Street Crossing |                |                         |                          |                        | Minor Street Crossing   |         |                |                         |                          | Intersection LTS       |                         |         |          |
|----|--|-----------------------|----------------|-------------------------|--------------------------|------------------------|-------------------------|---------|----------------|-------------------------|--------------------------|------------------------|-------------------------|---------|----------|
|    |  | Ped LTS               | ADA Adjustment | Illumination Adjustment | Enhanced Xing Adjustment | FINAL Crossing Ped LTS | FINAL Crossing Bike LTS | Ped LTS | ADA Adjustment | Illumination Adjustment | Enhanced Xing Adjustment | FINAL Crossing Ped LTS | FINAL Crossing Bike LTS | PED LTS | BIKE LTS |
| 1  | N Broadway and N Flint                     | 4                     | 0              | 0                       | 0                        | 4                      | 3                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 4       | 3        |
| 5  | N Broadway and N Wheeler                   | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 3  | N Broadway and N Ross (streetcar signal is | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 4  | N Broadway and N Benton (WB) Override      | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 5  | N Broadway and N Larrabee (WB)             | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 6  | N Broadway and N Vancouver                 | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 7  | N Weidler and N Vancouver                  | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 8  | N Vancouver and N Center Ct                | 1                     | 0              | 0                       | 0                        | 1                      | 1                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 1       | 1        |
| 9  | N Wheeler and N Winning Way                | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 10 | NE Multnomah and NE Wheeler                | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 11 | NE Weidler and N Willaims                  | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 12 | N Broadway and N Williams                  | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 13 | N Williams and N Hancock                   | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 14 | N Williams and NE San Rafael               | 1                     | 0              | 0                       | -1                       | 1                      | 1                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 1       | 1        |
| 15 | NE Hancock and NE Rodney                   | 1                     | 3              | 1                       | 0                        | 4                      | 1                       | 1       | 0              | 1                       | 0                        | 2                      | 1                       | 4       | 1        |
| 16 | NE Hancock and NE 1st                      | 1                     | 3              | 1                       | 0                        | 4                      | 1                       | 1       | 3              | 1                       | 0                        | 4                      | 1                       | 4       | 1        |
| 17 | NE Hancock and NE Victoria                 | 1                     | 0              | 0                       | 0                        | 1                      | 1                       | 1       | 0              | 1                       | 0                        | 2                      | 1                       | 2       | 1        |
| 18 | NE Weidler and NE Victoria                 | 2                     | 0              | 0                       | N/A                      | 2                      | 1                       | 2       | 0              | 0                       | N/A                      | 2                      | 1                       | 2       | 1        |
| 19 | NE Weidler and NE 1st                      | 4                     | 0              | 0                       | 0                        | 4                      | 3                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 4       | 3        |
| 20 | NE Weidler and NE 2nd                      | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 21 | NE Broadway and NE 2nd                     | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 22 | NE Broadway and NE 1st                     | 4                     | 0              | 0                       | 0                        | 4                      | 3                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 4       | 3        |
| 23 | NE Broadway and NE Victoria                | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 24 | NE 2nd and NE Schuyler                     | 1                     | 0              | 0                       | 0                        | 1                      | 1                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 1       | 1        |
| 25 | NE Hancock and NE 2nd                      | 1                     | 3              | 0                       | 0                        | 3                      | 1                       | 1       | 3              | 0                       | 0                        | 3                      | 1                       | 3       | 1        |
| 26 | NE Rodney and NE San Rafael                | 1                     | 0              | 1                       | 0                        | 2                      | 1                       | 1       | 0              | 1                       | 0                        | 2                      | 1                       | 2       | 1        |
| 27 | NE Weidler and N Wheeler                   | 4                     | 0              | 0                       | 0                        | 4                      | 3                       | 1       | 0              | 0                       | 0                        | 1                      | 1                       | 4       | 3        |
| 28 | N Weidler and N Broadway                   | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |
| 29 | N Braodway and N Benton (EB) Override n    | 3                     | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 0              | 0                       | N/A                      | 3                      | 1                       | 3       | 1        |
| 30 | N Broadway and N Larrabee (EB)             | 1                     | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 0              | 0                       | N/A                      | 1                      | 1                       | 1       | 1        |

| ID | SEGMENT NAME                                 | Posted Speed | Thru Lanes / Direction | Total Lanes (Both Directions) | Sidewalk Condition | Effective Sidewalk |               | Buffer Width | Total Ped Buffering Width | Land Use                         | Parking Lane          |                    |                  |                 | Frequent Bike Lane Blockage | R-Turn Lane Configuration | R-Turn Lane Length | R-Turn Bike Lane Approach Alignment | Vehicle Turning Speed | Bikes Make L-Turns? | L-Turn Lane Configuration |
|----|--|--------------|------------------------|-------------------------------|--------------------|--------------------|---------------|--------------|---------------------------|----------------------------------|-----------------------|--------------------|------------------|-----------------|-----------------------------|---------------------------|--------------------|-------------------------------------|-----------------------|---------------------|---------------------------|
|    |  |              |                        |                               |                    | Width              | Buffer Type   |              |                           |                                  | Adjacent to Bike Lane | Parking Lane Width | Marked Bike Lane | Bike Lane Width |                             |                           |                    |                                     |                       |                     |                           |
| 1  | N Flint: Tilamook to Broadway                | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                 | No Buffer     |              | 8                         | Neighborhood Commercial          | Yes                   | 8                  | No               |                 | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 2  | Broadway: Flint to Wheeler                   | 30           | 3                      | 3                             | Fair               | ≥6                 | No Buffer     |              | 7                         | Offices/Office Parks             | No                    |                    | Yes              | 7               | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 3  | Broadway: Wheeler to Ross                    | 30           | 3                      | 4                             | Fair               | ≥6                 | Solid         |              | 7                         | Offices/Office Parks             | No                    |                    | Yes              | 7               | No                          | No RT Lane                |                    |                                     |                       | No                  | Single                    |
| 4  | Broadway: Ross to Benton                     | 30           | 3                      | 4                             | Fair               | ≥6                 | Solid         |              | 7                         | Offices/Office Parks             | No                    |                    | Yes              | 7               | No                          | No RT Lane                |                    |                                     |                       | No                  | Single                    |
| 5  | Broadway: Benton to Larabee                  | 30           | 2                      | 4                             | Fair               | ≥6                 | Solid         |              | 5                         | Offices/Office Parks             | No                    |                    | Yes              | 5               | No                          | Single                    | ≤150               | Left (Lane Drop)                    | ≤20                   | Yes                 | LT Bike Box               |
| 6  | Vancouver: Hancock to Broadway               | 30           | 2                      | 2                             | Poor               | 5 to 6             | No Buffer     |              | 8                         | Fwy Interchange                  | No                    |                    | Yes              | 8               | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 7  | Vancouver: Broadway to Weidler               | 30           | 4+                     | 5                             | Fair               | ≥6                 | No Buffer     |              | 11                        | Offices/Office Parks             | No                    |                    | Yes              | 11              | No                          | No RT Lane                |                    |                                     |                       | No                  | Dual                      |
| 8  | Vancouver: Weidler to Center St              | 30           | 3                      | 3                             | Fair               | ≥6                 | Solid         | 4            | 9                         | Offices/Office Parks             | No                    |                    | Yes              | 5               | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 9  | Vancouver: Center St to Winning Way          | 30           | 3                      | 3                             | Fair               | ≥6                 | Solid         | 4            | 10                        | Offices/Office Parks             | No                    |                    | Yes              | 6               | No                          | No RT Lane                |                    |                                     |                       | No                  | Single                    |
| 10 | Vancouver: Winning Way to bike lane end (SB) | 30           | 2                      | 3                             | Fair               | ≥6                 | Solid         | 4            | 12                        | Offices/Office Parks             | No                    |                    | Yes              | 8               | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 11 | Williams: Winning Way to Weidler             | ≤ 25         | 2                      | 2                             | Fair               | ≥6                 | No Buffer     |              | 13                        | Offices/Office Parks             | Yes                   | 8                  | Yes              | 5               | No                          | Single                    | ≤150               | Straight                            | ≤15                   | No                  | No LT Lane                |
| 12 | Williams: Weidler to Broadway                | ≤ 25         | 3                      | 3                             | Poor               | ≥6                 | No Buffer     |              | 8                         | Fwy Interchange                  | No                    |                    | Yes              | 8               | No                          | Single                    | >150               | Straight                            | ≤15                   | No                  | No LT Lane                |
| 13 | Williams: Broadway to Hancock                | ≤ 25         | 2                      | 2                             | Poor               | ≥6                 | Solid         | 4            | 14                        | Fwy Interchange                  | No                    | 0                  | Yes              | 10              | No                          | Single                    | >150               | Straight                            | ≤15                   | No                  | No LT Lane                |
| 14 | Williams: Hancock to San Rafael              | ≤ 25         | 1                      | 2                             | Fair               | ≥6                 | No Buffer     |              | 19                        | Neighborhood Commercial          | Yes                   | 7                  | Yes              | 12              | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 15 | Williams: San Rafael to Tillamook            | ≤ 25         | 1                      | 3                             | Fair               | ≥6                 | No Buffer     |              | 19                        | Neighborhood Commercial          | Yes                   | 7                  | Yes              | 12              | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 16 | Hancock: Rodney to 1st                       | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                 | andscape w Tr | 3            | 10                        | Residential                      | Yes                   | 7                  | No               |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 17 | Hancock: 1st to Victoria                     | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                 | andscape w Tr | 3            | 10                        | Residential                      | Yes                   | 7                  | No               |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 18 | Hancock: Victoria to Williams                | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                 | No Buffer     |              | 7                         | Residential                      | Yes                   | 7                  | No               |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 19 | Rodney: Tillamook to San Rafael              | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                 | andscape w Tr | 3            | 10                        | Residential                      | Yes                   | 7                  | No               |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 20 | Hancock: 2nd to 1st                          | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                 | andscape w Tr | 3            | 10                        | Residential                      | Yes                   | 7                  | No               |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 21 | 2nd: Hancock to Schuyler                     | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                 | andscape w Tr | 4            | 11                        | Residential                      | Yes                   | 7                  | No               |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 22 | 2nd: Schuyler to Broadway                    | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                 | Landscape     | 4            | 11                        | Residential                      | Yes                   | 7                  | No               |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 23 | 2nd: Broadway to Weidler                     | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                 | Solid         | 4            | 11                        | Big box/auto-oriented commercial | Yes                   | 7                  | No               |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 24 | Weidler: 2nd to 1st                          | 30           | 4+                     | 4                             | Fair               | ≥6                 | No Buffer     |              | 6                         | Big box/auto-oriented commercial | No                    |                    | Yes              | 6               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 25 | Weidler: 1st to Victoria                     | 30           | 4+                     | 4                             | Fair               | ≥6                 | No Buffer     |              | 5                         | Big box/auto-oriented commercial | No                    |                    | Yes              | 5               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 26 | Weidler: Victoria to Williams                | 30           | 3                      | 3                             | Fair               | ≥6                 | No Buffer     |              | 6                         | Fwy Interchange                  | No                    |                    | Yes              | 6               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 27 | Broadway: Williams to Victoria               | 30           | 2                      | 4                             | Fair               | ≥6                 | No Buffer     |              | 6.5                       | Big box/auto-oriented commercial | No                    |                    | Yes              | 6.5             | No                          | Dual                      | >150               | Straight                            | ≤15                   | No                  |                           |
| 28 | Broadway: Victoria to 1st                    | 30           | 4+                     | 4                             | Fair               | ≥6                 | Solid         | 4            | 10.5                      | Big box/auto-oriented commercial | No                    |                    | Yes              | 6.5             | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 29 | Broadway: 1st to 2nd                         | 30           | 4+                     | 4                             | Fair               | ≥6                 | No Buffer     |              | 6.5                       | Big box/auto-oriented commercial | No                    |                    | Yes              | 6.5             | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 30 | Weidler: Vancouver to Wheeler                | 30           | 3                      | 4                             | Fair               | ≥6                 | Solid         | 4            | 9                         | Offices/Office Parks             | No                    |                    | Yes              | 5               | No                          | Single                    | >150               | Straight                            | ≤20                   | No                  |                           |
| 31 | Weidler: Wheeler to Ross                     | 30           | 3                      | 3                             | Fair               | ≥6                 | Solid         | 4            | 9                         | Offices/Office Parks             | No                    |                    | Yes              | 5               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 32 | Weidler: Ross to Benton                      | 30           | 3                      | 3                             | Fair               | ≥6                 | Solid         | 4            | 9                         | Offices/Office Parks             | No                    |                    | Yes              | 5               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 33 | Weidler: Benton to Larrabee                  | 30           | 3                      | 4                             | Fair               | ≥6                 | Solid         | 4            | 9                         | Offices/Office Parks             | No                    |                    | Yes              | 5               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 34 | Vancouver: bike lane end to Multnomah(SB)    | 30           | 2                      | 3                             | Fair               | ≥6                 | Solid         | 4            | 14                        | Offices/Office Parks             | Yes                   | 10                 | No               | No              |                             | Single                    | >150               | Straight                            | ≤15                   | Yes                 | No LT Lane                |
| 35 | Vancouver: Multnomah to Winning Way (NB)     | 30           | 2                      | 3                             | No Sidewalk        |                    |               |              | 7                         | Offices/Office Parks             | No                    |                    | Yes              | 7               | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 36 | Broadway: Williams to Vancouver              | 30           | 3                      | 4                             | Fair               | ≥6                 | No Buffer     |              | 5                         | Fwy Interchange                  | No                    |                    | Yes              | 5               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 37 | Weidler: Williams to Vancouver               | 30           | 3                      | 3                             | Fair               | ≥6                 | Solid         | 4            | 10                        | Offices/Office Parks             | No                    |                    | Yes              | 6               | No                          | No RT Lane                |                    |                                     |                       | Yes                 | LT Bike Box               |
| 38 | Broadway: Vancouver to Flint                 | 30           | 3                      | 3                             | Fair               | ≥6                 | Solid         | 3            | 10                        | Offices/Office Parks             | No                    |                    | Yes              | 7               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |

