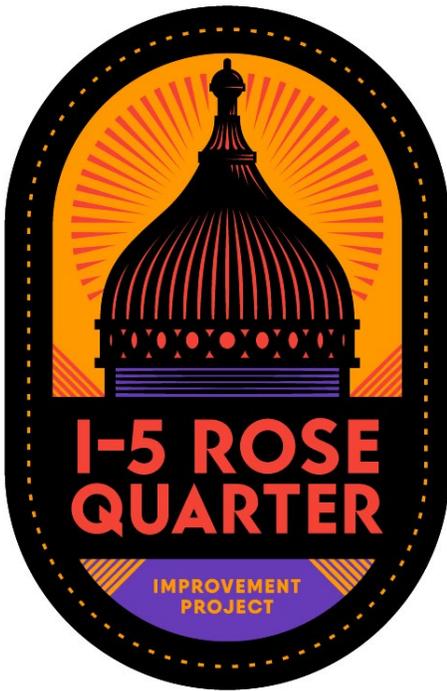

Appendix G. Comment Summary Report

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I-5 ROSE QUARTER IMPROVEMENT PROJECT

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT - COMMENT SUMMARY REPORT

**OREGON DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

FEBRUARY 12, 2024

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Attachment A. Public Comments Submitted on the 2022 SEA

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ACRONYMS AND ABBREVIATIONS

AASHTO	American Association of State Highway and Transportation Officials	GHG	greenhouse gas
ADA	Americans with Disabilities Act	HAAB	Historic Albina Advisory Board
ADT	average daily traffic	HB	House Bill
API	Area of Potential Impact	HDM	Highway Design Manual
APM	Analysis Procedures Manual	HSIP	Highway Safety Improvement Program
BIL	Bipartisan Infrastructure Law	HSM	Highway Safety Manual
CFR	Code of Federal Regulations	HTMS	Harriet Tubman Middle School
CRC	Columbia River Crossing	IBR	Interstate Bridge Replacement
dB	decibel	I-405	Interstate 405
dBA	A-weighted decibel	I-5	Interstate 5
DBE	Disadvantaged Business Enterprise	I-84	Interstate 84
DHV	design hour volume	ICA	Independent Cover Assessment
EA	Environmental Assessment	LLC	Limited Liability Corporation
EB	eastbound	LTS	Level of Traffic Stress
EIS	Environmental Impact Statement	MMA	Multimodal Mixed-Use Area
EJ	environmental justice	MSAT	Mobile Source Air Toxic
EPA	U.S. Environmental Protection Agency	MTIP	Metropolitan Transportation Improvement Program
FHWA	Federal Highway Administration	N/NE	North/Northeast
FONSI	Finding of No Significant Impact	NACTO	National Association of City Transportation Officials
		NB	northbound



NCHRP	National Cooperative Highway Research Program	REA	Revised Environmental Assessment
NEPA	National Environmental Policy Act of 1969	RFFA	reasonably foreseeable future action
NRHP	National Register of Historic Places	RMPP	Regional Mobility Pricing Project
OAR	Oregon Administration Rule	ROW	right-of-way
ODAS	Oregon Department of Administrative Services	RSEA	Revised Supplemental Environmental Assessment
ODOT	Oregon Department of Transportation	RTDM	Regional Travel Demand Model
OTC	Oregon Transportation Commission	RTP	Regional Transportation Plan
PBOT	Portland Bureau of Transportation	SB	southbound
PDO	Property Damage Only	SEA	Supplemental Environmental Assessment
PedPDX	Citywide Pedestrian Plan	SPIS	Safety Priority Index System
PLTS	Pedestrian Level of Traffic Stress	STIP	Statewide Transportation Improvement Program
PM ₁₀	particulate matter less than or equal to 10 micrometers in diameter	TOAS	Traffic Operations Analysis Summary
PM _{2.5}	particulate matter less than or equal to 2.5 micrometers in diameter	TSP	Transportation System Plan
PPS	Portland Public Schools	UMS	Urban Mobility Strategy
PSI	Portland Streetcar, Inc.	U.S.C.	United States Code
RCM	Rip City Management	VMT	vehicle miles travelled
		WB	westbound



1 INTRODUCTION

This report documents and responds to comments received by the Oregon Department of Transportation (ODOT) on the Supplemental Environmental Assessment (SEA) for the Interstate 5 (I-5) Rose Quarter Improvement Project (Project). The Project area is shown in Figure 1-1. Comments were submitted during a 50-day public comment period from November 15, 2022, through January 4, 2023.

Public comments were submitted via the following methods: Project e-mail, mailed letter, postcard, phone message, online open house and website, and testimony provided during virtual Public Hearing. A total of 921 comment submittals were received from individuals, public agencies, advisory committees and commissions, community organizations, non-government organizations, and private industry and limited liability corporations (LLCs), as detailed below.

Agencies

- City of Portland (City)
 - Bureau of Transportation
- Oregon Metro
- Oregon House of Representatives
- TriMet
- Oregon Environmental Justice Council

Advisory Committees and Commissions

- City of Portland, Historic Albina Advisory Board
- City of Portland, Pedestrian Advisory Committee
- City of Portland, Bicycle Advisory Committee
- City of Portland, Freight Committee
- City of Portland, Historic Landmarks Commission
- City of Portland, Design Commission
- Portland Sabin Community Association Land Use & Transportation Committee

Community Organizations

- Albina Vision Trust

-
- Brooklyn Action Corps Neighborhood Association
 - Eliot Neighborhood Association
 - Friends of the Green Loop
 - Oregon and Southwest Washington Families for Safe Streets
 - Portland: Neighbors Welcome
 - Sunrise PDX
 - Sunrise Rural Oregon

Non-Government Organizations

- 1000 Friends of Oregon
- Association of Oregon Rail and Transit Advocates
- Bike Loud PDX
- Breach Collective
- Cascade Policy Institute
- Ethiopian and Eritrean Cultural and Resource Center
- Fremont United Methodist Church
- National Association of Minority Contractors-Oregon
- No More Freeways PDX
- Oregon Walks
- The Street Trust
- Verde

Educational Institutions

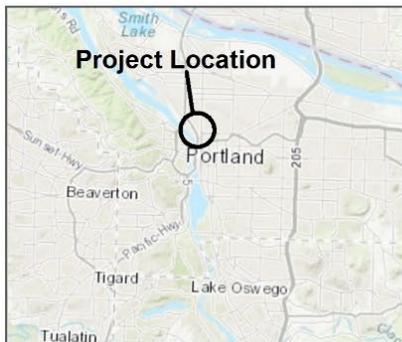
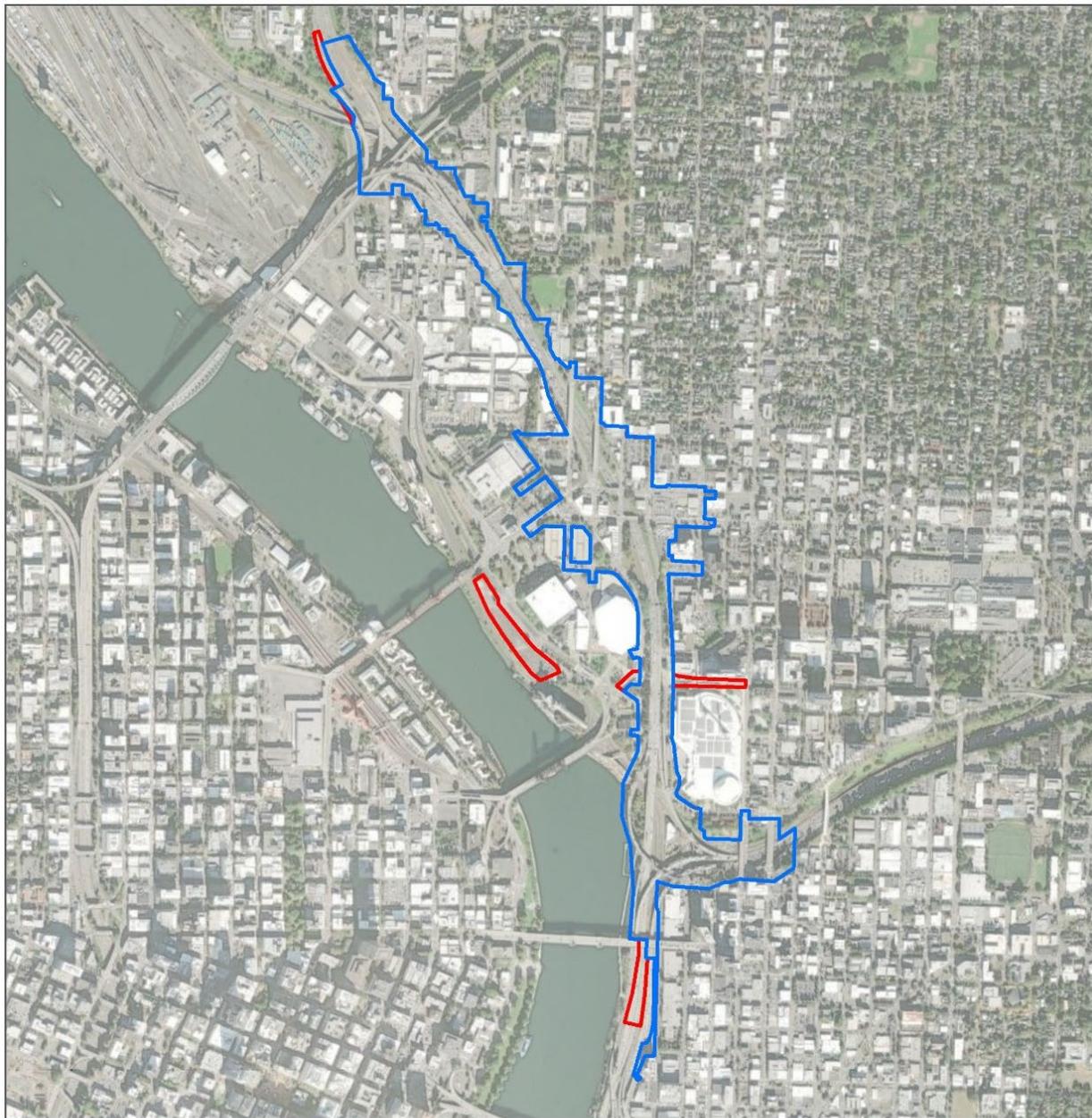
- Pacific University Oregon

Private Industry (Including LLCs)

- B-line Urban Delivery
- David J. Collins Engineering
- Joint Space LLC
- Madriguera Brewing Co.
- PacificCorp (ind)

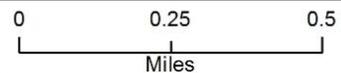
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- Pacific Gas & Electric (ind)
 - Pacific Landscape Management
 - Rip City Management
 - Studio Davis
 - Sutra-Teleport
 - Transita LLC
 - We All Rise Consulting
 - Windermere Real Estate

FIGURE 1-1. PROJECT AREA



- 2020 FONSI Build Alternative
- Revised Build Alternative Additional Area

I-5 ROSE QUARTER IMPROVEMENT PROJECT PROJECT AREA



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. ODOT received no comments from Tribes or self-identified tribal members.

2.1 IDENTIFICATION AND CODING OF COMMENTS

Comment submittals were entered into an online database application for the collection, tracking, and analysis of input. Each unique comment within each submittal was given a unique identification number and a corresponding comment category to help the comment processing team categorize comments for analysis.

2.2 COMMENT SUMMARY PROCESS

Unique comments were sorted by topic and further reviewed to develop summary issue statements pertaining to specific resources (e.g., air quality, climate change) or other topics (e.g., tolling, induced demand). ODOT has developed responses to each summary issue statement to address concerns identified by commenters. Although each comment is not responded to individually, every comment has been assigned one or more summary issue statements that have responses applicable to the concerns and input of each comment. When a comment spanned multiple topics, more than one summary issue statement was assigned. The list of individual comments and applicable summary issue statements is provided in Appendix A of this report, Public Comments Submitted on the 2022 SEA.

3 COMMENT SUMMARIES AND RESPONSES

Over 2,091 unique comments were evaluated from the submittals received. The number of comments associated with each comment category is summarized in Table 1 (note that a comment was assigned multiple categories if it spanned multiple topics).

TABLE 1. COMMENT TOTALS BY CATEGORY

Comment Category Group	Comment Category	Number of Comments ¹
NEPA Process	NEPA Class of Action	654
	Purpose & Need	30
	Alternatives	225
	Public Engagement	86
Elements	Design	22
	Auxiliary Lanes	2
	Broadway/Weidler Interchange	32
	Highway Cover	135
	Bike/Pedestrian Facilities	18
Environmental	Air Quality	51
	Climate Change	56
	Environmental Justice	40
	Historic Resources	1
	Section 4(f)	1
	Land Use	26
	Socioeconomics	1
	Transportation – Active	69
	Transportation – Safety	67
	Transportation – Traffic Ops	47
	Transportation – Transit	3
Water Resources	2	

Comment Category Group	Comment Category	Number of Comments ¹
Impacts and Mitigation	Impacts to Visual Resources and Viewsheds	9
	Cumulative Impacts	4
	Mitigation	2
Issues	Cost	184
	DBE/Jobs	3
	Freight	4
	Induced Demand	108
	Harriett Tubman Middle School	4
	Health Impacts	61
	Tolling	70
	Input	864

Key: DBE = Disadvantaged Business Enterprise; I-5 = Interstate 5; NEPA = National Environmental Policy Act.

¹ If a comment spanned multiple topics, multiple comment category codes were assigned to it. Therefore, these totals will add up to more than the number of unique comments identified.

The following sections present summary issue statements by category. Each summary issue statement is preceded by an alpha-numeric code; the same code was applied to the individual comments represented by the summary issue statement. The individual comments and assigned code are presented in Appendix A.

3.1 NEPA PROCESS

3.1.1 NEPA CLASS OF ACTION

NEPA-1 Commentors requested that an Environmental Impact Statement (EIS) be prepared and/or stated that an EIS should have been prepared to evaluate the environmental impacts of the Project. Specific concerns included:

- Level of detail in the analysis of an EIS versus an Environmental Assessment (EA);
- Range of alternatives studied in an EIS versus an EA (also see response to **ALT-1** in Section 3.1.3);
- Magnitude of the Project;

-
- Controversy surrounding the Project; and
 - Environmental and social impacts of the Project, including land use, environmental justice (EJ), and climate change.

Response:

An EIS is required when a project is likely to have significant effects on the quality of the human environment (23 Code of Federal Regulation [CFR] 771.123(a)). An EA is prepared when it is unknown whether a project will have such impacts, in order to determine if an EIS is needed. An EA does not allow an agency to conduct less analysis or to analyze project effects in less detail than an EIS; it focuses the analysis on those impacts that could be significant. The I-5 Rose Quarter Improvement Project Supplemental EA (2022 SEA) (ODOT 2022a) and the Revised SEA (RSEA) provide thorough analyses of the potential effects that could occur as a result of the Project, with a level of detail similar to what would be included in an EIS, while ensuring the data and analyses are presented in a clear, concise, and to-the-point manner to aid in efficient and effective decision making. This includes detailed analysis of potential effects to air quality, climate change, archaeological resources, historic resources, Section 4(f) properties, hazardous materials, land uses, noise, right-of-way (ROW), socioeconomics, EJ populations, transportation, utilities, and water resources.

The Comment Summary Report provided as Appendix I in the 2020 Finding of No Significant Impact (FONSI)/Revised Environmental Assessment (REA) (<https://www.i5rosequarter.org/library/>) summarizes the process by which ODOT and the Federal Highway Administration (FHWA) determined the appropriate National Environmental Policy Act (NEPA) classification for the Project, consistent with 23 CFR 771.115. As stated on page 53 of the 2020 Comment Summary Report, 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.

As described in Section 1.3 of the RSEA, ODOT and FHWA determined that design modifications as a result of the Hybrid 3 highway cover design concept required additional analysis beyond what was completed for the 2019 EA and 2020 FONSI/REA. More specifically, ODOT and FHWA determined that the significance of the potential effects of the Hybrid 3 highway cover design (i.e., Revised Build Alternative) were unknown, and an SEA was necessary to characterize the impacts and help determine significance. FHWA will consider all of the environmental and engineering analysis included within the RSEA, including mitigation measures and public comments, and make

a determination as to whether the Project will have a significant adverse impact on the human or natural environment and require the preparation of an EIS or that the RSEA provides sufficient evidence and analysis for determining that an EIS is not required through the issuance of a FONSI.

ODOT will continue to address concerns voiced by agencies and interested parties through collaborative approaches during the design phase. If future design efforts result in the need for additional environmental review, ODOT will coordinate with FHWA on the scope and format for that review and conduct appropriate public involvement in accordance with ODOT and FHWA policies.

NEPA-2 The NEPA review should focus on the whole collection of projects (i.e., the entirety of ODOT’s Urban Mobility Strategy [UMS]), including congestion pricing and transit alternatives. ODOT and FHWA are illegally segmenting freeway expansion projects.

Response:

The UMS is not a project in and of itself but rather a planning-level strategy for implementing the core projects prioritized by House Bill (HB) 2017 and HB 3055. The UMS projects are moving forward on separate timelines based on project readiness, available funding, and other factors. Each UMS project is proposed to meet a specific purpose and need, and although Areas of Potential Impact (APIs) may overlap, each project has independent utility and does not rely on implementation of one or more of the other projects to move forward.

3.1.2 PURPOSE AND NEED

PN-1 The Project, as designed, will not meet the stated purpose and need and/or fails to accomplish the Project goals and objectives. Concerns about the purpose and need and goals and objectives relate to:

- Belief that the Project will induce more vehicle miles traveled (VMT) (and therefore decrease safety and increase congestion);
- Pedestrian and bicycle safety objectives; and
- The Project providing only one new connection across I-5 (at North/Northeast [N/NE] Hancock Street).

Response:

ODOT and FHWA prepared the 2022 SEA to evaluate the environmental effects of a design modification to determine potential impacts that may be outside of the scope and bounds of the Build Alternative that was the subject of the 2020 FONSI/REA. The design modification, referred to in the 2022 SEA as the Revised Build Alternative, and

further refined in the RSEA, remains responsive to the stated purpose of and need for the Project for the reasons discussed in the SEA and RSEA.

Induced and latent demand are discussed in the RSEA in Section 3.13.2.4 and addressed in the response to **INDD-1** in Section 3.5.4. With respect to transportation improvements, a key factor in changes to latent demand is increased capacity. The Project includes the addition of auxiliary lanes on I-5, which are designed to decrease conflicts, improve safety and the flow of traffic, and allow the existing lanes to work more efficiently. Auxiliary lanes do not create significant new capacity. The Project does not add new general purpose lanes.

The following elements of the Revised Build Alternative are designed to individually and collectively improve safety for pedestrians and bicyclists:

- Upgrades to street crossings
- Dedicated bicycle facilities
- Connectivity to the Green Loop¹ through the Clackamas Pedestrian and Bicycle Bridge (restored with the design refinement to the Revised Build Alternative in the RSEA)
- Wider and well-lit sidewalks
- New connection across I-5 at N/NE Hancock

Please see response to **LID-5** in Section 3.2.4 for a discussion of the benefit provided by the new connection across N/NE Hancock.

PN-2 The change to the highway covers represents a significant change in the Project that should have triggered a rescope of the purpose and need.

Response:

Although the Revised Build Alternative includes one contiguous highway cover (as opposed to the disjunct highway covers included in the Build Alternative analyzed in the 2019 EA and 2020 FONSI/REA), the design remains responsive to the Project's stated purpose and needs because it would improve safety and operations on I-5 between Interstate 405 (I-405) and Interstate 84 (I-84), at the Broadway/Weidler interchange; improve local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange; and enhance multimodal connections between neighborhoods east and west of I-5. Like the Build Alternative evaluated in the 2019 EA and 2020 FONSI/REA, the contiguous highway cover of the Revised Build Alternative provides an east-west

¹ The Project would facilitate the Green Loop connection across I-5 but does not include construction of the Green Loop outside of this Project element.

connection over I-5 with N/NE Hancock. Unlike the Build Alternative, the Revised Build Alternative maintains the existing connection of N Flint Avenue over I-5. The change of the cover design to include buildable space on the cover is responsive to community input and is better aligned with Project goals and objectives.

PN-3 The Executive Summary of the 2022 SEA subjectively highlights perceived Project benefits and neglects to objectively address documented harms and concerns. ODOT claims that the Project is based on resolving safety issues when all supporting technical documentation presents that under existing conditions, there were 0 percent fatal and 1 percent severe crashes during the study period.

Response:

The Executive Summary is meant to present an overview of the Project and provide a concise summary of the benefits and adverse impacts of the alternatives. Based on Oregon crash rate data, I-5 in the Project Area has the highest crash rate on any urban interstate in Oregon (see Section 1.4 of the RSEA). The Project is expected to reduce crash rates and address existing crash issues. The auxiliary lanes would provide traffic operation benefits, including more uniform lane speeds and fewer lane changes, which would reduce the potential for congestion-related rear-end crashes.

Similar comments are documented in Section 3.1.17 of the 2020 Comment Summary Report. Section 5.1 of the 2019 *Transportation Safety Technical Report* documents total crashes and crash severity on the I-5 mainline within the Project Area during the 5-year period from 2011 through 2015 (ODOT 2019). 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 of the 2019 Transportation Safety Technical Report, 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.

3.1.3 ALTERNATIVES

ALT-1 ODOT needs to consider and/or evaluate alternatives to highway expansion, including:

- Tolling (i.e., pricing-only management such as congestion pricing, Regional Mobility Pricing Project [RMPP]);

-
- Alternatives focused on active transportation (including closing ramps, more multi-use paths);
 - Transit-only alternatives (including "rose lanes," which give priority to buses and streetcars);
 - A project that only includes auxiliary lanes and new shoulders and no other elements;
 - Various combinations of non-highway elements (tolling, active transportation improvements, transit-focused improvements, etc.) along with the highway cover;
 - Selective widening of shoulders along with the highway cover;
 - Closing one or more ramps to improve interchange spacing;
 - Removal of I-5 from the eastern bank of the Willamette;
 - Setting aside a portion of the highway for autonomous vehicle operation; and
 - Adding highway capacity (i.e., expanding I-5 in the Project Area).

Response:

Council on Environmental Quality regulations state that an EA shall "Briefly discuss...alternatives as required by section 102(2)(E) of NEPA" (40 CFR 1501.5(c)(2)). The alternatives development and screening process for the Project is described in Section 2.4 of the 2019 EA (ODOT 2019) and Section 3 of the 2020 REA, with additional summary of the Project development process in Section 2.1 of the 2022 SEA.

Over the course of a multi-year planning process, ODOT, the City, and residents of the N/NE Portland community worked together to develop and evaluate over 70 design concepts focused on highway, lid, and or surface street improvements via a multi-step screening process. Screening criteria focused on the operational performance of the highway system and local street network; safety considerations for pedestrians, bicyclists, transit riders, and motorists; and several factors related to social equity and urban design. This screening process culminated in a single recommended design concept carried forward as the Build Alternative for analysis in the 2019 EA (ODOT 2019).

Following the 2020 FONSI/REA and the outcome of an Independent Cover Assessment (ICA), ODOT modified the design of the Project, resulting in the Revised Build Alternative. As described in Section 2.1.2 of the RSEA, the design modifications included in the Revised Build Alternative resulted from an effort to address partner and public requests for the design to include opportunities for highway covers that support buildable space and restorative justice outcomes.

ALT-2 The Project violates FHWA guidelines that call for no expansion of general purpose freeway lanes. According to FHWA’s guidance on use of funds under the Bipartisan Infrastructure Law (BIL): “[...] in most cases, Federal-aid highway and Federal Lands funding resources available through the BIL, should be used to repair and maintain existing transportation infrastructure before making new investments in highway expansions for additional general-purpose capacity.” The alternatives analysis did not include a narrower and lower-cost facility, and therefore ODOT/FHWA have failed to examine the lessened environmental effects of building a narrower roadway. Figure 18 of the ICA Cost and Constructability Report (Appendix I of the ICA, available at <https://www.i5rosequarter.org/library/>) shows an alternative cross section that could achieve over 40 feet in total cover width with potential reduction in roadway width, which is consistent with the FHWA guidance and current practice for highways with cover structures or tunnels.

Response:

The Project does not add general purpose lanes. As described in Section 2.2.2.1 of the RSEA, the Project would extend existing auxiliary lanes on southbound (SB) I-5, add a northbound (NB) auxiliary lane on I-5, and provide shoulders. The addition of general purpose lanes is not authorized as part of this Project, and ODOT has no plan to convert the shoulders to general purpose lanes. Conversion of shoulders to general purpose lanes would need to be considered in a separate project, necessitating review and inclusion in the Regional Transportation Plan (RTP), funding to demonstrate fiscal constraint, additional NEPA review, and approval by FHWA. See response to **DES-2** in Section 3.2.1 for additional information.

Future funding decisions by ODOT or granting agencies will be made in compliance with rules or guidance established for the funding program. The guidance cited in the public comment has been superseded by the Policy on Using BIL Resources to Build a Better America, which removes the language cited.²

3.1.4 PUBLIC ENGAGEMENT AND EQUITY

PE-1 Open house materials were misleading (downplayed impacts), inadequate, and confusing, and the website had missing or broken links.

Response:

The open house materials were intended to summarize overall impacts concisely and are not intended to substitute for the full analysis contained in the 2022 SEA. The public has

² See https://www.fhwa.dot.gov/bipartisan-infrastructure-law/using_bil_resources_build_better_america.cfm for more information on the BIL.

been encouraged to consult the 2022 SEA, RSEA, and the supplemental technical reports on the Project website (<https://www.i5rosequarter.org/library/>) for details on the data sources, methodologies, and analyses conducted for this NEPA process. The functionality of the website, including links to materials, is checked frequently to ensure materials are retrievable.

PE-2 ODOT has not been forthcoming with information, data, and analyses to-date and is possibly keeping information out of public records. Analysis was removed from the Project website when the ICA website (www.albinahighwaycovers.com) was taken down, and only a portion of the documents contained on that website were transferred to the Project website.

Response:

Technical analyses presented in the 2022 SEA and RSEA were performed in a manner consistent with that of the 2019 EA, using methodology vetted in the Environmental Peer Review (Crunican 2020) and updated to address the Revised Build Alternative. ODOT published detailed technical analysis and results in Appendix A of the RSEA. Supporting documentation, technical reports (from the 2019 EA, 2022 SEA, and the RSEA), advisory committee materials, historical Project documentation, and other materials have been and continue to be available on the Project website.

ODOT maintains all final ICA documents once available on the ICA website on the Project website (<https://www.i5rosequarter.org/library/>).

PE-3 There was insufficient opportunity for public comment due to the public comment period overlapping with holidays including Thanksgiving, Hanukkah, Christmas, Kwanzaa, and New Year's Eve/Day, and concern was expressed that this was a deliberate action by ODOT to limit public comment.

Response:

The public review period for the 2022 SEA was from November 15, 2022, through January 4, 2023, a total of 50 calendar days. The 2022 SEA and supplemental technical reports were available on the Project website for the entirety of the public review period and remain available in the document library on the website. In providing for a 50-day public comment period, ODOT exceeded statutory guidance provided in 23 CFR 771.119(d), which states: "The applicant does not need 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 Administration field offices or, for FRA at Headquarters, for 30 days and in accordance with paragraphs (e) and (f) of this section. The applicant must send the notice of availability of the EA, which briefly describes the action and its impacts, to the affected units of Federal, Tribal, State and local government. The applicant must also

send notice to the State intergovernmental review contacts established under Executive Order 12372. To minimize hardcopy requests and printing costs, the Administration encourages the use of project websites or other publicly accessible electronic means to make the EA available.”

ODOT also held a virtual public hearing for the Project on December 6, 2022, consistent with 23 CFR 771.119 (e), which states: “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 Administration during the 30-day availability period of the EA unless the Administration determines, for good cause, that a different period is warranted.” More information about the public involvement process for the Project is contained in the Public Involvement Summary, included as Appendix F of the RSEA.

Comments received during the public comment period and the transcript of the public hearing held on December 6, 2023, are available on the Project website at <https://www.i5rosequarter.org/library/>.

Collectively, the extended comment period and the public hearing held by ODOT demonstrate ODOT’s proactive and inclusive approach to gathering public input on the Project.

PE-4 What is the legal basis for using race as a means to determine who speaks first at the public hearing? Oregon state agencies are prohibited from discriminating on the basis of race.

Response:

The Project ensured that there were many opportunities for all members of the public to provide comments on the SEA. Until midnight on January 4, 2023, the public was able to provide comment by mail, phone, and email. Instructions for each of these options were found on the Project website and the Project’s SEA online open house. The online open house was closed at midnight on January 4, 2023. Comments made at the virtual public hearing were not weighted differently than other comments made during the public comment period, and the virtual public hearing was not the only opportunity to provide comments on the 2022 SEA. ODOT complies with Title VI of the Civil Rights Act, the Americans with Disabilities Act (ADA), and other federal nondiscrimination authorities that prohibit discrimination based on race, color, national origin, age, disability, sex, income level, and Limited English Proficiency. This applies to all ODOT’s programs, activities,

services, operations, delivery of benefits, and opportunities to participate, including this Project.

PE-5 ODOT did not engage Rip City Management (RCM) until early 2022, which was after the analyses of the Revised Build Alternative, and effects related to the Moda Center, were already complete. Additionally, ODOT did not start addressing the concerns raised by RCM until after the 2022 SEA was published.

Response:

The input from RCM focused on safety and operations concerns in the vicinity of the Moda Center, including concerns related to the I-5 SB off-ramp relocation. The design refinements incorporated into the RSEA in response to RCM and other public comments include the following:

- I-5 SB off-ramp refinement: A new “flyover” structure for the I-5 SB off-ramp would separate eastbound (EB) and westbound (WB) vehicle traffic using the off-ramp. EB car and truck traffic would use the flyover to the NE Victoria Avenue and NE Weidler Street intersection and turn right (EB) onto NE Weidler. WB car and truck traffic would use the N Wheeler Avenue/N Williams Avenue/N Ramsay Way intersection. Two design options are under review for the WB vehicles: one option would direct car and truck traffic up N Wheeler to NE Broadway, and the other option would direct car and truck traffic to N Ramsay and NE Interstate. Based on estimated traffic volumes and travel patterns, approximately two-thirds of the I-5 SB off-ramp car and truck traffic would use the flyover route (EB), reducing the potential for conflicts between cars and trucks and people walking, biking, or rolling in the area of the N Wheeler/N Williams/N Ramsay intersection.
- Bicycle and pedestrian refinement: The Clackamas Pedestrian and Bicycle Bridge over I-5 that was included in the Build Alternative (ODOT 2020) but removed with the Revised Build Alternative evaluated in the 2022 SEA is restored as a Project element in the RSEA (located on the southern side of the off-ramp EB flyover). A pedestrian ramp at N Ramsay and N Center Court Street is added to the Project design to access the Moda Center and the planned City Green Loop on N Ramsay. The bridge would also include a direct connection into the Moda Center Garden Garage and a connection to the N/NE Weidler and N Williams intersection and southern highway cover area.

As compared to the Revised Build Alternative design considered in the 2022 SEA, the design refinements would improve safety for people walking, biking, and rolling (Sections 3.13.2.2 and 3.13.2.3 of the RSEA); reduce car and transit delays (Sections 3.13.2.1 and 3.13.2.4 of the RSEA); support redevelopment opportunities for the Albina community

(Section 3.16.11 of the RSEA); and create safer access to Moda Center events (Section 3.13.2.3 of the RSEA).

PE-6 Those who would shoulder the burden of cost and impact for the Project—including motorists on I-5, parents and students at Harriet Tubman Middle School (HTMS), and the Albina community—have not been engaged by ODOT.

Response:

ODOT has engaged a wide variety of individuals and groups who will potentially be affected by the Project through many different methods, including email newsletters and e-alerts, a print mailer, social media posts, media releases, advertisements in print and digital outlets, community presentations and briefings, speaking at community events, presentations at advisory committee meetings, and direct community-based organization outreach. The “Events and Meetings” tab on the website provides information on upcoming meetings (<https://www.i5rosequarter.org/events-meetings/>). These meetings are open to the public, and accommodations are provided if needed. The public review period for the 2022 SEA was from November 15, 2022, through January 4, 2023, for a total of 50 days (20 days longer than required, as described in the response to **PE-3**). ODOT hosted an online open house that was accessible throughout the duration of the public comment period, and ODOT also held a public hearing for the Project on December 6, 2022. These engagement efforts are summarized in Appendix F of the RSEA.

PE-7 ODOT would violate civil rights laws with racially exclusive processes, such as plans to turn over decision-making with the cover design to Black-led community groups.

Response:

The City of Portland will lead the process to define the future development vision for what could ultimately be built on top of the highway cover. This process is outside of ODOT’s role and is therefore not considered to be a part of this Project. Throughout the process to define the development vision of the cover, the City will consult with public agencies and organizations that represent the Albina community, as appropriate, but the ultimate decision-making is left to the City of Portland (see response to **LU-1** in Section 3.3.6 for information on the Community Framework Agreement). Although restorative justice is a goal of the Project, any decisions ultimately made about uses on the cover are still bound by federal, state, and local laws that prohibit discrimination based on race.

PE-8 ODOT falsely summarized public comments and altered documents to conceal public opposition to the Project.

Response:

ODOT has published all comments received on the 2022 SEA on the Project website (<https://www.i5rosequarter.org/library/>), redacting only personal contact information such as addresses and phone numbers to protect individual privacy. The full content of any redacted comment is part of the Project record and can be made available upon request. Appendix A, Public Comments Submitted on the 2022 SEA, of this Comment Summary Report contains a list of all public comments received on the 2022 SEA and which summary issue statement and response is applicable. If a comment spanned multiple topics, multiple summary issue statements were assigned to the comment.

3.2 ELEMENTS

3.2.1 DESIGN

DES-1 What is the distance between the retaining walls between NE Hancock and N Wheeler?

Response:

Figure 2-6 of the 2022 SEA and RSEA shows a not-to-scale drawing of the I-5 cross-section under the highway cover based on preliminary design, which is sufficient for assessment at this stage of the NEPA process. At the current design stage, based on unpublished, draft engineering drawings, the width of the highway from wall to wall under the cover is approximately 136 feet across the NB and SB roadways. The relocated SB off-ramp includes an additional span between retaining walls of approximately 48 feet. The width remains fairly consistent, with less than 1 to 2 feet of change in width between NE Hancock and NE Weidler. The design is still preliminary and could change as design progresses.

DES-2 ODOT has not disclosed the width of the interstate and is claiming that the additional ROW accommodates shoulders and egress areas, not freeway expansion. This additional ROW could be transformed into general purpose lanes by painting new lines on the roadway, resulting in a 10- to 12-lane freeway. ODOT needs to disclose and analyze the impacts of this freeway expansion.

Response:

As detailed in Section 2.2.2.1 of the 2022 SEA and RSEA, the Project would extend the existing 12-foot auxiliary lane on SB I-5 and add a 12-foot auxiliary lane on NB I-5. Shoulders would be added: 12 feet wide on the outside and 8 feet wide on the inside, except under the highway cover, where shoulders would be 5 feet wide. The width of the interstate varies through the Project Area, as depicted in Figure 2-5 of the 2022 SEA and RSEA.

The Project's highway improvements would include auxiliary lanes and shoulders to smooth traffic flow by providing vehicles additional space to accelerate or decelerate safely when merging on or off I-5, as well as space for emergency responders and disabled vehicles to move out of the way of traffic. The proposed shoulders are designed consistent with the design standard applicable to this roadway. Conversion of shoulders to general purpose lanes is not authorized as part of this Project and would need to be considered in a separate project, necessitating review and inclusion in the RTP, funding to demonstrate fiscal constraint, additional NEPA review, and approval by FHWA.

Figures 2-2 and 2-6 in the RSEA show cross sections of the existing highway and the design of the Revised Build Alternative. Final design and construction plans cannot deviate substantially from what was analyzed in the RSEA without triggering a new environmental review process.

DES-3 Why does the Project design remove the north-south highway overpass west of N Vancouver Avenue?

Response:

The Build Alternative evaluated in the 2019 EA and 2020 FONSI/REA included removal of the north-south overpass west of N Vancouver, which is N Flint Avenue. Under the Revised Build Alternative, N Vancouver and N Flint are part of the re-established historic street grid on the highway cover, as described in Section 2.2.2.2 of the RSEA.

DES-4 The Revised Build Alternative provides less benefit than the Build Alternative of the 2020 FONSI/REA. The Revised Build Alternative will have "reduced median shoulder widths in some areas" compared to the Build Alternative, and it does not substantively change weaving distances over the No-Build Alternative.