SEG-EXISTING\_RESULTS

| ID | SEGMENT NAME                                 | Sidewalk      |                     |                  |              | FINAL           | Intersection     |                   |             | FINAL            |
|----|--|---------------|---------------------|------------------|--------------|-----------------|------------------|-------------------|-------------|------------------|
|    |  | Condition LTS | Physical Buffer LTS | Buffer Width LTS | Land Use LTS | SEGMENT PED LTS | Segment Bike LTS | Approach Bike LTS | LT Bike LTS | SEGMENT BIKE LTS |
| 1  | N Flint: Tilamook to Broadway                | 1             | 2                   | 2                | 1            | 2               | 1                | 1 N/A             |             | 1                |
| 2  | Broadway: Flint to Wheeler                   | 1             | 3                   | 2                | 1            | 3               | 1                | 1 N/A             |             | 1                |
| 3  | Broadway: Wheeler to Ross                    | 1             | 2                   | 3                | 1            | 3               | 1                | 1 N/A             |             | 1                |
| 4  | Broadway: Ross to Benton                     | 1             | 2                   | 3                | 1            | 3               | 1                | 1 N/A             |             | 1                |
| 5  | Broadway: Benton to Larabee                  | 1             | 2                   | 3                | 1            | 3               | 3                | 4                 | 1           | 4                |
| 6  | Vancouver: Hancock to Broadway               | 3             | 3                   | 2                | 4            | 4               | 1                | 1 N/A             |             | 1                |
| 7  | Vancouver: Broadway to Weidler               | 1             | 3                   | 2                | 1            | 3               | 1                | 1 N/A             |             | 1                |
| 8  | Vancouver: Weidler to Center St              | 1             | 2                   | 2                | 1            | 2               | 3                | 3 N/A             |             | 3                |
| 9  | Vancouver: Center St to Winning Way          | 1             | 2                   | 2                | 1            | 2               | 3                | 3 N/A             |             | 3                |
| 10 | Vancouver: Winning Way to bike lane end (SB) | 1             | 2                   | 2                | 1            | 2               | 1                | 1 N/A             |             | 1                |
| 11 | Williams: Winning Way to Weidler             | 1             | 2                   | 1                | 1            | 2               | 3                | 2 N/A             |             | 3                |
| 12 | Williams: Weidler to Broadway                | 2             | 2                   | 2                | 4            | 4               | 1                | 3 N/A             |             | 3                |
| 13 | Williams: Broadway to Hancock                | 2             | 2                   | 1                | 4            | 4               | 1                | 3 N/A             |             | 3                |
| 14 | Williams: Hancock to San Rafael              | 1             | 2                   | 1                | 1            | 2               | 1                | 1 N/A             |             | 1                |
| 15 | Williams: San Rafael to Tillamook            | 1             | 2                   | 1                | 1            | 2               | 1                | 1 N/A             |             | 1                |
| 16 | Hancock: Rodney to 1st                       | 1             | 1                   | 1                | 1            | 1               | 1                | 1                 |             | 1                |
| 17 | Hancock: 1st to Victoria                     | 1             | 1                   | 1                | 1            | 1               | 1                | 1                 |             | 1                |
| 18 | Hancock: Victoria to Williams                | 1             | 2                   | 2                | 1            | 2               | 1                | 1                 |             | 1                |
| 19 | Rodney: Tillamook to San Rafael              | 1             | 1                   | 1                | 1            | 1               | 1                | 1                 |             | 1                |
| 20 | Hancock: 2nd to 1st                          | 1             | 1                   | 1                | 1            | 1               | 1                | 1                 |             | 1                |
| 21 | 2nd: Hancock to Schuyler                     | 1             | 1                   | 1                | 1            | 1               | 1                | 1                 |             | 1                |
| 22 | 2nd: Schuyler to Broadway                    | 1             | 1                   | 1                | 1            | 1               | 1                | 1                 |             | 1                |
| 23 | 2nd: Broadway to Weidler                     | 1             | 2                   | 1                | 3            | 3               | 1                | 1                 |             | 1                |
| 24 | Weidler: 2nd to 1st                          | 1             | 3                   | 3                | 3            | 3               | 3                | 3                 |             | 3                |
| 25 | Weidler: 1st to Victoria                     | 1             | 3                   | 3                | 3            | 3               | 3                | 3                 |             | 3                |
| 26 | Weidler: Victoria to Williams                | 1             | 3                   | 2                | 4            | 4               | 3                | 3                 |             | 3                |
| 27 | Broadway: Williams to Victoria               | 1             | 3                   | 3                | 3            | 3               | 3                | 4                 |             | 4                |
| 28 | Broadway: Victoria to 1st                    | 1             | 2                   | 2                | 3            | 3               | 3                | 3                 |             | 3                |
| 29 | Broadway: 1st to 2nd                         | 1             | 3                   | 3                | 3            | 3               | 3                | 3                 |             | 3                |
| 30 | Weidler: Vancouver to Wheeler                | 1             | 2                   | 3                | 1            | 3               | 3                | 3                 |             | 3                |
| 31 | Weidler: Wheeler to Ross                     | 1             | 2                   | 2                | 1            | 2               | 3                | 3                 |             | 3                |
| 32 | Weidler: Ross to Benton                      | 1             | 2                   | 2                | 1            | 2               | 3                | 3                 |             | 3                |
| 33 | Weidler: Benton to Larrabee                  | 1             | 2                   | 3                | 1            | 3               | 3                | 3                 |             | 3                |
| 34 | Vancouver: bike lane end to Multnomah(SB)    | 1             | 2                   | 2                | 1            | 2               | 4                | 3                 | 3           | 4                |
| 35 | Vancouver: Multnomah to Winning Way (NB)     | 4             |                     | 2                | 1            | 4               | 1                | 1 N/A             |             | 1                |
| 36 | Broadway: Williams to Vancouver              | 1             | 3                   | 3                | 4            | 4               | 3                | 3                 |             | 3                |
| 37 | Weidler: Williams to Vancouver               | 1             | 2                   | 2                | 1            | 2               | 3                | 3                 | 1           | 3                |
| 38 | Broadway: Vancouver to Flint                 | 1             | 2                   | 2                | 1            | 2               | 1                | 1                 |             | 1                |

| ID | SEGMENT NAME                                 | Posted Speed | Thru Lanes / Direction | Total Lanes (Both Directions) | Sidewalk Condition | Effective Sidewalk Width | Buffer Type       | Buffer Width | Total Ped Buffering Width | Land Use                | Parking Lane          |                    | Marked Bike Lane           | Bike Lane Width | Frequent Bike Lane Blockage | R-Turn Lane Configuration | R-Turn Lane Length | R-Turn Bike Lane Approach Alignment | Vehicle Turning Speed | Bikes Make L-Turns? | L-Turn Lane Configuration |
|----|--|--------------|------------------------|-------------------------------|--------------------|--------------------------|-------------------|--------------|---------------------------|-------------------------|-----------------------|--------------------|----------------------------|-----------------|-----------------------------|---------------------------|--------------------|-------------------------------------|-----------------------|---------------------|---------------------------|
|    |  |              |                        |                               |                    |                          |                   |              |                           |                         | Adjacent to Bike Lane | Parking Lane Width |                            |                 |                             |                           |                    |                                     |                       |                     |                           |
| 1  | N Flint: Tilamook to Broadway                | ≤25          | Unmarked Centerline    | 1                             | Fair               | ≥6                       | No Buffer         |              | 8                         | Neighborhood Commercial | Yes                   | 8                  | No                         |                 | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 2  | Broadway: Flint to Wheeler                   | 30           | 3                      | 2                             | Fair               | ≥6                       | Solid             |              | 7                         | Offices/Office Parks    | No                    |                    | Yes - Physically Separated | 7               | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 3  | Broadway: Wheeler to Ross                    | 30           | 3                      | 3                             | Fair               | ≥6                       | Solid             |              | 7                         | Offices/Office Parks    | No                    |                    | Yes - Physically Separated | 7               | No                          | No RT Lane                |                    |                                     |                       | No                  | Single                    |
| 4  | Broadway: Ross to Benton                     | 30           | 3                      | 3                             | Fair               | ≥6                       | Solid             |              | 7                         | Offices/Office Parks    | No                    |                    | Yes - Physically Separated | 7               | No                          | No RT Lane                |                    |                                     |                       | No                  | Single                    |
| 5  | Broadway: Benton to Larabee                  | 30           | 2                      | 3                             | Fair               | ≥6                       | Solid             |              | 5                         | Offices/Office Parks    | No                    |                    | Yes - Physically Separated | 5               | No                          | Single                    | ≤150               | Left (Lane Drop)                    | ≤20                   | Yes                 | LT Bike Box               |
| 6  | Vancouver: Hancock to Broadway               | 30           | 2                      | 1                             | Poor               | 5 to 6                   | No Buffer         |              | 8                         | Fwy Interchange         | No                    |                    | Yes                        | 8               | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 7  | Vancouver: Broadway to Weidler               | 30           | 4+                     | 4                             | Fair               | ≥6                       | Solid             |              | 11                        | Offices/Office Parks    | No                    |                    | Yes                        | 11              | No                          | No RT Lane                |                    |                                     |                       | No                  | Dual                      |
| 8  | Vancouver: Weidler to Center St              | 30           | 3                      | 2                             | Fair               | ≥6                       | Solid             | 4            | 9                         | Offices/Office Parks    | No                    |                    | Yes                        | 5               | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 9  | Vancouver: Center St to Winning Way          | 30           | 3                      | 2                             | Fair               | ≥6                       | Solid             | 4            | 10                        | Offices/Office Parks    | No                    |                    | Yes                        | 6               | No                          | No RT Lane                |                    |                                     |                       | No                  | Single                    |
| 10 | Vancouver: Winning Way to bike lane end (SB) | 30           | 2                      | 2                             | Fair               | ≥6                       | Solid             | 4            | 12                        | Offices/Office Parks    | No                    |                    | Yes                        | 8               | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 11 | Williams: Winning Way to Weidler             | ≤25          | 2                      | 1                             | Fair               | ≥6                       | No Buffer         |              | 13                        | Offices/Office Parks    | Yes                   | 8                  | Yes                        | 5               | No                          | Single                    | ≤150               | Straight                            | ≤15                   | No                  | No LT Lane                |
| 12 | Williams: Weidler to Broadway                | ≤25          | 3                      | 2                             | Poor               | ≥6                       | No Buffer         |              | 8                         | Fwy Interchange         | No                    |                    | Yes                        | 8               | No                          | Single                    | >150               | Straight                            | ≤15                   | No                  | No LT Lane                |
| 13 | Williams: Broadway to Hancock                | ≤25          | 2                      | 1                             | Poor               | ≥6                       | Solid             | 4            | 14                        | Fwy Interchange         | No                    | 0                  | Yes                        | 10              | No                          | Single                    | >150               | Straight                            | ≤15                   | No                  | No LT Lane                |
| 14 | Williams: Hancock to San Rafael              | ≤25          | 1                      | 1                             | Fair               | ≥6                       | No Buffer         |              | 19                        | Neighborhood Commercial | Yes                   | 7                  | Yes                        | 12              | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 15 | Williams: San Rafael to Tillamook            | ≤25          | 1                      | 2                             | Fair               | ≥6                       | No Buffer         |              | 19                        | Neighborhood Commercial | Yes                   | 7                  | Yes                        | 12              | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 16 | Hancock: Rodney to 1st                       | ≤25          | Unmarked Centerline    | 1                             | Fair               | ≥6                       | Landscape w Trees | 3            | 10                        | Residential             | Yes                   | 7                  | No                         |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 17 | Hancock: 1st to Victoria                     | ≤25          | Unmarked Centerline    | 1                             | Fair               | ≥6                       | Landscape w Trees | 3            | 10                        | Residential             | Yes                   | 7                  | No                         |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 18 | Hancock: Victoria to Williams                | ≤25          | Unmarked Centerline    | 1                             | Fair               | ≥6                       | No Buffer         |              | 7                         | Residential             | Yes                   | 7                  | No                         |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 19 | Rodney: Tillamook to San Rafael              | ≤25          | Unmarked Centerline    | 1                             | Fair               | ≥6                       | Landscape w Trees | 3            | 10                        | Residential             | Yes                   | 7                  | No                         |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 20 | Hancock: 2nd to 1st                          | ≤25          | Unmarked Centerline    | 1                             | Fair               | ≥6                       | Landscape w Trees | 3            | 10                        | Residential             | Yes                   | 7                  | No                         |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 21 | 2nd: Hancock to Schuyler                     | ≤25          | Unmarked Centerline    | 1                             | Fair               | ≥6                       | Landscape w Trees | 4            | 11                        | Residential             | Yes                   | 7                  | No                         |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 22 | 2nd: Schuyler to Broadway                    | ≤25          | Unmarked Centerline    | 1                             | Fair               | ≥6                       | Landscape         | 4            | 11                        | Residential             | Yes                   | 7                  | No                         |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 23 | 2nd: Broadway to Weidler                     | ≤25          | Unmarked Centerline    | 1                             | Fair               | ≥6                       | Solid             | 4            | 11                        | Offices/Office Parks    | Yes                   | 7                  | No                         |                 |                             | No RT Lane                |                    |                                     |                       | Yes                 |                           |
| 24 | Weidler: 2nd to 1st                          | 30           | 4+                     | 3                             | Fair               | ≥6                       | Solid             |              | 6                         | Offices/Office Parks    | No                    |                    | Yes - Physically Separated | 6               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 25 | Weidler: 1st to Victoria                     | 30           | 4+                     | 3                             | Fair               | ≥6                       | Solid             |              | 5                         | Offices/Office Parks    | No                    |                    | Yes - Physically Separated | 5               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 26 | Weidler: Victoria to Williams                | 30           | 3                      | 2                             | Fair               | ≥6                       | Solid             |              | 6                         | Fwy Interchange         | No                    |                    | Yes - Physically Separated | 6               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 27 | Broadway: Williams to Victoria               | 30           | 2                      | 3                             | Fair               | ≥6                       | Solid             |              | 6.5                       | Offices/Office Parks    | No                    |                    | Yes - Physically Separated | 6.5             | No                          | Dual                      | >150               | Straight                            | ≤15                   | No                  |                           |
| 28 | Broadway: Victoria to 1st                    | 30           | 4+                     | 3                             | Fair               | ≥6                       | Solid             | 4            | 10.5                      | Offices/Office Parks    | No                    |                    | Yes - Physically Separated | 6.5             | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 29 | Broadway: 1st to 2nd                         | 30           | 4+                     | 3                             | Fair               | ≥6                       | Solid             |              | 6.5                       | Offices/Office Parks    | No                    |                    | Yes - Physically Separated | 6.5             | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 30 | Weidler: Vancouver to Wheeler                | 30           | 3                      | 3                             | Fair               | ≥6                       | Solid             | 4            | 9                         | Offices/Office Parks    | No                    |                    | Yes - Physically Separated | 5               | No                          | Single                    | >150               | Straight                            | ≤20                   | No                  |                           |
| 31 | Weidler: Wheeler to Ross                     | 30           | 3                      | 2                             | Fair               | ≥6                       | Solid             | 4            | 9                         | Offices/Office Parks    | No                    |                    | Yes - Physically Separated | 5               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 32 | Weidler: Ross to Benton                      | 30           | 3                      | 2                             | Fair               | ≥6                       | Solid             | 4            | 9                         | Offices/Office Parks    | No                    |                    | Yes - Physically Separated | 5               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 33 | Weidler: Benton to Larrabee                  | 30           | 3                      | 3                             | Fair               | ≥6                       | Solid             | 4            | 9                         | Offices/Office Parks    | No                    |                    | Yes - Physically Separated | 5               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 34 | Vancouver: bike lane end to Multnomah(SB)    | 30           | 2                      | 2                             | Fair               | ≥6                       | Solid             | 4            | 14                        | Offices/Office Parks    | Yes                   | 10                 | No                         |                 | No                          | Single                    | >150               | Straight                            | ≤15                   | Yes                 | No LT Lane                |
| 35 | Vancouver: Multnomah to Winning Way (NB)     | 30           | 2                      | 2                             | No Sidewalk        |                          |                   |              | 7                         | Offices/Office Parks    | No                    |                    | Yes                        | 7               | No                          | No RT Lane                |                    |                                     |                       | No                  | No LT Lane                |
| 36 | Broadway: Williams to Vancouver              | 30           | 3                      | 3                             | Fair               | ≥6                       | Solid             |              | 5                         | Fwy Interchange         | No                    |                    | Yes - Physically Separated | 5               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |
| 37 | Weidler: Williams to Vancouver               | 30           | 3                      | 2                             | Fair               | ≥6                       | Solid             | 4            | 10                        | Offices/Office Parks    | No                    |                    | Yes - Physically Separated | 6               | No                          | No RT Lane                |                    |                                     |                       | Yes                 | LT Bike Box               |
| 38 | Broadway: Vancouver to Flint                 | 30           | 3                      | 2                             | Fair               | ≥6                       | Solid             | 3            | 10                        | Offices/Office Parks    | No                    |                    | Yes - Physically Separated | 7               | No                          | No RT Lane                |                    |                                     |                       | No                  |                           |