Response:

The Revised Build Alternative provides the benefit of improved safety and operations with widened shoulders and added or extended auxiliary lanes. Compared to the Build Alternative of the 2020 FONSI/REA, the design of the Revised Build Alternative has reduced inside shoulder widths in some areas. This was a trade-off needed to accommodate the community-supported highway cover design, which changed after the 2020 FONSI/REA.

As discussed in Section 6.2.1 of the *Revised Safety Supplemental Technical Report* (Appendix A of the RSEA), the forecast crash rates for both the Build Alternative and the Revised Build Alternative would both be lower than the forecast crash rates for the No-Build Alternative between approximately the I-405 ramps and the existing SB I-5 entrance ramp from N Ramsay. However, the Revised Build Alternative is forecast to have

a slightly higher crash rate (up to 9 percent higher, yet still below the No-Build Alternative) as compared to the Build Alternative, due primarily to the changes in the inside shoulder widths.

Providing the auxiliary lanes under the Revised Build Alternative would result in enhanced traffic operations, more uniform lane speeds, and reduction in lane changes as compared to the No-Build Alternative. As documented in the 2019 *Transportation Safety Technical Report*, the number of emergency braking events on the highway mainline with the Project would decrease in both NB and SB of I-5. In both directions, the analysis shows substantial reduction of emergency braking during peak hours due to the addition of the auxiliary lanes.

DES-5 Was future growth considered in the Revised Build Alternative design? Will the Project need to be expanded to accommodate future growth?

Response:

As described in the *Revised Traffic Analysis Supplemental Technical Report* (Appendix A of the RSEA), the Metro Regional Travel Demand Model (RTDM) were used to forecast future demand for the horizon year 2045. Metro maintains travel demand models for the base (year 2015) and future conditions (year 2040). The 2040 travel demand model integrates planned transportation projects and land use changes in the metro area to generate future volume forecasts. The 2040 travel demand model incorporated transportation projects identified in the financially constrained list in the 2018 RTP (Metro 2018). To develop the 2045 forecast volumes for the No-Build and Revised Build Alternatives, the volume growth from the 2015 base year and the 2040 future year were used to calculate 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 extend the demand model for the Project's horizon year. The 2045 Revised Build Alternative model was developed by:

- Updating the 2045 No-Build Alternative model with the proposed auxiliary lanes on I-5 between the I-84 and I-405 interchanges; and
- Incorporating the newly proposed roadway network adjustments and updating intersection lane configurations.

DES-6 St. Philip the Deacon Episcopal Church should be added to the list of churches in the "Pillars of Albina" list of places important to the African American experience in Oregon.

Response:

The "Pillars of Albina" are a proposed Urban Design Element involving 12 new columns that would be installed to support the bridge between NE Multnomah Street and NE

Holladay Street. Design of the Pillars would occur after a NEPA decision and involve input from the community and the Historic Albina Advisory Board (HAAB). St. Philip the Deacon Episcopal Church will be added to the list of ideas. Other Urban Design Elements recommended by the community and the HAAB include concrete patterning on concrete noise walls and barriers in designs intended to honor the Albina Community and Black voices.

3.2.2 AUXILIARY LANES

AUX-1 The Project Frequently Asked Questions includes this statement: “During peak morning and evening traffic, over 95 percent of vehicles that enter I-5 SB from the I-405 Fremont Bridge go on to exit the interstate within 2 miles, either at N Broadway, I-84 or the Morrison Bridge.” This is used as the reason to add SB auxiliary lanes. There are also on-ramps from N Greeley and N Wheeler onto I-5. How many other SB vehicles entering I-5 will exit within the 2 miles of the Project Area? Since these drivers will need to change lanes to the auxiliary lanes, a new bottleneck of lane changing and weaving to/from the proposed auxiliary lane would be created.

Response:

Section 2.2.2.1 of the RSEA states that the Revised Build Alternative would extend the existing auxiliary lane on I-5 SB and add a new auxiliary lane on I-5 NB. Figure 2-5 (Section 2.2.2.1) of the RSEA depicts the highway configuration under existing and proposed conditions, including the location of through lanes, auxiliary lanes, and highway shoulders.

The existing SB auxiliary lane currently ends just south of the N Broadway off-ramp, in the vicinity of the N Broadway overcrossing structure. With the Revised Build Alternative, it would extend to the Morrison Bridge/Oregon Museum of Science and Industry off-ramp. There are no planned improvements for I-5 SB between I-405 and the Broadway/Weidler interchange.

The analysis that has been completed for the Project shows that in the SB direction, approximately 50 percent of the traffic destined for the I-84 off-ramp is getting on between the Greeley and I-405 on-ramps and would only have to make one lane change to exit to I-84, while approximately 30 percent is getting on at NE Weidler and would not make any lane changes at all, and only 20 percent is coming from further north on I-5 and would have to make two lane changes to exit to I-84. The *Revised Transportation Safety Supplemental Technical Report* states that the auxiliary lanes would result in enhanced traffic operations, more uniform lane speeds, and reduction in lane changes as compared to the No-Build Alternative (Appendix A of the RSEA). Additionally, the

auxiliary lanes would result in a substantial reduction of emergency braking during peak hours.

AUX-2 The SEA is misleading in the description of the benefits of the proposed auxiliary lanes because auxiliary lanes do not provide additional space for accelerating and decelerating from on-ramps and to off-ramps. The ramp terminal locations, for the most part, will not change.

Response:

The addition of an auxiliary lane would allow for the weaving and merging to occur in a separate lane and not on the mainline of I-5. As described in Section 6.2.1 of the *Revised Transportation Safety Supplemental Technical Report* (Appendix A of the RSEA), the result is a smoother flow of through traffic on the mainline and a substantial reduction of emergency braking during peak hours, which results in fewer unexpected driver maneuvers, less rapid acceleration and deceleration, and less potential for rear-end crashes. ODOT safety analysis has indicated that by adding auxiliary lanes in weave/merge sections of highways, the crash rates would be reduced by nearly 30 percent (ODOT 2013).

3.2.3 BROADWAY/WEIDLER INTERCHANGE

BWI-1 The Revised Build Alternative proposes no improvements to the existing I-5 SB on-ramp. Leaving the I-5 SB on-ramp in its current position exacerbates existing operations issues because it directs highway-bound traffic (that is much of the time accelerating) through the N Wheeler/N Williams/N Ramsay intersection, retains the existing weaving length and lane configurations on I-5 to the I-84 EB off-ramp, and creates a risk of traffic queuing back to the ramp terminal intersection.

Response:

As discussed in the *Revised Traffic Analysis Supplemental Technical Report* (Appendix A of the RSEA), the addition of a SB auxiliary lane between the NE Weidler on-ramp and the Morrison Bridge off-ramp is anticipated to lower traffic demands in the weaving area (when compared to the No-Build condition), reducing the friction in the weaving area. The traffic simulation model has shown that queuing from the weaving area is not expected to extend back to the N Wheeler/N Williams/N Ramsay intersection.

BWI-2 The radius of curvature for intersections at the new I-5 SB off-ramp and at N Weidler is a wide, sweeping turn that will allow for faster movement by cars and trucks, longer crossing distances for cyclists and pedestrians, and limited visibility. The *Transportation Safety Supplemental Technical Report* says that the radius of the curve in

the SB off-ramp does not meet ODOT's safety standards but does not explain how the proposed mitigation (wider shoulders) would mitigate the deficiency.

Response:

The design of the I-5 SB off-ramp has been refined to provide for dedicated EB and WB off-ramps, thereby eliminating the sharp curve radius of the ramp and no longer directing all exiting traffic to the N Wheeler/N Williams/N Ramsay intersection.

BWI-3 Options for managing inbound and outbound event traffic in the Rose Quarter are already limited, and the Revised Build Alternative concentrates traffic flow and adds more highway-related traffic to this area but offers no new infrastructure to address these challenges. The SEA does not analyze the effects of the additional traffic and congestion to this area.

Response:

To address this concern, ODOT and the City of Portland held a series of policy and technical meetings with the HAAB, Project partners, and key community partners, including RCM. The focus of these conversations was to arrive at a consensus-based design refinement solution to address the concerns related to safety, event operations, and broader district development at the I-5 SB ramp terminal at the N Wheeler/N Williams/N Ramsay intersection.

The resulting design refinement in the vicinity of the Moda Center includes a new flyover structure for the I-5 SB off-ramp that would separate EB and WB vehicle traffic using the exit. EB car and truck traffic would use the flyover to the NE Victoria and NE Weidler intersection and turn right (EB) onto NE Weidler. WB car and truck traffic would use the N Wheeler/N Williams/N Ramsay intersection. Two design options are under review for the WB vehicles: one option would direct car and truck traffic up N Wheeler to NE Broadway, and the other option would direct car and truck traffic to N Ramsay and NE Interstate. Based on estimated traffic volumes and travel patterns, approximately two-thirds of the I-5 SB off-ramp car and truck traffic would use the flyover route (EB), reducing the potential for conflicts between cars and trucks and people walking, biking, or rolling in the area of the N Wheeler/N Williams/N Ramsay intersection.

During the design phase, traffic analysis of the ingress conditions would be performed to identify specific mitigation and develop an event traffic management plan to accommodate the additional traffic volumes during both event ingress and egress conditions. Also, the Clackamas Pedestrian and Bicycle Bridge would provide an additional route for bicycles and pedestrians to cross I-5 using a separated facility with less exposure to motor vehicles and avoiding the complex intersections of ramp terminals. The Clackamas Pedestrian and Bicycle Bridge in the Revised Build Alternative

provides grade-separated connections, including a connection parallel to N Williams from the crossing to the southeastern corner of the intersection of N Williams and N/NE Weidler, and a direct connection from the crossing to the Garden Garage.

The Project includes both auto and multimodal local street improvements around the N Wheeler/N Williams/N Ramsay intersection to improve access during event ingress and egress times.

BWI-4 ODOT failed to include an analysis of the environmental, social, and safety effects of additional driving and out-of-direction travel in the Rose Quarter area due to the relocation of the I-5 SB on-ramp from N Broadway to N Wheeler.

Response:

Design refinements described in Section 2.2.2 of the RSEA address concerns regarding the relocation of the I-5 SB off-ramp. Environmental impacts of the Revised Build Alternative are disclosed in the RSEA and, in greater detail, in the revised technical reports included in Appendix A of the RSEA.

3.2.4 HIGHWAY COVER

LID-1 Traffic entering I-5 in the NB direction from Broadway would experience impaired visibility from the highway cover, creating a hazard for cross-merge traffic.

Response:

The design details for signing, illumination, and striping along the ramp would consider both advanced signage and standard sight distance to help motorists safely enter I-5 NB using the on-ramp that would be partially underneath the highway cover.

LID-2 The highway cover and the vision brought forward by Albina Vision Trust, including a shift in design approach from an auto-focused street network and circulation system to a pedestrian-oriented street scale that improves pedestrian safety and experience and supports place-making and wealth-creation outcomes, are good ideas. However, the negative impacts of the highway design elements are too great, and the highway cover should be built without the other elements of the Project moving forward.

Response:

A project (or alternative) that included only the highway cover without any design elements on I-5 between I-405 and I-84, the Broadway/Weidler interchange and adjacent surface streets, or enhanced multimodal facilities would not address the Project's stated purpose and need, as defined in Section 1.4 of the RSEA.

ODOT will continue to engage with the City of Portland and Project committees as well as with Metro, Multnomah County, TriMet, Portland Streetcar, Inc. (PSI), local businesses, and interested parties including the Albina Vision Trust and RCM and the public to inform design refinement of highway cover.

Please see response to **ALT-1** in Section 3.1.3 for a discussion of the alternatives analyzed in the RSEA.

LID-3 Will the highway cover include the section in front of HTMS and has that possibility been considered?

Response:

The ICA did not evaluate a highway cover design that would extend north to HTMS. Because the elevation on the west side of the highway is much lower than the east side to the north of HTMS, it would not be possible to cover the highway in a way that is structurally sound. Moreover, because the highway is configured on a viaduct raised approximately 40 feet in height in this area, a contiguous and physical connection between the east and west sides of the highway would not be established even if engineering constraints could be overcome. Ultimately, this outcome would not serve a primary purpose of the lid, which is to restore neighborhood and community connections.

LID-4 Was a feasibility study done for the highway cover?

Response:

Yes, a feasibility assessment was completed as part of the ICA.

LID-5 The 2022 SEA mischaracterizes the benefits of the highway cover to the local street network because the Revised Build Alternative retains all existing bridges and adds only one new roadway segment at N/NE Hancock, which does not connect to Lower Albina. Based on this, it is a false statement to say, "The highway cover in the Revised Build Alternative would connect streets that are currently divided by I-5."

Response:

The RSEA text has been updated to clarify that N/NE Hancock is the only street that would receive a new connection under the Revised Build Alternative.

In Section 2.2.2.2, the RSEA characterizes the benefits of the highway cover to the local street network by stating, "The highway cover would connect both sides of I-5, reducing the physical barrier of I-5 for neighborhoods east and west of the highway and providing buildable space above I-5."

The reconnection of N/NE Hancock begins to implement community connections defined in the City's N/NE Quadrant Plan and supports the potential for future modifications to the local street network that could re-establish connections in Lower Albina. Any future modifications to the local street network would be considered and approved through the local planning process. The highway cover and local street connections for the Revised Build Alternative were developed through the ICA process, and these features were identified by the community to best meet the community vision and provide community connection benefits.

3.2.5 BIKE/PEDESTRIAN FACILITIES

FAC-1 The Revised Build Alternative removes the Clackamas Pedestrian and Bicycle Bridge and forces east–west bicycle and pedestrian traffic onto N/NE Broadway and N/NE Weidler, which adds potential conflict with vehicles.

Response:

Based on input received during the 2022 SEA comment period, ODOT refined the design of the Revised Build Alternative and restored the Clackamas Pedestrian and Bicycle Bridge as a Project element in the RSEA. This facility provides an alternate route for pedestrians and bicyclists traveling through the Project Area where they can avoid potential conflict with vehicles on that segment of N/NE Broadway and N/NE Weidler.

3.3 ENVIRONMENTAL

3.3.1 AIR QUALITY

AQ-1 Will polluted air be trapped in the covered portion of the interstate and leak out to the surrounding Albina neighborhood, in particular affecting people using the lid area? Can a filtration system be installed?

Response:

Because of the relatively short length of the tunnel created by the highway cover, airflow through the tunnel generally would be maintained by vehicle movement and wind. A filtration system is not needed for the tunnel based on its dimensions and traffic flow. ODOT will place monitors in the tunnel to activate fans in the event of a fire to manage smoke and heat, and to circulate air if emissions levels from slow or stopped traffic create dangerous conditions for people in the tunnel. Such occurrences are expected to be rare.

See response to **HLTH-1** in Section 3.5.6 for a description of air quality improvements associated with the Revised Build Alternative, particularly noting the area near HTMS, which is at the northern end of the tunnel, and the surrounding neighborhood..

AQ-2 The Project will result in more cars on the road, which means more emissions of greenhouse gases (GHGs) and pollutants from exhaust and brake and tire wear, which can be detrimental to public health. Proximity of residential neighborhoods and HTMS to the additional traffic on I-5 is of particular concern with respect to air quality impacts.

Response:

As discussed in the response to **INDD-1** in Section 3.5.4, the auxiliary lanes that are a part of the Project would not result in an increase to system capacity. However, short-term air quality impacts during construction of the Revised Build Alternative would include the release of small particulate emissions (fugitive dust) generated by soil excavation, surface grading, hauling, and various other construction activities, as well as exhaust emissions from construction equipment (see RSEA Section 3.2.2.2). ODOT would implement best management practices during construction to reduce the potential for Project-related impacts to air quality, including compliance with Oregon Administrative Rule (OAR) 340-208-0210, Requirements for Fugitive Emissions, and OAR 731-005-0800, Clean Diesel Construction Standard, which lists the Project.

Under operational conditions, most estimated future (2045) air pollutant emissions in the API under the No-Build and Revised Build Alternatives are nearly identical to or substantially lower than existing conditions. Air quality within the API would improve slightly under the Revised Build Alternative. FHWA's projected Mobile Source Air Toxic (MSAT) trends (Figure 1 in Appendix B of the *Revised Air Quality Supplemental Technical Report* [Appendix A of the RSEA]) indicate that MSATs emissions would decline over time with increasing VMT. Criteria pollutants other than PM_{2.5} and PM₁₀,³ which are dominated by brake and tire wear, would also continue to decline over time. This decline would occur in the Project Area, including the vicinity of HTMS, as more restrictive tailpipe emission standards are implemented. MSAT emission estimates for surface street operations for the Revised Build Alternative in 2045 also remain similar to estimates for the No-Build Alternative for all pollutants other than benzene, ethylbenzene, and formaldehyde, which would increase under the Revised Build Alternative relative to the No-Build Alternative because of the increase in VMT and change in speed on surface streets with the Revised Build Alternative. Please see Section 3.2 of the RSEA for more information about air quality impacts of the Revised Build Alternative.

³ PM_{2.5} and PM₁₀ refer to primary exhaust categories, specifically particulate matter 10 microns in diameter or smaller (PM₁₀) and 2.5 microns in diameter or smaller (PM_{2.5}).

Please see response to **EJ-1** in Section 3.3.3 for concerns related to EJ, and **HLTH-1** in Section 3.5.6 for concerns related to the health impacts of the Project.

AQ-3 Was the projected increase in electric vehicles and working from home factored into the air quality analysis?

Response:

As specified in Table 1 of the *Revised Air Quality Supplemental Technical Report* (MOVES3 Runspec Selections), electric vehicles were included in the analysis (Appendix A of the RSEA). Oregon has an active program to promote and support ownership of zero-emitting vehicles. Because low- and zero-emitting vehicles are slated to be an increasing share of the vehicle fleet in the API, emissions from mobile sources are expected to decline substantially by 2045 with or without the Project. The potential increase in people working from home in 2045 was not factored into air quality analysis because reliable data and projections for 2045 conditions do not exist. On I-5 in Portland, 2023 volumes are only about 6 percent less than those in 2019 (ODOT 2023a).

AQ-4 Why didn't the expert review of the air quality analysis also include a review of the traffic analysis on which the air quality analysis was based?

Response:

The Environmental Peer Review Panel was convened to evaluate the noise, air quality, and GHG technical analyses that were conducted for the 2019 EA (ODOT 2019), as directed by the Oregon Transportation Commission (OTC). There was no request for a peer review of the traffic analysis. Regarding the air quality review, the panel found that ODOT properly followed FHWA and U.S. Environmental Protection Agency (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. The Project design was subsequently updated and evaluated in the 2022 SEA, with updates based on design refinements presented in the RSEA. The 2022 SEA and RSEA included analysis of criteria pollutant emissions.