SEG-NO BUILD\_RESULTS

| ID | SEGMENT NAME                                | Sidewalk  | Physical | Buffer Width | Land Use | FINAL   | Segment  | Intersection |             | FINAL    |
|----|---|-----------|----------|--------------|----------|---------|----------|--------------|-------------|----------|
|    |   | Condition | Buffer   | LTS          |          | SEGMENT |          | Approach     | SEGMENT     |          |
|    |   | LTS       | LTS      | LTS          | LTS      | PED LTS | Bike LTS | Bike LTS     | LT Bike LTS | BIKE LTS |
| 1  | N Flint: Tilamook to Broadway               | 1         | 2        | 2            | 1        | 2       | 1        | 1 N/A        |             | 1        |
| 2  | Broadway: Flint to Wheeler                  | 1         | 2        | 2            | 1        | 2       | 1        | 1 N/A        |             | 1        |
| 3  | Broadway: Wheeler to Ross                   | 1         | 2        | 2            | 1        | 2       | 1        | 1 N/A        |             | 1        |
| 4  | Broadway: Ross to Benton                    | 1         | 2        | 2            | 1        | 2       | 1        | 1 N/A        |             | 1        |
| 5  | Broadway: Benton to Larabee                 | 1         | 2        | 2            | 1        | 2       | 1        | 4            | 1           | 4        |
| 6  | Vancouver: Hancock to Broadway              | 3         | 3        | 2            | 4        | 4       | 1        | 1 N/A        |             | 1        |
| 7  | Vancouver: Broadway to Weidler              | 1         | 2        | 2            | 1        | 2       | 1        | 1 N/A        |             | 1        |
| 8  | Vancouver: Weidler to Center St             | 1         | 2        | 2            | 1        | 2       | 3        | 3 N/A        |             | 3        |
| 9  | Vancouver: Center St to Winning Way         | 1         | 2        | 1            | 1        | 2       | 3        | 3 N/A        |             | 3        |
| 10 | Vancouver: Winning Way to bike lane end (S) | 1         | 2        | 1            | 1        | 2       | 1        | 1 N/A        |             | 1        |
| 11 | Williams: Winning Way to Weidler            | 1         | 2        | 1            | 1        | 2       | 3        | 2 N/A        |             | 3        |
| 12 | Williams: Weidler to Broadway               | 2         | 2        | 2            | 4        | 4       | 1        | 3 N/A        |             | 3        |
| 13 | Williams: Broadway to Hancock               | 2         | 2        | 1            | 4        | 4       | 1        | 3 N/A        |             | 3        |
| 14 | Williams: Hancock to San Rafael             | 1         | 2        | 1            | 1        | 2       | 1        | 1 N/A        |             | 1        |
| 15 | Williams: San Rafael to Tillamook           | 1         | 2        | 1            | 1        | 2       | 1        | 1 N/A        |             | 1        |
| 16 | Hancock: Rodney to 1st                      | 1         | 1        | 1            | 1        | 1       | 1        | 1            |             | 1        |
| 17 | Hancock: 1st to Victoria                    | 1         | 1        | 1            | 1        | 1       | 1        | 1            |             | 1        |
| 18 | Hancock: Victoria to Williams               | 1         | 2        | 2            | 1        | 2       | 1        | 1            |             | 1        |
| 19 | Rodney: Tillamook to San Rafael             | 1         | 1        | 1            | 1        | 1       | 1        | 1            |             | 1        |
| 20 | Hancock: 2nd to 1st                         | 1         | 1        | 1            | 1        | 1       | 1        | 1            |             | 1        |
| 21 | 2nd: Hancock to Schuyler                    | 1         | 1        | 1            | 1        | 1       | 1        | 1            |             | 1        |
| 22 | 2nd: Schuyler to Broadway                   | 1         | 1        | 1            | 1        | 1       | 1        | 1            |             | 1        |
| 23 | 2nd: Broadway to Weidler                    | 1         | 2        | 1            | 1        | 2       | 1        | 1            |             | 1        |
| 24 | Weidler: 2nd to 1st                         | 1         | 2        | 2            | 1        | 2       | 1        | 1            |             | 1        |
| 25 | Weidler: 1st to Victoria                    | 1         | 2        | 2            | 1        | 2       | 1        | 1            |             | 1        |
| 26 | Weidler: Victoria to Williams               | 1         | 2        | 2            | 4        | 4       | 1        | 1            |             | 1        |
| 27 | Broadway: Williams to Victoria              | 1         | 2        | 2            | 1        | 2       | 1        | 4            |             | 4        |
| 28 | Broadway: Victoria to 1st                   | 1         | 2        | 2            | 1        | 2       | 1        | 1            |             | 1        |
| 29 | Broadway: 1st to 2nd                        | 1         | 2        | 2            | 1        | 2       | 1        | 1            |             | 1        |
| 30 | Weidler: Vancouver to Wheeler               | 1         | 2        | 2            | 1        | 2       | 1        | 3            |             | 3        |
| 31 | Weidler: Wheeler to Ross                    | 1         | 2        | 2            | 1        | 2       | 1        | 1            |             | 1        |
| 32 | Weidler: Ross to Benton                     | 1         | 2        | 2            | 1        | 2       | 1        | 1            |             | 1        |
| 33 | Weidler: Benton to Larrabee                 | 1         | 2        | 2            | 1        | 2       | 1        | 1            |             | 1        |
| 34 | Vancouver: bike lane end to Multnomah(SB)   | 1         | 2        | 1            | 1        | 2       | 4        | 3            | 3           | 4        |
| 35 | Vancouver: Multnomah to Winning Way (NB)    | 4         |          | 2            | 1        | 4       | 1        | 1 N/A        |             | 1        |
| 36 | Broadway: Williams to Vancouver             | 1         | 2        | 2            | 4        | 4       | 1        | 1            |             | 1        |
| 37 | Weidler: Williams to Vancouver              | 1         | 2        | 1            | 1        | 2       | 1        | 1            | 1           | 1        |
| 38 | Broadway: Vancouver to Flint                | 1         | 2        | 1            | 1        | 2       | 1        | 1            |             | 1        |

SEG-BUILD

| ID | SEGMENT NAME                                 | Posted Speed | Thru Lanes / Direction | Total Lanes (Both Directions) | Sidewalk Condition | Effective Sidewalk Width | Buffer Type       | Buffer Width | Total Ped Buffering Width | Land Use                    | Parking Lane          |                    | Bike Lane Width            | Frequent Bike Lane Blockage | R-Turn Lane Configuration | R-Turn Lane Length | R-Turn Bike Lane Approach Alignment | Vehicle Turning Speed | Bikes Make L-Turns? | L-Turn Lane Configuration |                  |
|----|--|--------------|------------------------|-------------------------------|--------------------|--------------------------|-------------------|--------------|---------------------------|-----------------------------|-----------------------|--------------------|----------------------------|-----------------------------|---------------------------|--------------------|-------------------------------------|-----------------------|---------------------|---------------------------|------------------|
|    |  |              |                        |                               |                    |                          |                   |              |                           |                             | Adjacent to Bike Lane | Parking Lane Width |                            |                             |                           |                    |                                     |                       |                     |                           | Marked Bike Lane |
| 1  | N Flint: HANCOCK to Broadway                 | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                       | No Buffer         | -            | 20                        | Neighborhood Commercial     | Yes                   | 8                  | Yes                        | 12                          | No                        | No RT Lane         | -                                   | -                     | -                   | No                        | No LT Lane       |
| 2  | Broadway: Flint to Wheeler                   | 30           | 3                      | 3                             | Fair               | ≥6                       | Solid             | 3.5          | 10                        | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 6.5                         | No                        | No RT Lane         | -                                   | -                     | -                   | No                        | No LT Lane       |
| 3  | Broadway: Wheeler to Ross                    | 30           | 3                      | 4                             | Fair               | ≥6                       | Solid             | 3.5          | 11                        | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 7.5                         | No                        | No RT Lane         | -                                   | -                     | -                   | No                        | Single           |
| 4  | Broadway: Ross to Benton                     | 30           | 3                      | 4                             | Fair               | ≥6                       | Solid             | 3.5          | 11.5                      | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | No                        | Single           |
| 5  | Broadway: Benton to Larabee                  | 30           | 2                      | 4                             | Fair               | ≥6                       | Solid             | 3.5          | 11.5                      | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 8                           | No                        | Single             | ≤150                                | Left (Lane Drop)      | ≤20                 | Yes                       | LT Bike Box      |
| 6  | Vancouver: Hancock to Broadway               | 30           | 2                      | 2                             | Fair               | ≥6                       | Solid             | 4            | 14                        | Parks and Public Facilities | No                    | -                  | Yes - Physically Separated | 10                          | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | No LT Lane       |
| 7  | Vancouver: Broadway to Weidler               | 30           | 4+                     | 5                             | Fair               | ≥6                       | No Buffer         | -            | 11                        | Offices/Office Parks        | No                    | -                  | Yes                        | 11                          | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | Dual             |
| 8  | Vancouver: Weidler to Center St              | 30           | 3                      | 3                             | Fair               | ≥6                       | Solid             | 4            | 12                        | Offices/Office Parks        | No                    | -                  | Yes                        | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | No LT Lane       |
| 9  | Vancouver: Center St to Winning Way          | 30           | 3                      | 3                             | Fair               | ≥6                       | Solid             | 4            | 12                        | Offices/Office Parks        | No                    | -                  | Yes                        | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | Single           |
| 10 | Vancouver: Winning Way to bike lane end (SB) | 30           | 2                      | 3                             | Fair               | ≥6                       | Solid             | 4            | 12                        | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | No LT Lane       |
| 11 | Williams: Winning Way to Weidler             | ≤ 25         | 2                      | 2                             | Fair               | ≥6                       | Landscape         | 4            | 20                        | Offices/Office Parks        | Yes                   | 8                  | Yes - Physically Separated | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | No LT Lane       |
| 12 | Williams: Weidler to Broadway                | ≤ 25         | 3                      | 3                             | Fair               | ≥6                       | Landscape         | 5.5          | 19.5                      | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 14                          | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | No LT Lane       |
| 13 | Williams: Broadway to Hancock                | ≤ 25         | 2                      | 2                             | Fair               | ≥6                       | Solid             | 3            | 17                        | Neighborhood Commercial     | No                    | 0                  | Yes                        | 14                          | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | No LT Lane       |
| 14 | Williams: Hancock to San Rafael              | ≤ 25         | 1                      | 2                             | Fair               | ≥6                       | No Buffer         | -            | 15                        | Neighborhood Commercial     | Yes                   | 7                  | Yes                        | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | No LT Lane       |
| 15 | Williams: San Rafael to Tillamook            | ≤ 25         | 1                      | 3                             | Fair               | ≥6                       | No Buffer         | -            | 15                        | Neighborhood Commercial     | Yes                   | 7                  | Yes                        | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | No LT Lane       |
| 16 | Hancock: Rodney to 1st                       | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                       | Landscape w Trees | 3            | 10                        | Residential                 | Yes                   | 7                  | No                         | -                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | -                |
| 17 | Hancock: 1st to Victoria                     | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                       | Landscape w Trees | 3            | 10                        | Residential                 | Yes                   | 7                  | No                         | -                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | -                |
| 18 | Hancock: Victoria to Williams                | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                       | No Buffer         | -            | 7                         | Residential                 | Yes                   | 7                  | No                         | -                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | -                |
| 19 | Rodney: Tillamook to San Rafael              | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                       | Landscape w Trees | 3            | 10                        | Residential                 | Yes                   | 7                  | No                         | -                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | -                |
| 20 | Hancock: 2nd to 1st                          | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                       | Landscape w Trees | 3            | 10                        | Residential                 | Yes                   | 7                  | No                         | -                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | -                |
| 21 | 2nd: Hancock to Schuyler                     | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                       | Landscape w Trees | 4            | 11                        | Residential                 | Yes                   | 7                  | No                         | -                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | -                |
| 22 | 2nd: Schuyler to Broadway                    | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                       | Landscape         | 4            | 11                        | Residential                 | Yes                   | 7                  | No                         | -                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | -                |
| 23 | 2nd: Broadway to Weidler                     | ≤ 25         | Unmarked Centerline    | 2                             | Fair               | ≥6                       | Solid             | 4            | 11                        | Offices/Office Parks        | Yes                   | 7                  | No                         | -                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | -                |
| 24 | Weidler: 2nd to 1st                          | 30           | 4+                     | 4                             | Fair               | ≥6                       | Solid             | -            | 8                         | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | -                |
| 25 | Weidler: 1st to Victoria                     | 30           | 4+                     | 4                             | Fair               | ≥6                       | Solid             | -            | 5                         | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 5                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | -                |
| 26 | Weidler: Victoria to Williams                | 30           | 3                      | 3                             | Fair               | ≥6                       | Solid             | 4            | 12                        | Fwy Interchange             | No                    | -                  | Yes - Physically Separated | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | -                         | -                |
| 27 | Broadway: Williams to Victoria               | 30           | 2                      | 4                             | Fair               | ≥6                       | Solid             | 4            | 12                        | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 8                           | No                        | Dual               | >150                                | Straight              | ≤15                 | No                        | -                |
| 28 | Broadway: Victoria to 1st                    | 30           | 4+                     | 4                             | Fair               | ≥6                       | Solid             | 4            | 10.5                      | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 6.5                         | No                        | No RT Lane         | -                                   | -                     | -                   | No                        | -                |
| 29 | Broadway: 1st to 2nd                         | 30           | 4+                     | 4                             | Fair               | ≥6                       | No Buffer         | -            | 8                         | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | No                        | -                |
| 30 | Weidler: Vancouver to Wheeler                | 30           | 3                      | 4                             | Fair               | ≥6                       | Solid             | 4            | 12                        | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | No                        | -                |
| 31 | Weidler: Wheeler to Ross                     | 30           | 3                      | 3                             | Fair               | ≥6                       | Solid             | 4            | 12                        | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | No                        | -                |
| 32 | Weidler: Ross to Benton                      | 30           | 3                      | 3                             | Fair               | ≥6                       | Solid             | 4            | 12                        | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | No                        | -                |
| 33 | Weidler: Benton to Larrabee                  | 30           | 3                      | 4                             | Fair               | ≥6                       | Solid             | 4            | 12                        | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | No                        | -                |
| 34 | Vancouver: bike lane end to Multnomah(SB)    | 30           | 2                      | 3                             | Fair               | ≥6                       | Solid             | 4            | 22                        | Offices/Office Parks        | Yes                   | 10                 | Yes - Physically Separated | 8                           | No                        | Single             | >150                                | Straight              | ≤15                 | Yes                       | No LT Lane       |
| 35 | Vancouver: Multnomah to Winning Way (NB)     | 30           | 2                      | 3                             | Good               | 4 to 5                   | No Buffer         | -            | 8                         | Offices/Office Parks        | No                    | -                  | Yes                        | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | No                        | No LT Lane       |
| 36 | Broadway: Williams to Vancouver              | 30           | 3                      | 4                             | Fair               | ≥6                       | Solid             | 4            | 12                        | Fwy Interchange             | No                    | -                  | Yes - Physically Separated | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | No                        | -                |
| 37 | Weidler: Williams to Vancouver               | 30           | 3                      | 3                             | Fair               | ≥6                       | No Buffer         | -            | 8                         | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 8                           | No                        | Dual               | >150                                | Straight              | ≤20                 | Yes                       | LT Bike Box      |
| 38 | Broadway: Vancouver to Flint                 | 30           | 3                      | 3                             | Fair               | ≥6                       | Solid             | 4            | 12                        | Offices/Office Parks        | No                    | -                  | Yes - Physically Separated | 8                           | No                        | No RT Lane         | -                                   | -                     | -                   | No                        | -                |
| 39 | -  | -            | -                      | -                             | -                  | -                        | -                 | -            | 0                         | -                           | -                     | -                  | -                          | No                          | -                         | -                  | -                                   | -                     | -                   | -                         | -                |
| 40 | Weidler: Ross to Flint                       | -            | -                      | -                             | -                  | -                        | -                 | -            | 6                         | -                           | -                     | -                  | -                          | No                          | -                         | -                  | -                                   | -                     | -                   | -                         | -                |