The Environmental Peer Review Final Report and all supporting documents for the peer review are available on the Project website, along with the 2019 Traffic Analysis Report: <https://www.i5rosequarter.org/library/>.

3.3.2 CLIMATE CHANGE

CC-1 The Project is not consistent with the State of Oregon's climate change goals, including (1) prioritizing activities that reduce emissions, (2) addressing air quality, and (3)

integrating climate change, climate impacts, and emissions goals into investments and policymaking.

Response:

The climate change analysis described in Section 3.3 of the RSEA and in more detail in the *Revised Climate Change Supplemental Technical Report* (Appendix A of the RSEA) discloses the Project’s potential GHG emissions and contribution to climate change effects. The analysis concludes that the Revised Build Alternative design options would have a slightly lower level of emissions (1 to 3 percent) in 2045 relative to the No-Build Alternative in 2045. The large decreases predicted in annual Project emissions from existing to future year is because of federal, state, and local efforts to develop more stringent fuel economy standards and transition to cleaner, low-carbon fuels for motor vehicles.

Section 6.3 of the *Revised Climate Change Supplemental Technical Report* presents the results of the cumulative impact analysis. This analysis concludes that the GHG emissions for the Revised Build Alternative, along with the incremental addition of GHG emissions from other past, present, and reasonably foreseeable future actions, would contribute to the ongoing effect of climate change occurring on a global (rather than a local) scale. Large reductions in GHG emissions would be required to mitigate global climate change. Therefore, Project-level GHG emissions should be considered in the context of overall emission reduction goals.

The State of Oregon and ODOT are implementing programmatic strategies to reduce GHG emissions. Section 3 of the *Revised Climate Change Supplemental Technical Report* documents federal, state, and local strategies expected to reduce transportation sector GHG emissions through fuel economy standards, inspection and maintenance programs, and transition to cleaner, low-carbon fuels for motor vehicles. Large decreases in predicted GHG emissions from existing conditions to future conditions (2045) for both No-Build and the Revised Build Alternative Design Options are predicted as a result of these regulatory efforts.

CC-2 ODOT failed to comply with Executive Order 20-04 issued by Oregon Governor Brown on March 10, 2020, directing all state agencies to, “exercise any and all authority and discretion” to facilitate the GHG emission targets, including a 45 percent reduction below 1990 levels by 2035. Because transportation is responsible for roughly 40 percent of the state’s GHG emissions, it is not possible to attain these goals unless all major capital projects contribute significantly to these GHG reduction efforts.

Response:

ODOT is complying with Executive Order 20-04 in several ways:

- ODOT established a new Climate Office in spring 2020 to better coordinate and lead efforts to reduce Oregon’s emissions from transportation and address climate change.
- In December 2021, the OTC directed \$100 million more dollars for bike and pedestrian projects for the 2024-2027 Statewide Transportation Improvement Program project cycle (versus the 2021-2024 cycle).
- In April 2022, the OTC committed \$100 million over 5 years in federal and state funding for public electric vehicle infrastructure throughout the state.
- ODOT examined ways to reduce emissions from its projects via a comprehensive study completed in February 2022:
<https://www.oregon.gov/odot/Programs/TDD%20Documents/ODOT%20Operational%20GHG%20Reductions%20-%20OBPs%20and%20Recs%20--%20FINAL%202022.01.05.pdf>
- ODOT built an expansive website to track and report on work to reduce transportation emissions across ODOT and several partner state agencies:
<https://www.oregontransportationemissions.com/>

Additionally, actions from other agencies given direction in the order will complement those of ODOT. A recent example is the Oregon Department of Environmental Quality’s new regulations on sales of new zero-emission vehicles by 2035. At the project level, FHWA-approved methods for determining GHG emissions do not account for many of the strategies, policies, and actions described above that are in place—or will be in the future—that will create large emission reductions, and is therefore a conservative estimate of future GHG emissions.

CC-3 The climate change analysis must consider potential impacts from construction, operation, and maintenance, and both existing traffic and the potential for increased traffic volumes. Construction mitigation must include measures to reduce climate impacts through implementation of climate-friendly methods and use of climate-friendly materials.

Response:

The climate change analysis includes impacts from construction and operation and maintenance activities, as stated in Section 3.3.2.2 of the RSEA. Table 3-2 in the RSEA includes the estimated emissions generated during construction and maintenance of the Project, and Table 3-3 presents the estimated long-term operational emissions from changes in traffic volumes for both the No-Build and Revised Build Alternatives in 2045, compared to the estimated emission totals for 2017.

A new section was added to the *Revised Climate Change Supplemental Technical Report* (Appendix A of the RSEA)—Section 6.3.1, Adaptation and Resilience. It includes a description of ODOT’s commitment to the use of low-carbon fuels and low-carbon materials in construction consistent with its Climate Adaptation and Resilience Roadmap (ODOT 2022b).

CC-4 ODOT did not provide enough information to explain how its GHG emission numbers were calculated and used unorthodox methods and results from a simulation model to estimate GHG emissions, which is the wrong tool and which underestimates induced travel, including induced VMT outside of the studied subarea. A more appropriate modeling procedure would be to run the RTDM with and without the Project, using the difference in VMT as the model’s VMT estimate induced by the Project.

Response:

Methods used to calculate GHG emissions are outlined in Section 4 of the 2019 *Climate Change Technical Report*. Updates to some of the input files are described in Section 4 of the *Revised Climate Change Supplemental Technical Report* (Appendix A of the RSEA). Although global climate change is the cumulative result of emissions sources worldwide contributing to global atmospheric GHG concentrations, ODOT’s analysis focused on a Project-level analysis, using a smaller analysis area to effectively compare GHG emissions from the future Revised Build and No-Build Alternatives. Specifically, the API for climate change is the same as the Project Area, plus roadways that could experience changes in congestion (e.g., traffic volumes and speed) sufficient to expect a meaningful change in emissions between the Build and No-Build conditions.

VMT was developed by using the average annual daily traffic presented in the 2019 *Climate Change Technical Report* and by using the length of the Project on I-5 where delays would most likely occur. The analysis inputs for VMT and speed were developed separately for analysis with and without the Project, and the emission difference is presented in Table 10 of the *Revised Climate Change Supplemental Technical Report*. The GHG emissions analysis did not use the crash data. Please see response to **SAF-6** in Section 3.3.9 for additional information about crash data.

Please see responses to **TRAF-3** and **TRAF-5** in Section 3.3.10 for more details on how the traffic data were developed from the RTDM, and **INDD-1** in Section 3.5.4 for information on induced demand.

3.3.3 ENVIRONMENTAL JUSTICE

EJ-1 Burdens related to highway expansion will continue to be placed on low-income or minority communities. ODOT should honor the Albina Community and Black voices in

Project planning and decision-making and efforts towards restorative justice and should commit to building out the highway cover in a way that will ensure that harm is not perpetuated to Black neighborhoods from highway development.

Response:

One of the Project goals (presented in Section 1.4 of the RSEA) is to provide opportunities for restorative justice by reconnecting the historic Albina neighborhood through the highway cover. Early recognition of EJ issues in the Project Area led to substantial targeted outreach to raise awareness about the Project and the environmental studies under way, as described in Section 3.12.2.2 of the RSEA. With influence from the HAAB and guidance from the Executive Steering Committee, the ICA Team engaged directly with Black community members from historic Albina and throughout Portland to understand how proposed highway covers over I-5 could rebuild the neighborhood and better serve the historic Albina community.

ODOT will continue to engage in outreach to the Albina community throughout the remainder of the design refinement, construction, and operation and maintenance processes for the Project.

Although ODOT is not responsible for selecting what type of development would go on the highway cover, the cover would reconnect the local street grid that was destroyed by the construction of I-5 through the Albina neighborhood. As described in Section 2.1.3 of the RSEA, the City of Portland will lead the process to define the future development vision for what could ultimately be built on top of the highway cover (please see response to **LU-1** in Section 3.3.6 for details related to development on the highway cover).

EJ-2 ODOT should request a consultation from the EJ Council, consistent with HB 4077.

Response:

The EJ Council is within the Office of the Governor and is responsible for advising the Governor and state natural resource agencies on EJ issues. As noted in Section 2.1.3 of the RSEA, the Governor's office has been extensively involved in the Project and in engagement with the affected communities, particularly as the Project relates to EJ.

3.3.4 HISTORIC RESOURCES

HIST-1 The Left Bank building could be listed on the National Register of Historic Places (NRHP).

Response:

The Left Bank Building (a.k.a. The Hazelwood/The Dude Ranch at 240 N Broadway) was determined eligible for the NRHP in the 2019 *Historic Resources Technical Report* (Appendix B of the 2019 EA). The Oregon State Historic Preservation Office concurred with this eligibility determination (2020 REA). The property owner could move forward with the formal process of listing it on the NRHP.

3.3.5 SECTION 4(F)

4F-1 Noise Wall 2 could constitute a constructive use of Lillis-Albina Park property.

Response:

As described in Section 3.6.2 of the RSEA, the Revised Build Alternative would not entail any actions that would result in a Section 4(f) use of Lillis-Albina Park. Although Project-related construction and operation noise would occur in proximity to the western perimeter of the park, noise levels would not exceed thresholds that would constitute a constructive use. If a 12- to 13-foot-tall noise wall (Noise Wall 2) were installed between I-5 and the Lillis-Albina Park, as recommended in the *Revised Noise Study Supplemental Technical Report* (Appendix A of the RSEA), the predicted noise levels at the park would decrease from the current 72 A-weighted decibel (dBA) to 67 dBA. Although this noise level would still be above the Noise Abatement Approach Criteria of 65 dBA for a public park, the noise wall would provide a 5 dBA reduction in noise levels at the park. The Revised Build Alternative would not result in direct or indirect noise impacts to the Lillis-Albina Park to the extent that the protected activities, features, or attributes that qualify the park for protection under Section 4(f) would be substantially impaired.

There are two viewpoints at the western edge of Lillis-Albina Park that feature I-5 in the foreground and a view of the Fremont Bridge and Forest Park through the trees, with glimpses of the Willamette River and Pearl District also visible (City of Portland 2020a). Noise Wall 2, if built, could block all or a portion of I-5 that is visible from these viewpoints. ODOT will work with the City of Portland through the final design process to mitigate impacts of the Revised Build Alternative on the view.

3.3.6 LAND USE

LU-1 How will commitments made as part of the ICA be fulfilled? Specifically, how will the design accommodate the community vision to develop a highway cover that restores high-quality land and provides opportunities for community wealth for generations to come? What are the planned uses of the buildings that would be built on the cover, and how might they be affected by traffic, noise, and vehicle emissions from the highway? Without knowing what can be built, the impacts of the Project cannot be accurately

assessed. What are the tradeoffs of land purchased for ROW and land created for development?

Response:

ODOT is designing the Revised Build Alternative consistent with the ICA. It includes a highway cover that can support development of three- to six-story buildings (see Section 2.2.2.2 of the RSEA). The process to define the future development on top of the highway cover is referred to as the Community Framework Agreement and is described in the January 2022 Letter of Agreement between the Governor of Oregon, the City of Portland, Metro, and Multnomah County.⁴ The City of Portland will lead this process with the participation of public agencies and organizations that represent the Albina community and Black residents. In addition to building placement and design, future development concepts will address access, parking, streetscape, street-level visibility, and other design elements. The process of planning the future development on the highway cover under the Community Framework Agreement will continue outside of the NEPA process for this Project.

The Intergovernmental Agreement between the City and ODOT (see Section 2.1.4 of the RSEA) assigns responsibility to ODOT to develop interim uses in a community-led process. Interim and future uses on the new buildable area would be subject to City of Portland's Comprehensive Plan (City of Portland 2020a), the Adopted Central City 2035 Plan (City of Portland 2020b), and implementing ordinances, including Portland Code 33 Planning and Zoning requirements. For the time period between Project completion and when development would occur, interim uses could include landscaping, plazas and hardscaped areas, interpretive signage, historical markers, and temporary structures such as food market sheds and eating pavilions.

For purposes of assessing Project impacts, the Project team considered the effects of full buildout of the cover based on preliminary design parameters and current zoning, as well as the likely interim uses, all of which are described in Section 2.2.2.2 of the RSEA.

Although 2.7 acres of commercial and undeveloped land would be converted to transportation ROW for the Project, the highway cover would create approximately 7.1 acres of new land, 4 acres of which would be buildable. ODOT has worked extensively with the City and local partners to develop a design for the Project that best meets the transportation needs and reconnects the Albina neighborhood. The Project has numerous benefits that are summarized on pages ES-7 and ES-8 of the RSEA.

LU-2 Irregular parcels of land on either side of the highway that are in public ownership (ODOT ROW) could be returned to private ownership; specifically, they could be given

⁴ Available here: https://www.portland.gov/sites/default/files/council-documents/2022/i5rq-iga-exhibit_a_0.pdf

or sold for a below-market price to minorities that lived in Lower Albina prior to the construction of I-5 and the Veteran's Memorial Coliseum. Can these remnant parcels adjacent to the highway covers be combined with the developable land on the cover to enhance the feasibility of development?

Response:

Through the course of developing and managing Oregon's transportation infrastructure, ODOT acquires properties that may later be deemed no longer necessary and could be made available for sale. Some properties are maintained because they are needed for maintenance access or other reasons.

When an acquired property is deemed unneeded and is put up for sale, ODOT is required to sell it at fair market value because it is an asset of the Highway Trust Fund. ODOT cannot sell to a specific individual unless the property is sold as an assemblage sale to an adjacent owner. Otherwise, the property is sold by public auction or traded to the local planning authority, which could then transfer ownership as it wishes. The future land use development process for the highway cover, led by the City and in coordination with ODOT, will consider both the new land on the highway cover and any land that is deemed surplus (referred to in the comment as remnant parcels).

LU-3 It is unclear how the Project complies with the City of Portland comprehensive plan, which contains numerous goals and policies that promote active modes of transportation, reduce VMT, and work against climate change.

Response:

Because the Revised Build Alternative is compliant with policies identified in the Adopted Central City 2035 Plan (2020) specific to the Rose Quarter, is included in the City's adopted 2035 Transportation System Plan (TSP; City of Portland 2020c), is fiscally constrained in the 2018 RTP, is identified as a planned transportation improvement in the City of Portland's comprehensive plan, and was developed in cooperation with the City of Portland as part of an integrated transportation and land use planning process, the Revised Build Alternative would not result in adverse direct or indirect land use impacts and would comply with existing and planned land use in the API.

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.

Design refinements applied since the SEA was published create more space and new connections for people walking and rolling, so all users can travel more safely and

conveniently through the Rose Quarter area. These design refinements would 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.

Mode share goals and VMT reduction goals can be achieved by a combination of actions throughout the City and is not necessarily achieved on a segment–by–segment basis.

ODOT will continue to work with the City of Portland to identify design refinements that further support City policy while meeting the needs of interstate travel and accessibility.

Please see the response to **ACT-2** in Section 3.3.8 for more information about consistency with the City’s comprehensive plan.

LU-4 The 2022 SEA did not explain how the Project conflicts with the Willamette River Greenway and its recreational qualities.

Response:

As described in Section 3.6.2.2 of the RSEA, the Project does not conflict with the recreational qualities of the Willamette River Greenway.

LU-5 The Revised Build Alternative will make the Rose Quarter unattractive to developers because it will add to existing problems with high traffic volumes and vehicle speeds, limited access to development sites, and the general unattractiveness of the area caused by the presence of the highway and the N Broadway/NE Weidler corridor. The proposed I-5 SB off-ramp requires circulation through several street intersections and creates more conflict points for vehicles and cars, which reduces redevelopment potential.

Response:

The design refinements of the Revised Build Alternative relocate and reconfigure the I-5 SB ramp to distribute EB and WB traffic (see Section 2.2.2.3 of the RSEA) and add the Clackamas Pedestrian and Bicycle Bridge for improved pedestrian experience (see Section 2.2.2.4 of the RSEA). As described in Section 6.3 of the *Revised Transportation Safety Supplemental Technical Report* (Appendix A of the RSEA), as design continues, the following options are being considered to improve safety and circulation in this area:

- Verify signal timing provides sufficient crossing time.
- Address potential bicycle/motor vehicle conflicts through proactive signing, striping, and signal phasing (e.g., leading pedestrian interval, or pedestrian or bicycle protected signal phasing). Bicycle storage requirements at signalized intersection would be carefully assessed and integrated into the design.

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- Review and adjust, if necessary, adjacent on-street parking to improve stopping and intersection sight distance.
 - Verify intersection turning radii are consistent with desired interactions between motorists, pedestrians, and bicyclists.

3.3.7 SOCIOECONOMICS

SE-1 The impacts to the low-income population served by Safe Rest Village should be analyzed further. The analysis does not consider how the inability of Prosper Portland to renew the lease with Safe Rest Village could affect the community it serves.

Response:

Section 6.2.1 of the *Revised Right of Way Supplemental Technical Report* (Appendix A of the RSEA) addresses the temporary easement and fee acquisition at 84 NE Weidler, a Prosper Portland property leased to Safe Rest Village. As stated in that report, ODOT will determine eligibility for relocation benefits based on occupancy status at the time that the acquisition offer is made. Most of the affected parcel would require temporary easement and would not impact long-term use of the site by Prosper Portland.

3.3.8 TRANSPORTATION - ACTIVE

ACT-1 Impacts to active transportation and degradation of the Green Loop will be caused by the relocation of the I-5 SB off-ramp, crosswalk closures, and out-of-direction travel.

Response:

Design refinements made to the Revised Build Alternative address the concerns related to people walking, biking, and rolling, and event operations and broader district development at the I-5 SB ramp terminal at the N Wheeler/N Williams/N Ramsay intersection.

The design refinements include a new flyover structure for the I-5 SB off-ramp that would separate EB and WB vehicle traffic using the exit. EB car and truck traffic would use the flyover to the NE Victoria and NE Weidler intersection and turn right (EB) onto NE Weidler. WB car and truck traffic would use the N Wheeler/N Williams/N Ramsay intersection. Two design options are under review for the WB vehicles: one option would direct car and truck traffic up N Wheeler to NE Broadway, and the other option would direct car and truck traffic to N Ramsay and NE Interstate. Based on estimated traffic volumes and travel patterns, approximately two-thirds of the I-5 SB off-ramp car and truck traffic would use the flyover route (EB), reducing the potential for conflicts between

cars and trucks and people walking, biking, or rolling in the area of the N Wheeler/N Williams/N Ramsay intersection.