SEG-BUILD\_RESULTS

| ID | SEGMENT NAME                                | Sidewalk  |            |              |          | FINAL   | Segment  | Intersection |     |      | FINAL    |
|----|---|-----------|------------|--------------|----------|---------|----------|--------------|-----|------|----------|
|    |   | Condition | Physical   | Buffer Width | Land Use | SEGMENT |          | Approach     | LT  | Bike | SEGMENT  |
|    |   | LTS       | Buffer LTS | LTS          | LTS      | PED LTS | Bike LTS | Bike LTS     | LTS | LTS  | BIKE LTS |
| 1  | N Flint: HANCOCK to Broadway                | 1         | 2          | 1            | 1        | 2       | 1        | 1            | N/A |      | 1        |
| 2  | Broadway: Flint to Wheeler                  | 1         | 2          | 2            | 1        | 2       | 1        | 1            | N/A |      | 1        |
| 3  | Broadway: Wheeler to Ross                   | 1         | 2          | 2            | 1        | 2       | 1        | 1            | N/A |      | 1        |
| 4  | Broadway: Ross to Benton                    | 1         | 2          | 2            | 1        | 2       | 1        | 1            | N/A |      | 1        |
| 5  | Broadway: Benton to Larabee                 | 1         | 2          | 2            | 1        | 2       | 1        | 4            |     | 1    | 4        |
| 6  | Vancouver: Hancock to Broadway              | 1         | 2          | 1            | 1        | 2       | 1        | 1            | N/A |      | 1        |
| 7  | Vancouver: Broadway to Weidler              | 1         | 3          | 2            | 1        | 3       | 1        | 1            | N/A |      | 1        |
| 8  | Vancouver: Weidler to Center St             | 1         | 2          | 2            | 1        | 2       | 1        | 1            | N/A |      | 1        |
| 9  | Vancouver: Center St to Winning Way         | 1         | 2          | 2            | 1        | 2       | 1        | 1            | N/A |      | 1        |
| 10 | Vancouver: Winning Way to bike lane end (S) | 1         | 2          | 2            | 1        | 2       | 1        | 1            | N/A |      | 1        |
| 11 | Williams: Winning Way to Weidler            | 1         | 1          | 1            | 1        | 1       | 1        | 1            | N/A |      | 1        |
| 12 | Williams: Weidler to Broadway               | 1         | 1          | 1            | 1        | 1       | 1        | 1            | N/A |      | 1        |
| 13 | Williams: Broadway to Hancock               | 1         | 2          | 1            | 1        | 2       | 1        | 1            | N/A |      | 1        |
| 14 | Williams: Hancock to San Rafael             | 1         | 2          | 1            | 1        | 2       | 1        | 1            | N/A |      | 1        |
| 15 | Williams: San Rafael to Tillamook           | 1         | 2          | 1            | 1        | 2       | 1        | 1            | N/A |      | 1        |
| 16 | Hancock: Rodney to 1st                      | 1         | 1          | 1            | 1        | 1       | 1        | 1            |     |      | 1        |
| 17 | Hancock: 1st to Victoria                    | 1         | 1          | 1            | 1        | 1       | 1        | 1            |     |      | 1        |
| 18 | Hancock: Victoria to Williams               | 1         | 2          | 2            | 1        | 2       | 1        | 1            |     |      | 1        |
| 19 | Rodney: Tillamook to San Rafael             | 1         | 1          | 1            | 1        | 1       | 1        | 1            |     |      | 1        |
| 20 | Hancock: 2nd to 1st                         | 1         | 1          | 1            | 1        | 1       | 1        | 1            |     |      | 1        |
| 21 | 2nd: Hancock to Schuyler                    | 1         | 1          | 1            | 1        | 1       | 1        | 1            |     |      | 1        |
| 22 | 2nd: Schuyler to Broadway                   | 1         | 1          | 1            | 1        | 1       | 1        | 1            |     |      | 1        |
| 23 | 2nd: Broadway to Weidler                    | 1         | 2          | 1            | 1        | 2       | 1        | 1            |     |      | 1        |
| 24 | Weidler: 2nd to 1st                         | 1         | 2          | 3            | 1        | 3       | 1        | 1            |     |      | 1        |
| 25 | Weidler: 1st to Victoria                    | 1         | 2          | 3            | 1        | 3       | 1        | 1            |     |      | 1        |
| 26 | Weidler: Victoria to Williams               | 1         | 2          | 2            | 4        | 4       | 1        | 1            |     |      | 1        |
| 27 | Broadway: Williams to Victoria              | 1         | 2          | 2            | 1        | 2       | 1        | 4            |     |      | 4        |
| 28 | Broadway: Victoria to 1st                   | 1         | 2          | 2            | 1        | 2       | 1        | 1            |     |      | 1        |
| 29 | Broadway: 1st to 2nd                        | 1         | 3          | 3            | 1        | 3       | 1        | 1            |     |      | 1        |
| 30 | Weidler: Vancouver to Wheeler               | 1         | 2          | 2            | 1        | 2       | 1        | 1            |     |      | 1        |
| 31 | Weidler: Wheeler to Ross                    | 1         | 2          | 2            | 1        | 2       | 1        | 1            |     |      | 1        |
| 32 | Weidler: Ross to Benton                     | 1         | 2          | 2            | 1        | 2       | 1        | 1            |     |      | 1        |
| 33 | Weidler: Benton to Larrabee                 | 1         | 2          | 2            | 1        | 2       | 1        | 1            |     |      | 1        |
| 34 | Vancouver: bike lane end to Multnomah(SB)   | 1         | 2          | 1            | 1        | 2       | 1        | 3            |     | 3    | 3        |
| 35 | Vancouver: Multnomah to Winning Way (NB)    | 3         | 3          | 2            | 1        | 3       | 1        | 1            | N/A |      | 1        |
| 36 | Broadway: Williams to Vancouver             | 1         | 2          | 2            | 4        | 4       | 1        | 1            |     |      | 1        |
| 37 | Weidler: Williams to Vancouver              | 1         | 3          | 2            | 1        | 3       | 1        | 4            |     | 1    | 4        |
| 38 | Broadway: Vancouver to Flint                | 1         | 2          | 2            | 1        | 2       | 1        | 1            |     |      | 1        |
| 39 |   |           |            |              |          | 0       |          |              |     |      | 0        |
| 40 | Weidler: Ross to Flint                      |           |            |              |          | 0       |          |              |     |      | 0        |



**LTS Definitions:**

|   |  |
|---|--|
| <p><b>LTS 1</b><br/>(Target within 1/4 mile of schools)</p> | <p><b>Bikes:</b> Little traffic stress. Suitable for all cyclists, including children (around 10 yrs old) that are trained to safely cross intersections alone and supervising riding parents of younger children. Traffic speeds are low and there is no more than one lane in each direction. Intersections are easy to cross by children and adults. Typical locations include residential local streets and separated bike paths/cycle tracks.</p> <p><b>Pedestrians:</b> Little traffic stress. Suitable for all users including children 10 years or younger, groups of people and people using a wheeled mobility device (WhMD4). The facility is a sidewalk or shared-use path with a buffer between the pedestrian and motor vehicle facility. Pedestrians feel safe and comfortable on the pedestrian facility. Motor vehicles are either far from the pedestrian facility and/or traveling at a low speed and volume. All users are willing to use this facility.</p> |
| <p><b>LTS 2</b><br/>(Target for most local TSPs)</p>        | <p><b>Bikes:</b> Little traffic stress. Suitable for teen and adult cyclists with adequate bike handling skills. Traffic speeds are slightly higher but speed differentials are still low and roadways can be up to three lanes wide in total for both directions. Intersections are not difficult to cross for most teenagers and adults. Typical locations include collector-level streets with bike lanes or a central business district.</p> <p><b>Pedestrians:</b> Little traffic stress. Suitable for children over 10, teens and adults. All users should be able to use the facility but, some factors may limit people using WhMDs. Sidewalk condition should be good with limited areas of fair condition. Roadways may have higher speeds and/or higher volumes. Most users are willing to use this facility.</p>   |
| <p><b>LTS 3</b></p>   | <p><b>Bikes:</b> Moderate stress. Suitable for most observant adult cyclists. Traffic speeds are moderate but can be on roadways up to five lanes wide in both directions. Intersections are still perceived to be safe by most adults. Typical locations include low-speed arterials with bike lanes or moderate speed non-multilane roadways.</p> <p><b>Pedestrians:</b> Moderate stress. Suitable for adults. An able-bodied adult would feel uncomfortable but safe using this facility. This includes higher speed roadways with smaller buffers. Small areas in the facility may be impassable for a person using a WhMD and/or requires the user to travel on the shoulder/bike lane/street. Some users are willing to use this facility.</p>   |
| <p><b>LTS 4</b></p>   | <p><b>Bikes:</b> High stress. Suitable for experienced and skilled cyclists. Traffic speeds are moderate to high and can be on roadways from two to over five lanes wide in both directions. Intersections can be complex, wide, and or high volume/speed that can be perceived as unsafe by adults and are difficult to cross. Typical locations include high-speed or multilane roadways with narrow or no bike lanes.</p> <p><b>Pedestrians:</b> High stress. Only able-bodied adults with limited route choices would use this facility. Traffic speeds are moderate to high with narrow or no pedestrian facilities provided. Typical locations include high speed, multilane roadways with narrow sidewalks and buffers. This also includes facilities with no sidewalk. This could include evident trails next to roads or 'cut through' trails. Only the most confident or trip-purpose driven users will use this facility</p>  |

**Solutions to Decrease LTS Level:**

| Bikes  |
|--|
| <ul style="list-style-type: none"> <li>* Add bike lanes, buffered bike lanes, raised bike lanes, and bike boulevards</li> <li>* Add separated bike facilities such as cycle tracks or bike paths</li> <li>* Safety measures in design, such as couplets, medians, or pedestrian refuges. If four</li> <li>* Increase width of outside lanes on roadways too narrow for striped bike lanes to</li> <li>* Paving/widening shoulders or removing parking.</li> <li>* Reducing the number of lanes through a road diet</li> <li>* Install road markings (such as sharrows) and way-finding signs.</li> <li>* Addition of flashing pedestrian beacons (i.e. RRFB's) or mid-block pedestrian hybrid</li> <li>* Removing or improving barriers, such as providing a safe grade-separated crossing</li> <li>* Improving the pavement conditions on the shoulders of roadways.</li> <li>* Adding left-turn bike boxes (see Section 14.4.5 LTS Intersection Approach Criteria</li> <li>* Adding bike signals to clarify bike movements.</li> <li>* Reducing speeds, enforcement of speeds limit or education about speed.</li> <li>* </li> <li>* </li> <li>* </li> </ul> |

| Pedestrians:  |
|---|
| <ul style="list-style-type: none"> <li>* Installing pedestrian facilities, or expanding facilities where pedestrian routes exist</li> <li>* Create paved surfaces where there are trails or worn paths are evident</li> <li>* Improving the condition of the sidewalk, including limiting vertical change and</li> <li>* Infilling gaps in sidewalk to create connectivity</li> <li>* Redesigning roadway to include wider or buffered sidewalks</li> <li>* Creating a multi-use path on high speed roadway</li> <li>* Significantly changing the roadway character and reducing speed limit</li> <li>* Installing additional crossing enhancements at unsignalized crossings (beacons, lighting,</li> <li>* removing barriers to connectivity</li> <li>* Redesigning buffer to include trees, large vegetation, and/or street furniture</li> <li>* Land use changes over time to encourage more pedestrian-scale developments</li> <li>* </li> <li>* </li> <li>* </li> <li>* </li> </ul> |