To address concerns regarding connectivity to the Green Loop, ODOT restored the Clackamas Pedestrian and Bicycle Bridge over I-5 included in the Build Alternative (2020 FONSI/REA Project design) as a Project element (located on the southern side of the off-ramp EB flyover). A pedestrian ramp at N Ramsay and N Center Court was added to the Project design to access the Moda Center and the planned City Green Loop on N Ramsay. The bridge also would include a direct connection into the Moda Center Garden Garage and a connection to the NE Weidler/N Williams intersection and southern highway cover area.

Level of Traffic Stress (LTS) analyses were conducted at 16 "Build Area" intersections, and detailed methodology is provided in the *Active Transportation Technical Report* (ODOT 2019) and ODOT's Analysis Procedures Manual (APM; ODOT 2023b). Using readily available Geographic Information System data, ODOT conducted the analysis, which generally "quantifies the perceived safety issue of being in close proximity to vehicles whether on a spacing distance or speed basis." The data-driven approach was applied to 16 intersections with scores listed for both walking and bicycling. The range of scores is 1 to 4, with LTS 1 representing a favorable score indicating relatively lower-stress conditions. The factors that influence an intersection's bicycle LTS score included motor vehicle speeds, intersection control (e.g., signalized or unsignalized), number of motor vehicle traffic lanes being crossed, and presence (or absence) of a center median. Factors that influence an intersection's pedestrian LTS score included motor vehicle traffic volumes and speeds (including turning speeds), roadway functional classification, intersection control (e.g., signalized or unsignalized), number of motor vehicle traffic lanes being crossed, presence (or absence) of a center median, conventional right-angle intersections versus skewed or highly complex intersections, permissive left or right turns, presence of curb ramps and degree to which they are ADA accessible, closed crosswalks, slip lanes/channelized right turns, and presence of illumination. 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

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- 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

Please see the response to **SAF-1** in Section 3.3.9 for additional details.

ACT-2 The Project should be designed to align with City of Portland policy as it relates to prioritizing people walking, rolling, bicycling, and taking transit. Examples include, but are not limited to, the Citywide Pedestrian Plan (PedPDX) (City of Portland 2019), the TSP (City of Portland 2020c), and the 2035 Comprehensive Plan (City of Portland 2020a).

Response:

ODOT recognizes that much of the Project is located in a City of Portland Pedestrian District, and that Policy 9.6 of the 2035 Comprehensive Plan (City of Portland 2020a) places walking, biking, rolling, and transit above vehicle operations. The Revised Build Alternative would be consistent with the goals and objectives identified in the Adopted Central City 2035 Plan (City of Portland 2020b), the Portland 2035 TSP (City of Portland 2020c), PedPDX (City of Portland 2019), and OAR 660-012-0015(b).

The Project includes improvements to the walking and biking networks, including new separated facilities that are ADA compliant, and street designs that follow 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, elements of the Project, such as the highway cover, Hancock crossing, multimodal street improvements, and the Clackamas pedestrian and bicycle bridge, create more space and new connections for people walking and rolling, so all users can travel more safely and conveniently through the Rose Quarter area due to:

- Increased physical separation between motorized and non-motorized users, sidewalk gap closures, and reduction in the complexity of some intersections (shown in Figures 15 and 16 of the *Revised Transportation Safety Supplemental Technical Report*) (Appendix A of the RSEA);
- Improved access to transit, improved mobility and safety for transit riders and people walking and biking, and improved physical connections to areas east and west of I-5 provided by the new highway cover; and
- Approximately 8,500 feet (or more than 1.5 miles) of street improvements, including wider and improved sidewalks, additional safe bicycle lanes, additional ADA-compliant street crossings, and safer ingress and egress to parcels throughout the Project Area.

Installation of the Clackamas Pedestrian and Bicycle Bridge provides a northern connection to the proposed Green Loop. This facility would include a pedestrian ramp at N Ramsay and N Center Court to access the Moda Center and the planned City Green Loop on N Ramsay, a direct connection into the Moda Center Garden Garage, and a connection to the NE Weidler/N Williams intersection and southern highway cover area.

ODOT will continue to work with the City of Portland to identify design refinements that further support City policy while meeting the needs of interstate travel and accessibility.

ACT-3 ODOT should be using a bicycle model in Portland, which it currently does not. Metro has developed a bicycle model. Does ODOT have a policy to use a bicycle model or make an exception to not use one? Does the state/FHWA need to mandate the use of a bicycle model for ODOT to comply? Neither ODOT nor Portland Bureau of Transportation (PBOT) are using current bike or pedestrian volumes.

Response:

Metro maintains a travel demand model that is intended to predict future bicycle demands in the Portland Metro area; however, City of Portland staff have more aspirational bicycle demand growth targets for city bikeways. Project staff worked closely with City staff to gain consensus around the future demands to assume for the Project study area. These higher demands have been assumed in the analysis.

ACT-4 Public comment argued that the LTS metric used in the 2022 SEA is highly subjective, thus calling into question the Level 1 rating of most intersections. Public comments questioned scores listed in the SEA and requested additional information regarding how these scores were calculated.

Response:

As discussed in the 2019 *Active Transportation Technical Report*, LTS analysis was conducted following ODOT's APM methodology. LTS is discussed further in Section 6.2.2 of the *Revised Active Transportation Supplemental Technical Report* (Appendix A of the RSEA). LTS is a data-driven, multi-variate calculation that "quantifies the perceived safety issue of being in close proximity to vehicles whether on a spacing distance or speed basis" (ODOT 2023b). Both FHWA and PBOT have reviewed the *Revised Active Transportation Supplemental Technical Report* and approved the methodology used in the analysis. A complete description of the LTS methodology can be found in Sections 14.4 and 14.5 of the APM.

3.3.9 TRANSPORTATION - SAFETY

SAF-1 The Revised Build Alternative will reduce active transportation safety due to:

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- Adding an intersection at the connection with the I-5 SB off-ramp and N Williams;
 - Routing more traffic through the intersection at the connection with the I-5 NB off-ramp and NE Weidler;
 - Routing more traffic through the intersection of N Williams and N Weidler;
 - Adding double right-hand turn lanes at four new locations;
 - Retaining the existing two double right-hand turn lanes;
 - Closing two crosswalks; and
 - Increasing the right-hook collision potential for protected bike lanes.

Response:

Based on comments received on the 2022 SEA, ODOT has refined the design of the Revised Build Alternative to address safety concerns on local streets. The Revised Build Alternative would relocate and reconfigure the I-5 SB ramp terminal from N Broadway to include a new ramp design that splits to accommodate traffic heading in different directions, with one direction connecting to the N Wheeler/N Williams/N Ramsay intersection and the other direction including a flyover connecting to NE Weidler. Additionally, ODOT has added the Clackamas Pedestrian and Bicycle Bridge into the design, which adds a low-stress alternate route for pedestrians and bicyclists.

Under the Revised Build Alternative, the majority of the local street intersections in the area would have largely the same or better active transportation performance as compared to the No-Build Alternative. The Revised Build Alternative would improve safety conditions for active transportation at the intersections of NE Broadway/NE Victoria, and N/NE Weidler/N Williams by reducing the complexity of the intersections, providing separate bicycle lanes, and potentially reducing right-hook crashes by implementing protected bicycle phasing.

However, the intersection of N Wheeler/N Williams/N Ramsay could see more crashes for active transportation users due to increased exposure from adding a single lane to accommodate I-5 SB traffic. The intersection of N/NE Broadway/N Williams could see an increase in active transportation crashes due to a longer crosswalk.

The Revised Build Alternative would improve safety for bicyclists and pedestrians by providing separated bicycle lanes along major routes, by providing bicycle and pedestrian protected phases at most intersections, and by constructing the Clackamas Pedestrian and Bicycle Bridge to provide a low-stress route for active transportation users.

SAF-2 The 2022 SEA analysis did not adequately address serious crashes, which is inconsistent with federal, state, and regional policies to eliminate serious crashes. The 2022 SEA did not address recorded fatalities or describe how the alternatives would address preventing fatalities of this type in the future.

Response:

As stated in the *Transportation Safety Technical Report* (ODOT 2019), there were 881 crashes on the highway and ramps in the Project API between 2011 and 2015. During the study period, there was one fatal crash and eight other crashes resulting in serious injuries on the mainline and ramps combined in the Project Area. Approximately 37 percent of the Project Area is on the ODOT top 5 or 10 percent SPIS list. SPIS scores are assigned to sites as a function of crash frequency, rate, and severity. A higher SPIS score indicates a worse condition from a crash perspective.

ODOT applied the American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual (HSM) (AASHTO 2010) predictive method for highways and interchanges using the software ISATe 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.

Upgrading shoulders to full standard on both sides of the highway in both directions provides the greatest safety benefit of the modifications proposed on I-5 in the API. The existing short weaving distances and lack of shoulders for crash/incident recovery in this segment of I-5 are physical factors that may contribute to the high number of crashes and safety problems. Because the predictions are sensitive to traffic volume, the forecast number of crashes per year would change as traffic volume increases. For the opening year, 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 under the Revised Build Alternative would be lower than the No-Build Alternative. As compared to the No-Build Alternative, the auxiliary lanes under the Revised Build Alternative would result in smoother traffic flows, and the operational improvements at the existing ramp terminal intersections would reduce the potential for ramp queueing extending onto the highway, resulting in a reduced risk of congestion-related crashes. Under the No-Build Alternative, it is estimated that the highway would experience approximately 10 percent more crashes as compared to existing conditions.

As stated in Section 5.2.1 of the *Transportation Safety Technical Report* (ODOT 2019), there were no fatal crashes at the API intersections between 2011 and 2015. Most of the crashes (178 out of 268) crashes were Property Damage Only (PDO). There were 65 Possible Injury crashes (Injury Type C), 21 Non-Incapacitating but Evident Injury crashes

(Injury Type B) crashes, and 4 Incapacitating Injury crashes (Injury Type A). As a percentage, the N Larrabee Avenue/N Broadway intersection had the highest percentage of crashes with severity greater than PDO. Of the four Injury Type A crashes, three occurred at the N Broadway and N Larrabee intersection (one involved a bike and the other two were motorized vehicles) and one occurred at N Vancouver/N Weidler and involved a pedestrian. The design includes separated pedestrian and bicycle facilities that would physically separate different travel modes (where possible), improving safety for those walking, biking, and rolling.

SAF-3 ODOT incorrectly applied a crash estimation method called "ISATe" to calculate crashes on I-5. The ISATe tool is only valid on roadways that do not have ramp meters installed. This portion of I-5 is ramp-metered, which according to ODOT research, has already produced a 40 percent reduction in crashes.

Response:

As mentioned in the *Revised Transportation Safety Supplemental Technical Report* (Appendix A of the RSEA), HSM (ISATe) methodology provides the relative difference between No-Build, Build, and Revised Build Alternatives. Both the No-Build and Revised Build Alternatives would have ramp meters, so safety benefits due to ramp metering would be experienced in both alternatives without relative difference. Both FHWA and PBOT have reviewed the *Revised Transportation Safety Supplemental Technical Report* and approved the methodology used in the analysis.

SAF-4 ODOT has made inconsistent and conflicting claims about the importance of lane and shoulder widths to safety. ODOT originally claimed that wider lanes and shoulders would reduce crashes by 50 percent, but in the 2022 SEA, determined both the lanes and the shoulders on the existing 1,000-foot-long viaduct section at the southern end of the Project could be narrowed with virtually no impact on crash rates or safety. Crashes would decline just 10 percent compared to the No-Build Alternative. The small reduction in crashes under the Revised Build Alternative does not justify the \$1.45 billion cost.

Response:

ODOT did not propose wider lanes with a claim that it would reduce crashes but has included wider shoulders in the Project for that purpose. As described in Section 6.2.1 of the *Revised Transportation Safety Supplemental Technical Report* (Appendix A of the RSEA), the Revised Build Alternative is forecast to have a lower crash rate than the No-Build Alternative, due primarily to the increase in shoulder widths. The report acknowledges that the Revised Build Alternative would have a higher crash rate than the Build Alternative evaluated in the 2020 FONSI/REA "due primarily to the changes in the inside shoulder widths."

As discussed in Section 1.4 of the RSEA, the purpose of the Project is to improve both safety *and* operations. In addition to the purpose and need, which focus on the state's transportation system, the Project includes related goals developed through the joint ODOT and City of Portland N/NE Quadrant and I-5 Broadway/Weidler Interchange Plan process, which included extensive coordination with other public agencies and citizen outreach. Project goals are discussed in Section 1.5 of the RSEA and include improving pedestrian and bicycle safety and improving connectivity across I-5 for all modes, among others.

See **COST-1** in Section 3.5.1 for a description of cost.

SAF-5 There is research that shows “crash frequency is positively proportional to the number of lanes on the freeway and the average daily traffic (ADT) per lane on the freeway, but negatively proportional to the length of the auxiliary lane and the percentage of heavy vehicles on the freeway.” Under the Revised Build Alternative, I-5 users will have to change lanes or weave frequently to make an exit or get to I-84 or I-405. Much of this lane changing and weaving of I-405, I-84, and I-5 will take place across three lanes in just 900 feet.

Response:

The analysis that has been completed for the Project shows that in the SB direction, approximately 50 percent of the traffic destined for the I-84 off-ramp is getting on between the Greeley and I-405 on-ramps and will only have to make one lane change to exit to I-84, while approximately 30 percent is getting on at N Weidler and will not make any lane changes at all, and only 20 percent is coming from further north on I-5 and will have to make two lane changes to exit to I-84. In the NB direction, approximately 75 percent of the trips entering from I-84 are expected to only use the new auxiliary lane. The Revised Build Alternative is expected to reduce the friction on the I-5 system between the I-84 and Greeley interchanges and thereby improve the safety for travelers along I-5. The auxiliary lanes are being designed to maximize the length of the weaving area while still maintaining access to, from, and between I-84, the Broadway/Weidler interchange, and I-405.

SAF-6 The 2022 SEA is flawed to the extent it relies on a design standard value and surrogate safety model. The 2019 *Transportation Safety Technical Report* documents safety evaluation benefits that are inconsistent with the 2010 AASHTO HSM (First Edition) by reporting “nominal safety” of the various proposed shoulder widths on I-5. Nominal safety is an outdated concept that assesses safety performance benefits by achieving a design standard value. The HSM emphasizes applying quantitative safety performance considering crash prediction models and crash modification factors. The report also misuses a traffic operations evaluation tool (VISSIM) as a safety surrogate model by

reporting evaluations of hard braking, which has no technical validity. The HSM analysis showed no substantive safety performance benefits of the Project.

Response:

The *Revised Transportation Safety Supplemental Technical Report* (Appendix A of the RSEA) uses the 2010 AASHTO HSM to estimate crash conditions under the Revised Build and No-Build conditions. Section 4 describes the methodology, and Section 6 describes the results of the analysis. The HSM provides safety performance functions to estimate the number and severity of crashes as a function of roadway characteristics and traffic volume. This is a “substantive” (as opposed to “nominal”) safety analysis and is consistent with previous analyses completed on the Project. The discussion of enhanced traffic operations, uniform lane speeds, shoulder widths, and reduction in lane changes was provided as additional information not captured in the HSM analysis.

VISSIM is a microscopic multimodal traffic flow simulation software, and outputs from this model can be post-processed into surrogate safety measures. As done in this analysis, surrogate safety measures can be used as a proactive and complementary approach to substantive safety analysis using crash prediction models. Outputs from VISSIM and other simulation models can be post-processed into surrogate measures of safety such as “gap time” (the time lapse between vehicles on a crossing path), deceleration rate (the rate at which a crossing vehicle must decelerate to avoid a conflict), and time to collision (the expected time for two vehicles to collide if they remain at their present speed and path) (Gettman and Head 2003). Hard braking has been used in research as a surrogate measure of safety. Research shows that hard-braking activity can be related to crash occurrences on interstate construction projects in Indiana (Desai 2021), and hard-braking by distracted motorists was found to have significant impacts on following vehicles in traffic (Haque and Washington 2015). Finally, a study in Georgia found that drivers on freeways, arterials, and local roads that are involved in crashes tend to more frequently hard brake than those not involved in crashes (Jun et al. 2007). The Project team believes the hard-braking analysis is a reasonable surrogate safety measure and can be used as a complementary approach to estimating safety conditions on the highway.

3.3.10 TRANSPORTATION - TRAFFIC OPERATIONS

TRAF-1 There should be further development of the preliminary design of Hybrid 3 because it currently does not meet conditions outlined in the Governor’s January 2022 Letter of Agreement, specifically because the technical analysis of local street circulation was insufficient. A traffic analysis should be completed that reflects that the Project Area is designated as a Multimodal Mixed-Use Area (MMA).

Response:

Section 2.1.3 of the RSEA summarizes the advancement of Hybrid 3 as a design concept and the stated support of Governor Brown, City of Portland, Metro, and Multnomah County. The Letter of Agreement between these entities highlights the desire to connect the Lower Albina neighborhood, create buildable space, and enhance wealth-generating opportunities for the community, while simultaneously addressing the area's transportation needs. Additionally, the Letter of Agreement supports the development of a process to define the future development vision for what could ultimately be built on top of the highway cover upon Project completion—this process is referred to as a Community Framework Agreement. The Letter of Agreement states that the City of Portland will lead a Community Framework Agreement process between the City of Portland, ODOT, other state agencies, and local jurisdictions as necessary, with the participation of organizations that represent the Albina community and Black residents.

In July 2022, the City of Portland City Council unanimously approved an ordinance to engage as a Project partner and approve an Intergovernmental Agreement with ODOT to support further development of the Hybrid 3 concept.

The technical analysis of local street circulation referred to in the Governor's letter was updated and revised as part of the 2022 SEA. Since the publication of the 2022 SEA, ODOT and the City of Portland, together with the HAAB, Project partners, and key community partners, including RCM, developed design refinements to address the concerns related to safety, event operations, and broader district development at the I-5 SB ramp terminal at the N Wheeler/N Williams/N Ramsay intersection. The design refinement in the vicinity of the Moda Center now includes a new flyover structure for the I-5 SB off-ramp that would separate EB and WB vehicle traffic using the exit.

To clarify applicability of the MMA, that designation is only applicable to the N/NE Quadrant Area and only applies to land use actions that are subject to the Transportation Planning Rule of OAR 660-012-0060. The Project is not subject to a City of Portland land use action; therefore, the MMA is not applicable to the Project and does not change the standards against which the Project is measured.

TRAF-2 ODOT's traffic projections are inaccurate and use an outdated methodology for adjusting existing traffic data instead of using RTDMs. By relying on a Traffic Operations Analysis Summary (TOAS) report generated in 2015, ODOT has failed to base SEA environmental and traffic analysis on more recent model estimates that account for (1) the effects of value pricing (including result of the tolling sensitivity memo indicating lower traffic under the No-Build Alternative than is reported in SEA), (2) Metro's 2018 RTDMs, and (3) fewer people commuting in the future due to increase of working-from-home or hybrid work conditions.

Response:

Section 4.2.2 of the *Traffic Analysis Technical Report* (ODOT 2019) describes the methodology used to forecast future traffic volumes for the RSEA. The methodology is not outdated; rather it is in accordance with ODOT's APM and consistent with the National Cooperative Highway Research Program (NCHRP) Report 765 methodology. NCHRP Report 765 was released in 2014, is the current standard of practice, and is an update to the Report 255 methodology. A link to the traffic demand calculation tables can be found on ODOT's Project website:

<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=19071>.

The file is titled "19071_I5_RQ_07.03_Transportation-Modeling-Data-Volume-Tables.pdf."

The Project relied upon the adopted RTDMs that were also the backbone of the 2018 RTP adopted December 6, 2018 (Metro 2018).

Because the adopted RTDMs used in the traffic analysis are based on the 2018 RTP, they did not include the value pricing project (a.k.a. RMPP); i.e., RMPP was not on the list of fiscally constrained projects in the 2018 RTP. ODOT's sensitivity analysis presented in Appendix D of the 2022 SEA *Traffic Analysis Supplemental Technical Report* provides a high-level estimate of how RMPP could affect traffic in the Rose Quarter area. More detailed modeling of RMPP with the Rose Quarter Project is not possible because travel demands and routes resulting from the RMPP are not explicitly known at this time and are expected to change as more detailed and refined analysis are performed during later RMPP phases. As such, the use of the RTDMs based upon the adopted 2018 RTP is appropriate.

The RTDMs do assume a potential increase in people working from home in 2045. They however, do not factor in the shift caused by the global pandemic that began in late 2019 and caused shifts in Oregon behaviors in 2020 for two main reasons: (1) the traffic analysis supporting the Project began before the global pandemic started, and (2) reliable projections for the number of people working from home, either full-time or hybrid, for 2045 conditions do not exist. On I-5 in Portland, 2023 volumes are only about 6 percent less than those in 2019 (ODOT 2023a).

TRAF-3 ODOT's traffic estimates fail to follow both ODOT's APM and those prescribed by the NCHRP that require that traffic volume estimates be documented in a way that reveals any weaknesses and allows third parties to fully understand assumptions and duplicate analysis. Specifically, ODOT asserts that its travel figures are "based on" the Metro Travel Demand Model; however, ODOT has failed to provide detailed sources or calculations demonstrating the methodology behind its figures. Volume documentation should include (1) figures/spreadsheets showing starting volumes; (2)

figures/spreadsheets showing growth factors, cumulative analysis factors, or travel demand model post-processing; (3) figures/spreadsheets showing unbalanced Design Hour Volume (DHV); (4) figure(s) showing balanced future year DHV; and (5) additional explanation of how future volumes were developed. It appears Metro took vintage (2014) traffic counts and inflated them using an unspecified growth factor.

Response:

The use of the Metro RTDMs is the local standard of practice for forecasting traffic demands for long-range planning purposes. Metro publishes documentation for its RTDMs that clearly articulate methodology and validation. While documentation for the RTDM generation used for the Project is no longer available on Metro's website, a copy can be obtained by sending an email to TransportationModeling@oregonmetro.gov and asking for an electronic copy of the "2015 Trip-Based Travel Demand Model Methodology Report." Because the documentation has been published by Metro and adopted regionally, it was not included as an appendix to the RSEA documentation.

Section 4.2.2 of the *Traffic Analysis Technical Report* (ODOT 2019) describes the methodology used to forecast future traffic volumes for the RSEA. The methodology described is in accordance with ODOT's APM and consistent with NCHRP Report 765 methodology. NCHRP Report 765 was released in 2014, is the current standard of practice, and is an update to the Report 255 methodology. A link to the traffic demand calculation tables can be found on ODOT's Project website:

<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=19071>.

The file is titled "19071_I5_RQ_07.03_Transportation-Modeling-Data-Volume-Tables.pdf."

TRAF-4 The traffic projections between the Project and the I-5 Interstate Bridge Replacement (IBR)/Columbia River Crossing (CRC) Project are inconsistent. Including the IBR/CRC in the No-Build scenario for the Project results in inflated estimates of traffic volumes and congestion, which has artificially inflated the need for added lanes. Each of these projects assuming the existence of the other project in the No-Build scenario demonstrates that the two projects are connected because they each rely on the existence of the other in their traffic analysis. ODOT should conduct a broader network-level analysis to assess regional impacts to traffic and operations at other locations such as I-84 EB, I-5 NB and SB, I-405, and US Highway 26.

Response:

As stated in Section 2.2.1 of the RSEA, NEPA regulations require an evaluation of the No-Build Alternative to provide a baseline for comparison with the potential impacts of the Revised Build Alternative. The No-Build Alternative, by definition, represents conditions

that will exist in the future if the Project is not implemented. This involves making assumptions about future conditions, including land use and transportation system conditions. For the Project, these assumptions are discussed in the *Revised Traffic Analysis Supplemental Technical Report* (Appendix A of the RSEA) and the *Traffic Analysis Technical Report* prepared for the 2019 EA. The traffic analysis for the Project used Metro's RTDM, which is built on population and employment growth forecasts adopted by the Metro Council, and the RTP's financially constrained project list. 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. The traffic analysis does not rely on, but accounts for, a future condition based on projects that are planned and financially constrained in the RTP. Projects that are financially constrained in the RTP are considered in the analysis because they are assumed in future conditions, with or without the I-5 Rose Quarter Improvement Project. Comparing a future condition without the Project (No-Build Alternative) to a future condition with the Project (Revised Build Alternative) allows impacts attributable to the Project to be presented in isolation. Because it is included in the financially constrained project list and therefore is included in Metro's RTDM, ODOT included IBR in the assumed future transportation system condition when modeling both the No-Build Alternative and the Revised Build Alternative.

In addition, the Project is not adding lanes to the interstate. The number of general purpose lanes on I-5 north and south of the API would remain unchanged after Project implementation. The Project would add or extend auxiliary lanes between ramps to restore effective existing system capacity caused by poor operations and address existing and future safety issues unique to the API.

TRAF-5 ODOT failed to provide any historical data on travel trends on I-5 or analyze these trends or disclose projected future daily traffic volumes, making it impossible to see the growth rate ODOT is relying on in making its projections and analyzing possible impacts.

Response:

Many factors come into play when predicting future traffic demands. In an area like the Rose Quarter, historical trends are not useful to predict future trends. As historical congestion has increased, fewer vehicles can move through the API. This results in steady decline in throughput for the following reasons:

- Existing congestion on I-5 causes drivers to divert to other less direct routes.
- Existing congestion on I-5 causes drivers to change the time period in which they travel through the corridor.

-
- NB I-5 congestion stemming from the reduced capacity of I-5 crossing the Columbia River impacts the ability of drivers to efficiently move through the Rose Quarter area.
 - SB I-5 congestion stemming from the reduced capacity of I-5 in the southern portion of the API impacts the ability of drivers to efficiently move through the Rose Quarter area.

The use of Portland Metro’s RTDM allowed the Project team to estimate future vehicular demand changes that are inclusive of the adopted projects in the RTP and consistent with the methodology identified in ODOT’s APM.

TRAF-6 ODOT failed to calibrate its traffic modeling as mandated in FHWA NEPA Guidance. Typically, an RTDM will have been adequately calibrated and validated at least at a regional level prior to adoption. The study team should scale its calibration and validation effort according to the scale of the analysis, such as its geographic scope. A meaningful calibration effort would include comparison of modeled traffic volumes with traffic counts both for individual roadway segments and at more aggregate level such as throughout the API. The Metro model over-predicts peak hour NB travel on this section of I-5, which leads the model to predict more congestion that actually occurs and means that the benefits of the Project are exaggerated, and its environmental effects are understated.

Response:

The Project team is aware of the inherent limitations of the adopted RTDMs. The use of RTDMs is an industry standard, and in recognition of the inherent limitations of the RTDMs, the FHWA has released guidance through NCHRP Report 765 to address the limitations. The Project team followed ODOT’s APM methodology, which requires the use of the NCHRP Report 765 methodology. As such, extensive effort was made to minimize the impacts of the inherent limitations. By utilizing the NCHRP Report 765 methodology, the implications of a route not being perfectly calibrated in the RTDM are minimized through the use of existing traffic counts.

The report states: “The project-level traffic forecasting guidelines present herein are intended to:

- Help standardize the traffic forecasting process for highway projects;
- Give practical guidance to practitioners;
- Give a high-level understanding to forecast users; and
- Help define the current state of traffic forecasting practice.”

TRAF-7 There is a potential data discrepancy in Tables 5 and 6 in the *Traffic Analysis Supplemental Technical Report*. The AM results in both tables appear to be identical, i.e., the values for 7-8 AM and 8-9 AM are the same.

Response:

Based on available count data, the traffic volumes on I-5 within the study area are similar for both the 7-8 AM and 8-9 AM hours. For analysis purposes, an adjustment factor of 1.0 was used to develop the shoulder hour volumes. For the Highway Capacity Software analysis, the 7-8 AM and 8-9 AM results are therefore identical.

TRAF-8 The 2022 SEA did not respond to the No More Freeways 2019 expert panel report on traffic modeling from 2019 on the following topics and/or concerns: (1) No ADT data provided; (2) The nature of the 2015 and 2045 transportation networks are not specified; (3) Volumes are inexplicably inflated from current levels; (4) Projections are inconsistent with other ODOT projections developed contemporaneously; (5) Static trip assignment exaggerates No-Build traffic; (6) Hidden assumptions and inputs; (7) Improper extrapolation of 2040 models to 2045; (8) Manual addition of trips to projections; (9) Unrealistic headways in traffic analysis; (10) Issues with Synchro modeling; (11) Assumed CRC in No-Build Alternative; and (12) Using outdated projections when more recent ones are available is a direct violation of NEPA standards. ODOT cannot rely on the fact that they discussed the issue in the traffic sensitivity analysis to excuse their failure to directly address it in the NEPA document because the traffic sensitivity analysis was not subject to public comment.

Response:

Please see the 2020 Comment Summary Report included as Appendix I of the 2020 FONSI/REA (which can be downloaded here: <https://www.i5rosequarter.org/library/>) for responses to these concerns.

TRAF-9 The 2022 SEA erroneously implies the Project would reduce traffic at the Broadway/Weidler interchange. The relocated SB I-5 off-ramp would add new traffic volumes and alter traffic patterns at the Broadway/Weidler interchange.

Response:

The 2022 SEA does not claim that the Project would reduce traffic at the Broadway/Weidler interchange. Under current conditions, the complexity of the existing interchange and high volumes of traffic contribute to congestion and safety issues (for all modes) at the interchange ramps, the N Broadway and NE Weidler overcrossings of I-5, and on local streets in the vicinity of the interchange.

As discussed in Section 3.13.2.2 of the RSEA, the Project would reduce complexity of intersections by reducing elements that introduce conflict points with people walking, biking, or rolling.

TRAF-10 ODOT should apply a land use derived traffic demand model to assess impacts to bike/pedestrian safety more accurately.

Response:

The Project relied upon the RTDM that is maintained by Portland Metro. The RTDM assumes existing land uses consistent with the City's land use and zoning designations. The expected growth (densification) in land use between the existing and future RTDMs is consistent with the City's growth concepts and represents a reasonable assumption for growth in the study area within the planning horizon. As such, there is no need to augment the model to account for additional growth on the cover, as it is already included in the future volume forecasting.

TRAF-11 The *Traffic Analysis Supplemental Technical Report* includes modeling inputs and assumptions that differ from guidance offered by the APM. Two examples are that the report uses a saturation flow rate of 1,900 vehicles per lane per hour throughout the API when APM guidance indicates that 1,750 vehicles per lane per hour is more appropriate in most urban conditions, and a peak hour factor of 0.95 is uniformly assumed throughout the API when peak hour factors are typically calculated from volume data.

Response:

The APM recommends an unadjusted saturation flow rate of 1,900 passenger cars per hour per lane for most locations inside the Portland, Salem, and Eugene Metropolitan Planning Organization urban growth boundaries. A value of 1,750 is recommended for small urban areas. As such, a saturation flow rate of 1,900 passenger cars per hour per lane is in compliance with APM guidance. The API is within an MMA as adopted by the City. The MMA specifies alternative mobility targets, and per Section 5.9 of ODOT's APM, a common peak hour factor of 1.0 can be assumed "in areas where alternative mobility targets are in place." To be conservative, the Project team agreed on a common peak hour factor of 0.95 for this Project.

TRAF-12 ODOT failed to incorporate the effects of road pricing (including RMPP, tolling for the IBR project, and tolling on I-205) on future traffic levels. The result is an overstatement of traffic, congestion, and pollution in the No-Build Alternative and an underestimate of traffic with the Build Alternative. ODOT has presented inconsistent explanations for not treating tolling as reasonably foreseeable and including it in the analysis.

Response:

Tolling was included in the Project’s environmental analysis where appropriate. The reasonably foreseeable future actions (RFFAs) having the potential to contribute to a cumulative effect with the Build Alternative for the Project were identified in 2019 technical reports supporting the Project’s EA and updated for the assessment of cumulative environmental effects of the Project’s Revised Build Alternative presented in the 2022 SEA Appendix B. ODOT considered planned and programmed projects in the Project Area and surrounding areas that are likely to be implemented by 2045 to be reasonably foreseeable. For the transportation-related analysis, RFFAs were based on the fiscally constrained project list included in Metro’s 2018 RTP, which was the current adopted RTP at the time of the analysis. The 2022 SEA traffic analysis used Metro’s adopted RTDM, which is built on population and employment growth forecasts adopted by the Metro Council and the fiscally constrained project list in the 2018 RTP. Volume development for the traffic analysis was conducted from November 2021 to December 2021.

Metro amended the 2018 RTP in May 2022 by adding the I-205 Toll Project to the fiscally constrained list after volume development for the 2022 SEA was complete; however, the I-205 Toll Project is not expected to substantially change volumes on I-5 in the I-5 Rose Quarter Improvement Project Area. Because regional modeling performed for the I-205 Toll Project determined that daily volume changes would be negligible near the I-5 Rose Quarter Improvement Project Area, the Project RFFAs were not updated to include the I-205 Toll Project. The expected scale of daily volume changes resulting from the I-205 Toll Project was summarized during the Comparison of Screening Alternatives for the I-205 Toll Project, indicating a “negligible increase” of less than 2 percent in volume for all I-205 Toll Project alternatives on I-5 at the Marquam Bridge as well as north of I-405.5 Given these results, there is not likely to be any analytical value to performing sensitivity tests related to the I-205 Toll Project for the I-5 Rose Quarter Improvement Project. Appendix B of the RSEA has been revised to clarify and further explain this rationale for determining RFFAs.

The RMPP6 is not on the 2018 RTP fiscally constrained list and therefore was not considered as an RFFA in the 2022 SEA. Due to public interest, ODOT had its consultant team conduct a sensitivity analysis of the potential influence of the RMPP on I-5 in the Project Area. The results of that analysis are contained in Appendix D of the 2022 Traffic

⁵ See Figure 6 of the I-205 Toll Project Comparison of Screening Alternatives for more information (available here: https://www.oregon.gov/odot/tolling/Documents/FINAL%20I-205%20Comparison%20of%20Screening%20Alternatives%20Report%20033121_508.pdf)

⁶ The RMPP proposes to reduce congestion on I-5 and I-205 in the Portland metropolitan region through congestion pricing.

Analysis Supplemental Technical Report. As noted in the 2022 Traffic Analysis Supplemental Technical Report, the results of the analysis are included for information only and have many limitations, including that travel demands and routes resulting from the RMPP are not explicitly known at this time and are expected to change as more detailed and refined analysis are performed during later RMPP phases.

A prior iteration of the IBR Project (the CRC project) is included in the 2014 RTP and 2018 RTP fiscally constrained project lists and is in Metro's RTDM. Tolling of the replaced Interstate Bridge was assumed as a part of both the CRC and IBR Projects and is therefore included in I-5 Rose Quarter Improvement Project modeling.

3.3.11 TRANSPORTATION - TRANSIT

TRN-1 The Project fails to significantly improve transit. There is concern for impacts to transit service, particularly NB PM rush-hour travel times for Bus 4/44. Response:

The RSEA identifies effects to transit, which include increases and decreases in travel time under both the No-Build and Revised Build Alternatives. The *Traffic Analysis Supplemental Technical Report (2022)* showed an increase of 20 to 45 seconds on the Bus 4/44 route for the NB PM rush-hour travel time. After the 2022 SEA was published, ODOT made design refinements to the Revised Build Alternative that have reduced the NB PM rush-hour travel times so that they are less than 20 seconds longer than the No-Build Alternative travel times. This information is presented in Table 20 of the *Revised Traffic Analysis Supplemental Technical Report*, included in Appendix A of the RSEA.

Refinements to signal timing and signal progression within the Project Area may shorten bus service travel times and will be further evaluated during design. The addition of transit signal priority, bus-only lanes, bus queue jumps, and bus stop consolidation will also be evaluated as potential mitigation during design. As stated in Section 3.13.2.1 of the RSEA, ODOT will continue to collaborate with the City of Portland, TriMet, and PSI in the design refinement process to identify and implement measures that will improve transit operations, or avoid or minimize impacts to transit and streetcar service connections, through the Project Area.

TRN-2 How could the Project increase transit use as a result of the highway covers?

Response:

The increased building capacity on the cover under the Revised Build Alternative has potential to produce new transit generators (housing and potentially transit-oriented development) that could increase transit ridership in the API.

3.3.12 WATER RESOURCES

WR-1 The 2022 SEA did not address potential for water quality impacts from increased impermeable surfaces and what effect this Project could have on water temperatures of the Willamette River.

Response:

Section 3.15.2.2 of the 2022 SEA described the added impervious area that would result from the Revised Build Alternative and the water quality treatment facilities included in the Project to treat stormwater runoff. Section 3.15.2.2 of the RSEA updates the information based on the design refinements. The total area treated would be 157 percent of all impervious area that would be reconstructed and added for the Project and that drains onto Project impervious areas that would be reconstructed and added. This means that the total area treated would account for the entire impervious area that would be reconstructed and added for the Project and that drains onto Project impervious areas that would be reconstructed and added, plus additional area outside of the Project Area. The added water quality treatment facilities would reduce the pollutants in runoff, including sediment, which is known to increase temperatures when suspended in water. Temperature reduction of runoff prior to it entering the Willamette River can be an additional benefit of the stormwater management facilities; however, this benefit is subject to seasonal temperatures and runoff volumes.