**Exhibit 14-3: Bike Lane with Adjacent parking Lane Criteria**

| Lanes per direction       | 1    |      |     | ≥ 2  |     |
|---------------------------|------|------|-----|------|-----|
|                           | ≥ 15 | ≥ 14 | <14 | ≥ 15 | <15 |
| Bike lane + Parking width |      |      |     |      |     |
| ≤ 25                      | 1    | 2    | 3   | 2    | 3   |
| 30                        | 1    | 2    | 3   | 2    | 3   |
| 35                        | 2    | 3    | 3   | 3    | 3   |
| ≥ 40                      | 2    | 4    | 4   | 3    | 4   |

**Exhibit 14-4: Bike Lane without Adjacent Parking Lane Criteria**

| Lanes per direction | 1   |       |      |                   | ≥ 2 |    |
|---------------------|-----|-------|------|-------------------|-----|----|
|                     | ≥ 7 | ≥ 5.5 | ≤5.5 | Frequent Blockage | ≥ 7 | <7 |
| Bike lane width     |     |       |      |                   |     |    |
| ≤ 30                | 1   | 1     | 2    | 3                 | 1   | 3  |
| 35                  | 2   | 3     | 3    | 3                 | 2   | 3  |
| ≥ 40                | 3   | 4     | 4    | 4                 | 3   | 4  |

**Exhibit 14-5: Urban/Suburban Mixed Traffic Criteria**

| Lanes per direction | Unmarked Centerline | 1 |   |   | ≥ 3 |   |
|---------------------|---------------------|---|---|---|-----|---|
|                     |                     | 1 | 2 | 3 | 4   | 4 |
| ≤ 25                | 1                   | 2 | 3 | 4 | 4   |   |
| 30                  | 2                   | 3 | 4 | 4 | 4   |   |
| ≥35                 | 3                   | 4 | 4 | 4 | 4   |   |

**Exhibit 14-7: Right Turn lane Criteria**

| RT lane Configuration           | RT lane length (ft) | Bike Lane Approach Alignment | Vehicle Turning Speed | LTS |
|---------------------------------|---------------------|------------------------------|-----------------------|-----|
|                                 |                     |                              |                       |     |
| Single                          | >150                | Straight                     | <20                   | 3   |
| Single                          | Any                 | Left                         | ≤ 15                  | 3   |
| Single or Dual Exclusive/Shared | Any                 | Any                          | Any                   | 4   |

**Exhibit 14-8: Left Turn Lane Criteria**

| Lanes crossed | 0 |   |   | 1 |  | Dual shared or exclusive left turn lane |
|---------------|---|---|---|---|--|---|
|               | 2 | 2 | 3 | 3 |  |   |
| ≤ 25          | 2 | 2 | 3 | 4 |  |   |

**Exhibit 14-9: Unsignalized Intersection Crossing Without a Median Refuge Criteria**

| Total Lanes Crossed (Both directions) | ≤ 3  | 4-5 | ≥6 |      |
|---------------------------------------|------|-----|----|------|
|                                       | ≤ 25 | 30  | 35 | ≥ 40 |
| 1                                     | 1    | 2   | 4  |      |
| 2                                     | 1    | 2   | 4  |      |
| 3                                     | 2    | 3   | 4  |      |
| 4                                     | 3    | 4   | 4  |      |

**Exhibit 14-10: Unsignalized Intersection Crossing With a Median Refuge Criteria**

| Speed | Max Through/Turn Lanes Crossed per Direction |     |    |
|-------|--|-----|----|
|       | 1  | 2-3 | 4+ |
| ≤ 25  | 1  | 1   | 2  |
| 30    | 1  | 2   | 3  |
| 35    | 2  | 3   | 4  |
| ≥ 40  | 3  | 4   | 4  |

Exhibit 14-20 Collector & Local Unsignalized Intersection Crossing

**Exhibit 14-20 Collector & Local Unsignalized Intersection Crossing**<sup>1, 2, 3, 4</sup>

| Prevailing Speed or Speed Limit (mph) | No Median Refuge    |         | Median Refuge Present                               |
|---------------------------------------|---------------------|---------|---|
|                                       | Total Lanes Crossed |         | Maximum One Through/Turn Lane Crossed per Direction |
|                                       | 1 Lane              | 2 Lanes |   |
| ≤ 25                                  | PLTS 1              | PLTS 1  | PLTS 1 <sup>5</sup>                                 |
| 30                                    | PLTS 1              | PLTS 2  | PLTS 1  |
| 35                                    | PLTS 2              | PLTS 2  | PLTS 2  |
| ≥ 40                                  | PLTS 3              | PLTS 3  | PLTS 3  |

<sup>1</sup>For street being crossed.  
<sup>2</sup>Minimum PLTS 3 when crossing lacks standard ramps.  
<sup>3</sup>Use Exhibit 14-23 or 14-24 for one-way streets, when ADT exceeds 5,000, or total number of lanes exceeds two.  
<sup>4</sup>Street may be considered a one-lane road when no centerline is striped and when oncoming vehicles commonly yield to each other.  
<sup>5</sup>Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6 to <10 feet.

**Exhibit 14-21 Arterial Unsignalized Intersection Crossing Without a Median Refuge**<sup>1, 2</sup>

| Prevailing Speed or Speed Limit (mph) | Total Lanes Crossed (Both Directions) <sup>3</sup> |                              |            |            |                               |             |
|---------------------------------------|--|------------------------------|------------|------------|-------------------------------|-------------|
|                                       | 2 Lanes  |                              |            | 3 Lanes    |                               |             |
|                                       | <5,000 vpd   | 5,000-9,000 vpd <sup>4</sup> | >9,000 vpd | <8,000 vpd | 8,000-12,000 vpd <sup>4</sup> | >12,000 vpd |
| ≤ 25                                  | PLTS 2   | PLTS 2                       | PLTS 3     | PLTS 3     | PLTS 3                        | PLTS 4      |
| 30                                    | PLTS 2   | PLTS 3                       | PLTS 3     | PLTS 3     | PLTS 3                        | PLTS 4      |
| 35                                    | PLTS 3   | PLTS 3                       | PLTS 4     | PLTS 3     | PLTS 4                        | PLTS 4      |
| ≥ 40                                  | PLTS 3   | PLTS 4                       | PLTS 4     | PLTS 4     | PLTS 4                        | PLTS 4      |

<sup>1</sup>For street being crossed.  
<sup>2</sup>Minimum PLTS 3 when crossing lacks standard ramps.  
<sup>3</sup>For one-way streets, use Exhibit 14-10 and 14-24. Use PLTS 4 for crossings of four or more lanes.  
<sup>4</sup>Use these columns when ADT volumes are not available

|     |   |   |   |   |
|-----|---|---|---|---|
| 30  | 2 | 3 | 4 | 4 |
| ≥35 | 3 | 4 | 4 | 4 |

**Exhibit 14-16: Sidewalk Condition**

| Sidewalk Condition |      |      |      |           |             |
|--------------------|------|------|------|-----------|-------------|
| Sidewalk Width     | Good | Fair | Poor | Very Poor | No sidewalk |
| <4                 | 4    | 4    | 4    | 4         | 4           |
| ≥4-5               | 3    | 3    | 3    | 4         | 4           |
| ≥5                 | 2    | 2    | 3    | 4         | 4           |
| ≥6                 | 1    | 1    | 2    | 3         | 4           |

**Exhibit 14-17: Sidewalk Condition**

| Prevailing or Posted Speed |      |    |    |      |
|----------------------------|------|----|----|------|
| Buffer Type                | ≤ 25 | 30 | 35 | ≥ 40 |
| No Buffer (Curb Tight)     | 2    | 3  | 3  | 4    |
| Solid Surface              | 2    | 2  | 2  | 2    |
| Landscaped                 | 1    | 2  | 2  | 2    |
| Landscaped w Trees         | 1    | 1  | 1  | 2    |
| Vertical                   | 1    | 1  | 1  | 2    |

**Exhibit 14-18: Total Buffering Width**

| Total Buffering Width (ft)           |    |          |           |           |    |
|--------------------------------------|----|----------|-----------|-----------|----|
| Total Travel Lanes (Both Directions) | <5 | ≥5 - <10 | ≥10 - <15 | ≥15 - <25 | 25 |
| <4                                   | 2  | 2        | 1         | 1         | 1  |
| ≥4-5                                 | 3  | 2        | 2         | 1         | 1  |
| ≥5                                   | 4  | 3        | 2         | 1         | 1  |
| ≥6                                   | 4  | 4        | 3         | 2         | 2  |

**Exhibit 14-19: General Land Use**

| PLTS | Overall Land Use   |
|------|--|
| 1    | Residential, central business districts, neighborhood commercial, parks and other public facilities, governmental buildings/plazas, offices/office parks |
| 2    | Low density development, rural subdivisions,   |
| 3    | light industrial, big-box/auto-oriented commercial   |
| 4    | heavy industrial, intermodal facilities, freeway   |

**Exhibit 14-22 Adjustments for Crosswalk Enhancements**

| Treatment                     | Deduction | Treatment        | Deduction |
|-------------------------------|-----------|------------------|-----------|
| Markings <sup>1</sup>         | 0.5       | In-street signs  | 1.0       |
| Roadside signage <sup>1</sup> | 0.5       | Curb extensions  | 0.5       |
| Lighting                      | 0.5       | Raised crosswalk | 1.0       |
| RRFB                          | 1.0       |                  |           |

<sup>1</sup>Not applicable for roadways with pedestrian median refuges as crosswalk markings and roadside signage assumed as part of the basic installation.