3.4 IMPACTS & MITIGATION

3.4.1 IMPACTS TO VISUAL RESOURCES AND VIEWSHEDS

VIS-1 Noise Wall 2 will obstruct natural light and views at some properties and will create a “dead space” (i.e., an alleyway) between the wall and the building just south of HTMS. The wall should be designed to avoid these impacts.

Response:

ODOT modified the design of Noise Wall 2 to best serve the affected noise sensitive receptors. This modification reduces the length of the wall by approximately 600 feet, ending it at the edge of the driveway and parking area on the south side of HTMS. The reduced length of the wall limits the space between the wall and the building to an area currently functioning as a driveway. ODOT’s public input process provides an opportunity for affected property owners to vote on whether or not the wall is constructed (see summary of policy at https://www.fhwa.dot.gov/ENVIRONMENT/noise/noise_barriers/acceptance_criteria/analysis/chapter06.cfm).

VIS-2 Noise Wall 2 could impact two viewpoints located at the western edge of Lillis-Albina Park.

Response:

Section 3.6.2.2 of the RSEA identifies the benefit of Noise Wall 2 for noise reduction at Lillis-Albina Park and the effect of Noise Wall 2 on viewpoints in the park. Property owners that would benefit from the noise wall would have the opportunity to vote on whether the wall would get constructed and, if the wall is approved, ODOT will work with the City of Portland through the final design process to mitigate its impacts on the views.

See the response to **4F-1** in Section 3.3.5 for more information about the noise wall.

3.4.2 CUMULATIVE IMPACTS

CI-1 The 2022 SEA did not fully consider the cumulative effects of the Project with other RFFAs or past actions, including industrial development and expanded transportation facilities, that would affect or have affected traffic on I-5 and communities in the Project area.

Response:

ODOT's cumulative impact analysis is presented in Section 3.16 of the RSEA. It fully considers the effects of the Project in the context of the other past, present, and reasonably foreseeable future actions that affected, or could affect, the same resources as the Project. The analysis of past actions considered large-scale urban development in the late 1950s/early 1960s, beginning with I-5 construction. The analysis of future actions considered projects that would be developed by 2045, the horizon year for the analysis of transportation system changes used in traffic modeling. The traffic model results for the Revised Build Alternative in 2045 represent the cumulative traffic effects of the Project because they account for past and present actions as well as RFFAs in the Project Area, including development (e.g., commercial, residential, industrial, institutional) and transportation facilities improvements. The cumulative traffic analysis is the basis of cumulative effects analyses for other resources. ODOT considered planned and programmed projects in the Project Area and surrounding areas that are likely to be implemented by 2045 to be "reasonably foreseeable." RFFAs considered are described in Appendix B of the RSEA.

Specific to industrial-centered development that is reasonably foreseeable, ODOT's analysis included consideration of the following:

- City-owned parcels proposed for redevelopment (East/West parking garages, Benton surface parking lot, Phase II Entertainment Lot)

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- Improvements to the Veterans Memorial Coliseum, Moda Center, and both the Annex building and its parking lot
 - Private redevelopment (Vulcan/Thunderbird site west of N Interstate and the Weston-owned site at N Broadway and N Larrabee).
 - Planned improvement projects led by public entities such as the Portland Water Bureau, TriMet, Metro/Oregon Convention Center, Portland Public Schools (PPS), and Multnomah County
 - Elements of the 2040 Growth Concept, which is the region's adopted land use and transportation strategy for managing growth and building healthy, equitable communities and a strong economy
 - Regionally adopted population and employment numbers associated with MetroScope and the RTDM as the baseline for travel demand development in conjunction with Metro
 - Comprehensive Plan and Zoning designations in the N/NE Quadrant Plan covering the Project API⁷
 - Portland Public School's Long Range Facility Plan, which identifies HTMS as under consideration for potential relocation (PPS 2021)

3.4.3 MITIGATION

MIT-1 Construction mitigation should ensure pedestrian and bicyclist safety, with clear wayfinding and safe and efficient event area access and circulation.

Response:

Section 6.2.1 of the *Revised Traffic Analysis Supplemental Technical Report* (Appendix A of the RSEA) states: "Also, for each phase of the Project, maintenance of traffic strategies would be developed to ensure safe accommodation of pedestrians, bicyclists, transit, and vehicle users while providing a safe construction work zone. Detour plans are anticipated for pedestrians, bicycles, vehicles, and buses as ramp and local streets closures would be needed in order to construct highway ramp improvements, the highway cover structure, and reconstruct sections of local roads. The Project would coordinate with TriMet, City of Portland, and PSI to identify traffic management strategies that minimize durations of disruptions of transit service and minimize out-of-direction pedestrian and bicycle detours."

⁷ The comprehensive plan and zoning designations in the API were designated primarily General Commercial, which allows for the maximum density.

Section 3.13.2.2 of the RSEA includes the following Avoidance, Minimization, and Mitigation Measure:

“ODOT will require the construction contractor to develop a Temporary Traffic Control Plan following the City of Portland’s current Traffic Design Manual, Vol 2 Temporary Traffic Control (PBOT 2019) to minimize construction-phase impacts to people who walk, bike, and roll. The following City of Portland priorities will guide the development of the Temporary Traffic Control Plan:

- Use the City of Portland guidelines identified in Portland’s Neighborhood Greenways Assessment Report (PBOT 2015) 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.
- Maintain speed and volumes of traffic at or below the Neighborhood Greenway thresholds for both daily and hourly motor vehicle traffic (PBOT 2015).
- Prohibit established Neighborhood Greenways from being used as formal motor vehicle detour routes.
- Maintain safe and comfortable conditions for people walking, biking, and rolling through the area throughout the construction timeline (consistent with City policies) by providing physical separation from vehicular traffic and implementing traffic calming measures on multimodal detour routes also used by vehicles.
- Include design details for temporary pedestrian and bicycle facilities (e.g., facility typologies, widths, and signage) in the Temporary Traffic Control Plan.”

3.5 ISSUES

3.5.1 COST

COST-1 The cost and adverse impacts from the Project outweigh the benefits. Public funds should be used for maintenance of existing roads, improvements to climate-friendly transit and active transportation facilities, or other community development projects, such as affordable housing. The Project does not offer a good return on investment; there should have been a cost benefit analysis.

Response:

ODOT, like all transportation agencies, is subject to state and federal restrictions on how transportation funds can be used. The Project would use funding for transportation

improvements, which the Project would provide through improved traffic flow and transportation safety on I-5 and surface streets, enhanced pedestrian and bicycle safety and mobility, and improved connectivity across I-5. The benefits and adverse impacts are disclosed in the RSEA. The FHWA weighs these impacts against the overall Project benefits in reaching its decision for the Project under NEPA.

COST-2 The state is facing a transportation funding gap. How will the Project be funded? Can the Project move forward without being fully funded? Is the funding that was set aside for the Project by the Oregon legislature still available?

Response:

In 2017, the Legislature passed HB 2017, providing \$30 million annually for the Project beginning in 2022. In 2021, HB 3055 allowed ODOT to use these funds for other UMS projects in addition to the Project. ODOT estimates that the HB 2017 revenue will provide a total of \$560 million in cash and bond proceeds; however, as stated in the UMS Finance Plan (ODOT 2023c), Project costs will exceed this amount, and funding for the Project is constrained due to the shift of HB 2017 funding allowed by HB 3055.

ODOT is developing a funding strategy for the Project that includes dedicated state and federal funds, grants, and financing options. The Project is a major project, as described in 23 United States Code (U.S.C.) 106(h) and will therefore be required to submit an Initial Financial Plan and Annual Updates to the FHWA Oregon Division office for approval. A financial plan reflects a project's scope, schedule, cost estimate, and funding structure to provide reasonable assurance that there will be sufficient funding available to implement and complete the project as planned. The financial plan is submitted and approved after the NEPA decision and prior to the first authorization of federal funds for construction. Construction of the Project cannot move forward without FHWA approval of the financial plan.

Consistent with federal guidance, estimated full Project costs of \$1.3 billion are shown in the 2023 RTP.

Please see response to **COST-4** for more information about Project funding.

COST-3 If the Project goes over budget or loses funding prior to completion, will efforts to protect the environment be cut?

Response:

When the FHWA makes a NEPA decision for this Project, and if the Revised Build Alternative is moved forward to construction, it will include mitigation commitments that ODOT must implement during Project construction and operation and maintenance. Additionally, ODOT and its contractors must comply with federal, state, and local

environmental protection standards, regardless of funding. If elements of the Project that require specific mitigation or regulatory compliance are eliminated or delayed due to a funding shortfall, those mitigation efforts would also be eliminated or delayed, respectively.

COST-4 ODOT failed to demonstrate funding is "reasonably available" for the Project, which is required by FHWA regulations prior to the issuance of a NEPA decision. Because the original allocation of revenue to this Project was made available to several other projects via HB 3055 and only a fraction of that funding remains, the Oregon Transportation Commission admitted tolling is necessary to pay for this Project. The RTP does not identify funding for this Project, as required by FHWA regulations.

Response:

NEPA does not require that an EA include a financial plan. The FHWA regulations cited by public comment refer to both statewide and metropolitan transportation planning rules in 23 U.S.C. 134, 23 U.S.C. 135 and 23 CFR 450. These regulations require state and regional planning documents, specifically the Metro RTP, Metropolitan Transportation Improvement Program (MTIP) and the Statewide Transportation Improvement Program (STIP), to demonstrate that the projects listed in them can be implemented using committed, available, or reasonably available federal, state, local, and private revenues. This is also referred to as demonstrating "fiscal constraint." A project in the NEPA process demonstrates fiscal constraint by being included in these FHWA-approved planning documents. The most recent FHWA memo clarifying fiscal constraint requirements (available here: https://www.fhwa.dot.gov/planning/clarify_fiscal_constraint.cfm) further clarifies this relationship between NEPA and fiscal constraint and describes criteria that must be met before the FHWA can sign a NEPA decision:

- Funding for a subsequent phase of the project (e.g., final design, ROW acquisition, or construction) must be shown in the STIP/MTIP; and
- For projects in metropolitan planning areas, estimated full project costs need to be shown in the MTIP (for the Portland metropolitan area this is the Metro RTP) (FHWA 2017).

The Project meets both of these "fiscal constraint" criteria that are required prior to the FHWA signing a NEPA decision. The Project is programmed in the 2018-2021 STIP, including \$21,000,000 programmed for the ROW phase in fiscal year 2020. The MTIP was amended on April 13, 2020, to include this ROW phase (MTIP Amendment MR20-10-MAR2). Therefore, consistent with FHWA guidance, funding for a subsequent phase of the Project (i.e., ROW acquisition) is shown in the STIP/MTIP prior to a NEPA decision.

The Project is in the Portland Metro Metropolitan Planning Organization; therefore, estimated full Project costs need to be shown in the Metro RTP. The Project was previously listed on the fiscally constrained list of the 2014 RTP and is listed on the 2027 fiscally constrained list of Metro’s 2018 RTP. The Project is also listed on the 2030 fiscally constrained list in the 2023 RTP. Consistent with federal guidance, estimated full Project costs of \$1.3 billion are shown in the 2023 RTP.

3.5.2 DISADVANTAGED BUSINESS ENTERPRISE (DBE)/JOBS

JOBS-1 The 2022 SEA should show how ODOT plans to go beyond the minimum federal and state requirements to include DBEs in the Project. ODOT’s commitment to providing DBE contracting opportunities does not justify moving forward with this Project since DBEs can be used on other ODOT projects in the region.

Response:

As stated in Section 3.11.2.2 of the RSEA, ODOT has committed to expanding contracting opportunities for small firms, including DBE firms, throughout construction of the Project as a part of a jobs creation program for small firms, with a focus on creating construction jobs in Portland’s Black community to the extent permitted by law. Section 3.12.2.3 of the RSEA describes ODOT’s DBE and Workforce program for the Project, which would maximize DBE contracting opportunities, including for small and minority-owned businesses. The workforce opportunities for the Project are also described on the Project website: (<https://www.i5rosequarter.org/workforce-opportunities/>).

However, it should be noted that ODOT is not advancing the Project for the purpose of engaging DBE contractors. For more information on ODOT’s overall DBE Program Mission, please visit <https://www.oregon.gov/odot/Business/OCR/Pages/Disadvantaged-Business-Enterprise.aspx>.

3.5.3 FREIGHT

FRGT-1 The relocation of the I-5 SB off-ramp could affect freight travel times and freight travel patterns. The design needs to account for approaches, slopes, clearances, alignments, and turning radii of freight vehicles and freight movement between the interstate and local roads and altered freight routes. Specific concerns include freight traffic on N Wheeler and N Williams, which are both local service truck streets that are not designed to accommodate major freight volumes, and geometric design of the SB off-ramp at N Williams.

Response:

The I-5 SB off-ramp intersection at N Wheeler/N Williams/N Ramsay is expected to exceed the Highway Design Manual (HDM) mobility target (volume/capacity of 0.75 or lower) in the AM and PM peak hours in both design options. Although both ramp terminal intersections exceed the HDM mobility target, the Revised Build Alternative reduces off-ramp queuing, and the SB off-ramp level of service would improve in the PM peak hour.

The design of the N/NE Weidler and N Williams intersection has been refined to eliminate the sharp right turn for vehicles exiting I-5 SB.

Revised Build Alternative intersections with highway on- and off-ramps are designed to accommodate, at a minimum, the interstate design vehicle, which is the WB-67 truck with some lane off tracking (when a vehicle makes a turn and its rear wheels do not follow the same path as its front wheels). Design for eliminating off tracking for the largest vehicles in dense urban areas is not often possible or desirable due to space constraints with existing buildings as well as a need to balance freight mobility with elements that can have a negative effect on pedestrian safety and mobility such as increased crossing distances.

3.5.4 INDUCED DEMAND

INDD-1 ODOT did not adequately analyze the impacts of induced or latent demand and did not incorporate best available science on induced travel in its traffic modeling. As a result, ODOT underestimated traffic levels in the Revised Build Alternative and overstated the traffic flow benefits of the Project. The 2022 SEA also did not explore the possibility that induced demand could be triggered outside of the Project Area due to improvements made in the Project Area.

Response:

Induced and latent demand are discussed in the RSEA in Section 3.13.2.4. With respect to transportation improvements, a key factor in changes to latent demand is increased capacity. The Project includes the addition of auxiliary lanes on I-5, which does not create significant new capacity. ODOT expects an auxiliary lane would restore effective existing system capacity caused by poor operations and address existing and future safety issues unique to the API. Specifically, this Project would add space to make lane-changing maneuvers from the on- and off-ramps safer, thereby reducing crashes, delays, and emissions from idling vehicles. The number of lanes north and south of the API (on I-5 and east and west on I-84 and I-405) remain unchanged.

ODOT has a new auxiliary lane screening-level tool in APM Appendix 10A, designed to identify the length needed to address the weaving volumes. This tool is designed to be used at the planning level but has been applied in the RSEA to give additional context to

concerns about added capacity related to the Project. The tool reflects that auxiliary lanes have the potential to add capacity if they exceed a certain length (respective to each individual project). As applied in the RSEA, the tool indicates that the auxiliary lanes would not result in an increase to system capacity. Larger latent demand shifts outside of the API were analyzed and found to be negligible (Appendix E of the *Revised Traffic Analysis Supplemental Technical Report*).

Induced demand is triggered by changes to land use. As noted in Section 3.8.2.2 of the RSEA, the Revised Build Alternative would not affect land use in ways that are contrary to planned land use or induce growth. Federal rules related to project-specific travel demand forecasting prohibit changing land use assumptions when preparing forecasts. When ODOT does transportation modeling or forecasting, it must assume land use will develop in the future according to separate land use forecasts input into the travel model.

Oregon's robust land use rules greatly reduce induced demand concerns. This is true in the API as well: the findings from the Project analysis indicate negligible shifts in the regional traffic patterns from the Revised Build Alternative. The total number of trips would stay the same, but drivers may take them at different times of day, choose different destinations, or change what mode they use to get there. With these findings, the Project team was confident with the long-range forecast. Additionally, analysis prepared in the past for other projects validates this is a low-risk area for changes to land use, a trigger of induced demand.

3.5.5 HARRIET TUBMAN MIDDLE SCHOOL

HTMS-1 When will HTMS be moved and who will pay for it?

Response:

Appendix B of the RSEA states:

“Since the FONSI and Revised EA were released in 2020, the Portland Public School’s Long Range Facility Plan lists Harriet Tubman Middle School as under consideration for relocation (PPS 2021) and funding for the relocation is provided to the Oregon Department of Administrative Services (ODAS) in Oregon House Bill 5202, Section 323 which was signed by Governor on April 4, 2022.”

Moving the middle school would occur as an independent action led by PPS and is not part of this Project.

3.5.6 HEALTH IMPACTS

HLTH-1 The Project will result in long-term health impacts and create heat island effects, particularly for the neighborhoods near I-5, including students at HTMS.

Response:

Air quality and its related impact on public health at HTMS have been evaluated through air quality studies conducted by EPA and Portland State University. This information is summarized in the 2020 Comment Summary Report on pages 23 through 25.

The results of the Project's air quality analysis presented in Section 3.2.2.2 of the RSEA and detailed in the *Revised Air Quality Supplemental Technical Report* (Appendix A of the RSEA) indicate emissions of criteria pollutants would be equal or less under the Revised Build Alternative for all pollutants because roadway speeds would be improved with the Project, and vehicles stuck in traffic generally emit more pollution than vehicles running more efficiently at posted speeds.

Section 3.2.2.2 of the RSEA reports on a highway-only emissions analysis conducted for I-5 that compared conditions within the API under the 2017 existing conditions, 2045 No-Build Alternative, and 2045 Revised Build Alternative. This analysis was completed to address heightened public concern surrounding MSAT emissions near HTMS. The data showed a large decrease in estimated MSAT emissions from 2017 to 2045 for both alternatives. Under the Revised Build Alternative design options, total MSAT emissions would be the same or lower for all pollutants when compared to the No-Build Alternative. Compared to the No-Build Alternative, emissions of criteria pollutants would be equal or less under the Revised Build Alternative design options for all pollutants because roadway speeds would be improved with the Project. Trends indicate that current concentrations of these pollutants, including in the vicinity of HTMS and neighborhoods 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 verified 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 methodology used in the analysis of the Project applied the FHWA and EPA guidance correctly. Based on the analysis, the Project would not have long-term air quality impacts to students and staff at HTMS or residents in the surrounding neighborhoods.