**Exhibit 14-23 Arterial Unsignalized Intersection Crossing (1 to 2 lanes) with a Median Refuge<sup>1,2</sup>**

| Prevailing Speed or Speed Limit (mph) | Maximum Through/Turn Lanes Crossed per Direction |                     |                              |            |
|---------------------------------------|--|---------------------|------------------------------|------------|
|                                       | 1 Lane   | 2 Lanes             |                              |            |
|                                       | Any  | <5,000 vpd          | 5,000-9,000 vpd <sup>4</sup> | >9,000 vpd |
| ≤ 25                                  | PLTS 1 <sup>3</sup>                              | PLTS 1 <sup>3</sup> | PLTS 2                       | PLTS 2     |
| 30                                    | PLTS 2   | PLTS 2              | PLTS 2                       | PLTS 2     |
| 35                                    | PLTS 2   | PLTS 2              | PLTS 2                       | PLTS 3     |
| ≥ 40                                  | PLTS 3   | PLTS 3              | PLTS 3                       | PLTS 4     |

<sup>1</sup>For street being crossed.

<sup>2</sup>Minimum PLTS 3 when crossing lacks standard ramps.

<sup>3</sup>Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6 to <10 feet.

<sup>4</sup>Use these columns when ADT volumes are not available.

**Exhibit 14-24 Arterial Unsignalized Intersection Crossing (3 or more lanes) with a Median Refuge<sup>1,2</sup>**

| Prevailing Speed or Speed Limit (mph) | Maximum Through/Turn Lanes Crossed per Direction |                               |             |          |
|---------------------------------------|--|-------------------------------|-------------|----------|
|                                       | 3 Lanes  |                               |             | 4+ Lanes |
|                                       | <8,000 vpd                                       | 8,000-12,000 vpd <sup>4</sup> | >12,000 vpd | Any      |
| ≤ 25                                  | PLTS 1 <sup>3</sup>                              | PLTS 2                        | PLTS 3      | PLTS 4   |
| 30                                    | PLTS 2   | PLTS 2                        | PLTS 3      | PLTS 4   |
| 35                                    | PLTS 3   | PLTS 3                        | PLTS 4      | PLTS 4   |
| ≥ 40                                  | PLTS 4   | PLTS 4                        | PLTS 4      | PLTS 4   |

<sup>1</sup>For street being crossed.

<sup>2</sup>Minimum PLTS 3 when crossing lacks standard ramps.

<sup>3</sup>Refuge should be at least 10 feet for PLTS 1, otherwise use PLTS 2 for refuges 6 to <10 feet.

<sup>4</sup>Use these columns when ADT volumes are not available.

## **Appendix E Documentation of Support for the Hancock-Dixon Crossing**



## **I-5 ROSE QUARTER** IMPROVEMENT PROJECT



July 12, 2018

### **I-5 Rose Quarter Improvement Project: Letter of Agreement to Support the Hancock-Dixon Crossing Design**

The Oregon Department of Transportation (ODOT) and the City of Portland (City) are ongoing partners on the I-5 Rose Quarter Improvement Project (Project). This builds from the joint planning work of the I-5 Broadway/Weidler Facility Plan and N/NE Quadrant Plan to address transportation improvements in concert with the City's land use goals in the Rose Quarter area. One of the primary benefits of the Project is an improvement in the east-west and north-south connections through the Rose Quarter, including the new east-west roadway across I-5 the Hancock-Dixon Crossing.

The Project design concept was developed during a two-year community engagement process. From 2010 to 2012, stakeholders and ODOT and City staff contemplated over 70 design options for improvements to I-5 and local streets around the Broadway/Weidler interchange. The public design process included a 30-member Stakeholder Advisory Committee (SAC) and numerous community engagement events to shape the preferred improvements. The SAC was integral to the process and defined one recommended design concept, with input from neighborhood, business, bicycle, pedestrian, transit, freight, rail, event facility and property owner interests. The recommended design concept was adopted by the Oregon Transportation Commission (OTC) and Portland City Council in 2012 and was adopted into Metro's 2014 Regional Transportation Plan.

As part of this process, ODOT, the City, and stakeholders evaluated several design options to improve the local street system across I-5 north of Broadway. As the existing N Vancouver Avenue and N Flint Avenue structures over I-5 would need to be removed and rebuilt to accommodate the I-5 improvements, this design process considered how the existing structures could be built in a different configuration. Design options included rebuilding the existing N Vancouver Avenue and N Flint Avenue structures in their current locations, removing the N Vancouver Avenue structure and realigning N Vancouver Avenue with N Flint Avenue or N Dixon Street with a new highway cover, and removing the N Flint Avenue structure and establishing a new east-west connection linking NE Hancock Street and N Dixon Street with a new highway cover. The SAC recommended, and the OTC and City Council adopted, the Hancock-Dixon Crossing design option as the preferred design for the Project's north of Broadway improvements.

ODOT and the City remain committed to the Hancock-Dixon Crossing design concept as part of the Project and agree to its inclusion in the Project planning and design process. Consistent with the SAC-, OTC-, and City Council-recommended design concept, the Hancock-Dixon Crossing design includes:

- Replacing the existing N Vancouver Avenue structure over I-5 in its current location;
- Removing N Flint Avenue (and the structure over I-5) between NE Tillamook Street and Broadway and realigning N Flint Avenue into NE Tillamook Street;
- Constructing a new east-west road, including high quality bicycle and pedestrian facilities and improved signalized crossings, over I-5 to connect NE Hancock Street to N Dixon Street;

- Constructing a new highway cover at the N Vancouver Avenue and Hancock-Dixon intersection to provide more space for public uses;
- Constructing an accessible (ADA compliant) bicycle and pedestrian path near the existing N Flint Avenue alignment between the new Hancock-Dixon road and Broadway; and
- Constructing neighborhood traffic calming at NE Hancock Street and N Vancouver Avenue.

ODOT and the City recognize the challenges and benefits of the Hancock-Dixon Crossing design and believe that this concept for the north of Broadway improvements best meets the Project's purpose and goal of improving multimodal safety, operations, and connectivity in the vicinity of the I-5 Broadway/Weidler interchange.

The agencies recognize that the primary design challenge of the Hancock-Dixon Crossing will be the steep grade of the new roadway (elevation change from N Vancouver Avenue and NE Hancock Street down to N Dixon Street and NE Hancock Street). Due to the existing topography and the need to maintain safe vertical clearances of structures over I-5, a portion of the new Hancock-Dixon road is expected to have a grade of approximately 10%. This steep grade on a portion of the Hancock-Dixon road also is a result of the desire to maintain the N Vancouver Avenue structure across I-5 as part of the Hancock-Dixon Crossing. . The Hancock-Dixon Crossing also would remove N Flint Avenue over I-5, which is used as a primary bicycle and pedestrian route from the N/NE neighborhoods to the Broadway Bridge today. The Hancock-Dixon Crossing design does, however, include a new bicycle and pedestrian path between the new Hancock-Dixon road and Broadway at a grade of 5% or less to provide an accessible route option for people walking and biking. The Project's additional bicycle and pedestrian facility improvements on N Vancouver Avenue and Broadway also provide added multimodal travel route options in the north of Broadway area.

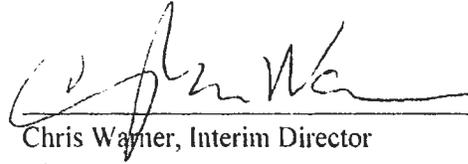
The Hancock-Dixon Crossing design provides connectivity and safety benefits. The crossing creates direct access between Lower Albina, Lloyd, and the N/NE neighborhoods, provides greater east-west multimodal access across I-5, and provides multimodal route alternatives to the congested Broadway-Weidler corridor. This design also maintains a direct north-south route for transit and people walking and biking on N Vancouver Avenue and provides an opportunity for a larger highway cover. The design also provides safety benefits to the local street system, including to Broadway, a City-identified Vision Zero High Crash Corridor. The realignment of N Flint Avenue would reduce the risk of right-hook bicycle crashes with vehicles at the existing Broadway/Flint intersection and also would eliminate high volumes of cut-through auto and freight traffic that currently use N Flint Avenue to access the Broadway Bridge or avoid the Broadway-Weidler interchange.

In addition to improved safety and connectivity, the Hancock-Dixon Crossing supports adopted land use plans in and around the Project area, including planned redevelopment of Lower Albina and Lloyd. In particular, the new direct east-west connection across I-5 supports the redevelopment of the Blanchard site (Portland Public Schools headquarters), which is defined as a future master plan site in the City's Central City 2035 Plan. The design also is aligned with Central City 2035 policies to develop and implement strategies to lessen the impact of highways and other transportation systems.

Given the transportation and land use benefits, ODOT and the City agree to support the inclusion of the Hancock-Dixon Crossing in the Project design through the current environmental review phase and into future Project design and construction phases.



Rian Windsheimer, Region I Manager  
Oregon Department of Transportation



Chris Warner, Interim Director  
City of Portland  
Portland Bureau of Transportation