As stated in the *Revised Noise Study Supplemental Technical Report* (Appendix A of the RSEA), the Revised Build Alternative noise levels range from 11 decibels (dB) less to 4 dB greater than the existing noise levels. Compared to the No-Build Alternative, the Revised Build Alternative noise levels would range from 11 dB less to 3 dB greater. No substantial increases (10 dB or greater, as defined by the 2011 ODOT Noise Manuals) are predicted.

Health impacts from noise are not expected because reductions in noise levels are expected to occur with the Revised Build Alternative relative to the existing conditions and No-Build Alternative and would be most pronounced where the highway cover would be constructed. In these areas, noise sensitive receptors would experience a benefit from the Project via reduced traffic noise levels, as I-5 would be shielded by the highway cover.

As described in Section 7 of the *Revised Noise Study Supplemental Technical Report* (Appendix A of the RSEA), ODOT proposes constructing a 864-foot-long noise wall (Noise Wall 2) along the eastern edge of the I-5 ROW and adjacent to N Flint, to reduce future noise levels at HTMS by 5 dB or greater. This would be a beneficial reduction in noise compared to existing noise levels at the school. No health impact at HTMS is expected.

As described in Section 3.7.2.3 of the RSEA, ODOT will require construction contractors to develop and implement a Health and Safety Plan, Pollution Control Plan, and Contaminated Media Management Plan to avoid the accidental release of hazardous materials into the environment during construction.

Regarding concerns related to heat island effects in the Albina neighborhood, the Revised Build Alternative incorporates design elements (e.g., landscaped areas on the covers) and will meet the City of Portland requirements for protecting and planting trees (City Code Title 11), which will reduce heat island effects in the Project Area. See Section 3.3.2.2 of the RSEA for more information.

3.5.7 TOLLING

Note to Reader: For summary issue statements pertaining to consideration of potential tolling associated with the IBR project, see TRAF-4. For summary issue statements pertaining to consideration of tolling as an action alternative evaluated in the NEPA document, see ALT-1.

TOLL-1 ODOT needs to provide a clear rationale for why tolling or congestion pricing was not considered as an RFFA. Tolling or congestion pricing should have been modeled as part of the future No-Build condition.

Response:

Tolling was included in the Project's environmental analysis where appropriate. The RFFAs having the potential to contribute to a cumulative effect with the Build Alternative for the Project were identified in 2019 technical reports supporting the Project's EA and updated for the assessment of cumulative environmental effects of the Project's Revised Build Alternative presented in the 2022 SEA Appendix B. ODOT considered planned and

programmed projects in the Project Area and surrounding areas that are likely to be implemented by 2045 to be reasonably foreseeable. For the transportation-related analysis, RFFAs were based on the financially constrained project list included in Metro's most recent RTP. The 2022 SEA traffic analysis used Metro's RTDM, which is built on population and employment growth forecasts adopted by the Metro Council and the RTP's financially constrained project list. Volume development for the traffic analysis was conducted from November 2021 to December 2021.

Metro added the I-205 Toll Project to the RTP financially constrained list in May 2022 after volume development for the 2022 SEA was complete; however, the I-205 Toll Project is not expected to substantially change volumes on I-5 in the I-5 Rose Quarter Improvement Project Area. Because regional modeling performed for the I-205 Toll Project determined that daily volume changes would be negligible near the I-5 Rose Quarter Improvement Project Area, the Project RFFAs were not updated to include the I-205 Toll Project. The expected scale of daily volume changes resulting from the I-205 Toll Project was summarized during the Comparison of Screening Alternatives for the I-205 Toll Project, indicating a "negligible increase" of less than 2 percent in volume for all I-205 Toll Project alternatives on I-5 at the Marquam Bridge as well as north of I-405.⁸ Given these results, there is not likely to be any analytical value to performing sensitivity tests related to the I-205 Toll Project for the I-5 Rose Quarter Improvement Project. Appendix B of the RSEA has been revised to clarify and further explain this rationale for determining RFFAs.

The RMPP⁹ is not on the 2018 RTP financially constrained list and therefore was not considered as an RFFA in the 2022 SEA. Due to public interest, ODOT had its consultant team conduct a sensitivity analysis of the potential influence of the RMPP on I-5 in the Project Area. The results of that analysis are contained in Appendix D of the 2022 SEA *Traffic Analysis Supplemental Technical Report*. As noted in the *Traffic Analysis Supplemental Technical Report*, the results of the analysis are included for information only and have many limitations, including that travel demands and routes resulting from the RMPP are not explicitly known at this time and are expected to change as more detailed and refined analysis are performed during later RMPP phases.

A prior iteration of the IBR Project (the CRC project) is included in the 2014 RTP and 2018 RTP financially constrained project lists and is in Metro's RTDM. Tolling of the

⁸ See Figure 6 of the I-205 Toll Project Comparison of Screening Alternatives for more information (available here: https://www.oregon.gov/odot/tolling/Documents/FINAL%20I-205%20Comparison%20of%20Screening%20Alternatives%20Report%20033121_508.pdf)

⁹ The RMPP proposes to reduce congestion on I-5 and I-205 in the Portland metropolitan region through congestion pricing.

replaced Interstate Bridge was assumed as a part of both the CRC and IBR Projects and is therefore included in I-5 Rose Quarter Improvement Project modeling.

TOLL-2 I support/do not support tolling on I-5 and I-205.

Response:

Tolling is not a part of the Project. Tolling is being evaluated in a separate environmental review processes for the RMPP and the I-205 Toll Project. More information on those processes can be found at <https://www.oregon.gov/odot/tolling/Pages/About.aspx>.

3.5.8 INPUT

INPT-1 General input and feedback was provided to ODOT. This category includes design refinement recommendations, opinions about the Project (positive and negative), and other contributions that fall outside of the purview of NEPA.

Response:

ODOT and FHWA have reviewed all input provided by public comments. Ongoing opportunities exist to participate in either the HAAB Meetings or the Community Oversight Advisory Committee or other event-specific pop-ups. See the “Events and meetings” page on the Project website for announcements of upcoming opportunities: <https://www.i5rosequarter.org/events-meetings/>

INPT-2 Typographical errors in the 2022 SEA should be corrected and confusing language should be clarified.

Response:

The RSEA includes corrected typographical errors and clarifying language based on comments that identified errors and confusing text.

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Attachment A. Public Comments Submitted on the 2022 SEA

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Comment #	Submission #	Submission Date	Communication Type	First Name	Last Name	Organization	SEA Comment Text	Applicable Summary Issue Statement(s)
1	6775	11/15/2022	Website	Jay	Thatcher		Don't.	INPT-1
2	6778	11/15/2022	Website	Andrew	Barker		The proposed auxiliary lanes will induce more traffic, leading to higher greenhouse gas emissions and less safe streets throughout the region.	INPT-1
3	6778	11/15/2022	Website	Andrew	Barker		The money devoted to this project would achieve better safety and environmental impacts if it were dedicated to transit or active transportation in the corridor with no highway widening component.	COST-1, INPT-1
4	6779	11/15/2022	Website	Kyle	Kemenyes		I believe that the current plan to move the I5 SB Off ramp to deposit traffic on a northbound round will greatly negatively affect traffic around the entire region. Any event at the Moda Center or Coliseum will force traffic to take two left turns and cross Broadway & Wielder twice over.	BWI-3
5	6780	11/16/2022	Website	Fred	Jones		Having read the project updates, I feel more firmly than ever that I just DON'T WANT THIS PROJECT TO BE BUILT. There are sooooo many better ways to spend the almost \$1 billion that this project will cost - so many other unmet needs in Oregon.	COST-1, INPT-1
1194	6782	11/16/2022	Email	Cory	Pinckard		Oregon owes a lot of its strengths to rail infrastructure, much of which unfortunately no longer even exists. The further we move away from the logical layout provided by streetcar grids and electric commuter interurban railroads the uglier and less livable the city and its suburbs become. An intelligent coastal city would take advantage of this limited time of people crowding in to install city assets that will benefit us for generations such as a rail route beneath the Willamette and railway going between Vancouver and us. It makes perfect sense to put railway stations and stops on Marquam Hill (serving patients of all types including veterans) and at our community colleges and zero sense not to. When our Oregon Electric and Red Electric Railways, streetcars and trolleys were stolen from us, so too were our jazz district, Little Italy alongside and intermixed with the geographic center of our local Jewish Community. We lost so many interesting places and unique architecture, it was a colossal theft and betrayal of the residents at the time along with all future longtime inhabitants and visitors of Portland. Not all change is progress and a lot of the time it's regressive.	INPT-1
1195	6782	11/16/2022	Email	Cory	Pinckard		EV's are a greenwashing consumerist centered, greed based pseudo-solution that also (along with ICE vehicles) destroy the environment by releasing greenhouse gases through resource mining, manufacturing processes pollutants and ultimately going to the landfill in mass droves. The pollution they cause is simply unnecessary as is the amount of urban space squandered on parking and other paved over autocentric wastes. They also perpetuate urban sprawl, redlining, the food deserts invariably caused by it, along with cities that are not navigable as a pedestrian or bicyclist and are, in fact, inhospitable to humanity along with being horrendous towards animals. Isn't it ironically sad that streets divide us more than connect us and impede us from trying to get to where we're trying to go? EV's add to traffic congestion. Commodification of societal necessities and normalization of trying to substitute rampant consumerism where we need standardized, regulated and uniform public utilities doesn't work.	INPT-1
1196	6782	11/16/2022	Email	Cory	Pinckard		Putting the financial burden of transportation inefficiently and directly on the individual citizen is simply not wise or fair and hasn't been the norm for even 80 years. The fines, fees, road subsidies, permits, tickets, tolls, insurance and more that go into paying for an automobile is a colossal boondoggle strangling the nation from citizen to citizen with that ridiculous albatross hanging around their neck. To form the bone structure of walkable places we need to invest in commuter rail that's properly implemented as it typically is overseas. A commuter rail system is an engineering marvel while buses are just buses. The most reliable predictor of a neighborhood being impoverished is if it has no commuter rail connection (which Robert Moses intentionally famously forced to happen by having overpasses for cars too low for commuter rail to continue to run beneath them along with a ton of other disgusting ploys).	COST-1
1197	6782	11/16/2022	Email	Cory	Pinckard		The American people are apathetic through decades of disenfranchisement and a lot of that marginalization (eg Robert Moses's racist urban renewal) is through divestment of public infrastructure, utilities and programs to help the American people. How many special places were destroyed fated to become mere parking lots? How many lives were wrecked as entire communities and cultural centers of minorities were wiped off the face of the world as though an atomic bomb had been dropped on it in order to force through highway robbery highways were pushed through the wreckage and rubble of razed annihilation that those same victims now in atomized diaspora had to then help subsidize which is often the case with the rapid onslaught and constantly rupturing outbreak of mediocre monstrosities being raised all over the place currently, looming gloomily over neighborhoods they've doomed as ugly tombstones in the special spaces and places of what was demolished for them to be erected.	INPT-1

Comment #	Submission #	Submission Date	Communication Type	First Name	Last Name	Organization	SEA Comment Text	Applicable Summary Issue Statement(s)
1198	6782	11/16/2022	Email	Cory	Pinckard		We're past the point of car dominated transportation being anything better than a tragic hindrance or an outright travesty. Public works materially improving life for the taxpaying citizenry will bolster civic pride. Transcontinental High Speed Rail should integrate seamlessly with commuter rail networks so it can evenly function as one cohesive system and this will convert flyover country back into a thriving heartland by functioning as an artery of commute and commerce which will reduce clustering on the coasts. Similarly, wholly integrated circuits of commuter rail blended with interurban routes, light rail lines, street car grids, subways, and even trolleys along with electric ferries functioning together as a comprehensive series of interwoven systems would prevent people from having to live on top of each other in city centers in order to have quick access to urban cores and downtown areas so this would stimulate our local economies and prevent gentrification from demolishing cherished heirlooms of our historicity, destroying our classic neighborhoods, shredding the fabric of our communities and toppling our civic landmarks and architectural heirlooms along with other social capital such as venerable culture generating venues.	INPT-1
1199	6782	11/16/2022	Email	Cory	Pinckard		Numerous studies show that built environments of homogenously bleak and bland duplitecture dreck made from extremely toxic and highly flammable petrochemicals that profiteering developers push on us for their privatized gains to our public loss for the riches of themselves and price gouging corporate slumlords not only cause homelessness from being financially inaccessible to most Americans, but also cause depression from creating such a devastatingly sterile, cold, unloving urban habitat that's too congested and overcrowded to work properly as a correctly engineered built environment. Our roadways are overcrowded and no amount of widening them and adding lanes will do anything to help it because it just leads to induced demand that inevitably grinds to a halt at snags and bottlenecks down the road. Shouldn't American cities be thriving centers of culture and character rather than austere and chintzy morasses of mediocrity?	INDD-1, INPT-1
1200	6782	11/16/2022	Email	Cory	Pinckard		I believe that we can design the cities of our nation to reflect a future that embraces humanity and that we also must for America to have any sort of a bright future ahead of it. Right now we are mired in the destruction of our cities from the inward attacking neocolonial oppressors who weaponize their clout of wealth against the nation for their own off-shore un-American gains of privileged, parasitic, private profits. This greed fueled anti-social exploitation is present day feudalism driving us into another gilded age. Tons of new brutalist "luxury living" housing units remain empty serving only as financial assets in investment portfolios of hedge fund and permanent capital firm cretins sheltering dubiously acquired wealth instead of as direly needed shelter for humans. We deserve a landscape we can be proud of and country should come first before corporate looting and exploitation. Legacies are important and live on forever. With space opened up in our cities we could rebuild beloved structures gone from economic and environmental disaster utilizing new technologies such as hempcrete and 3-D printing. We could create vertical agriculture farms etc. on spots currently now just serving as paved over squares and nothing more. We can extend democracy into offering the taxpayer residents democratic say in what their city consists of, how it looks and how it operates promoting civic engagement and participation. Let's be a truly progressive place.	INPT-1
6	6786	11/16/2022	Website	Zachary	Leshner		Spending an estimated \$1.4 billion to increase private automobile capacity is at odds with the economic, social, and environmental goals of Oregonians both within and outside of Portland.	COST-1
7	6786	11/16/2022	Website	Zachary	Leshner		Firstly, wasting those resources on a project that will make a major population center more hostile to people outside of cars at a time when our state faces an increasingly impossible to ignore housing and human rights crisis is unforgivable. An essential precondition to achieving our mobility goals is making sure that our population has the ability to live near the destinations that they want to reach on a regular basis. Additionally, in 2015 there were nearly 4,000 homeless Portlanders, a number which has certainly increased in the interim due to the economic effects of the pandemic. A use for the \$1.4 billion which could serve to ameliorate both of these problems would be for the state to build beautiful, dense, mixed-use public housing, as outlined in the People's Policy Project's 2018 report "Social Housing in the United States" (https://www.peoplespolicyproject.org/wp-content/uploads/2022/10/SocialHousing.pdf).	COST-1, INPT-1
8	6786	11/16/2022	Website	Zachary	Leshner		Next, if ODOT wishes to continue considering its mandate in serving the state's transportation system more narrowly, using those resources to improve the ODOT-owned arterials and highways for modes of travel other than private vehicles and semi trucks would be a much more effective use of these resources.	COST-1, INPT-1
9	6786	11/16/2022	Website	Zachary	Leshner		The importance of this has recently been highlighted by the needless death of Sarah Pliner on ODOT-owned Powell Blvd, which was made intentionally unsafe by the removal of cycling amenities by ODOT in order to discourage its use by anyone outside of a vehicle.	INPT-1

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10	6786	11/16/2022	Website	Zachary	Leshner		Suggestions for improving roads such as Powell Blvd would be to decrease the number and width of vehicle travel lanes, and re-allocate that space to wider sidewalks, street trees, concrete- protected cycling tracks, and dedicated mass transit lanes. These uses of space would require much less maintenance than its current use as a speedway for heavy vehicles, and would save ODOT money in the long run. At minimum, ODOT should bring roads like Powell up to its own standards outlined in Blueprint for Urban Design (https://www.oregon.gov/ODOT/Engineering/Documents_RoadwayEng/Blueprint-for-Urban-Design_v1.pdf).	INPT-1
11	6786	11/16/2022	Website	Zachary	Leshner		Overall, a huge expenditure of taxpayer funds in order to repeat our past mistakes of trying to solve the geometry problem of fitting an infinite number of cars in a finite urban space is a poor way to serve Oregon residents, and we should instead be considering ways to undo the harm caused by highway construction in the first place.	COST-1, INPT-1
12	6786	11/16/2022	Website	Zachary	Leshner		The proposed capping of the freeway in the rose quarter and other related concessions are a transparent attempt to give an inequitable and wasteful project cover to do what appears to be ODOT's real goal with this project: endlessly increase vehicle capacity at the expense of every other metric of well-being for our State's residents.	INPT-1
1201	6787	11/16/2022	Email	Jynx	Houston		DON'T KEEP WIDENING ROADWAYS & THEN CALLING IT COMMUNITY-BUILDING. ODOT IS CROOKED AS THEY COME. I'M TALKING ABOUT SELF-SERVING CORRUPTION.	INPT-1
13	6788	11/17/2022	Website	Andrew	Holtz		This project has some good points, but the negative effects of induced demand outweigh them.	INDD-1, INPT-1
14	6788	11/17/2022	Website	Andrew	Holtz		Also, the immense cost of the project is far out of line with the benefits. These funds could produce far more transportation and community benefits if they were spent in other ways. As we face the grave threats from climate change (much of it due to vehicle emissions) and have urgent transportation safety needs, this project spends too much to produce too little.	COST-1
15	6789	11/17/2022	Website	Stuart	Elmer		Spending an estimated \$1.4 billion to increase private automobile capacity is at odds with the economic, social, and environmental goals of Oregonians both within and outside of Portland.	COST-1
16	6789	11/17/2022	Website	Stuart	Elmer		Firstly, wasting those resources on a project that will make a major population center more hostile to people outside of cars at a time when our state faces an increasingly impossible to ignore housing and human rights crisis is unforgivable. An essential precondition to achieving our mobility goals is making sure that our population has the ability to live near the destinations that they want to reach on a regular basis. Additionally, in 2015 there were nearly 4,000 homeless Portlanders, a number which has certainly increased in the interim due to the economic effects of the pandemic. A use for the \$1.4 billion which could serve to ameliorate both of these problems would be for the state to build beautiful, dense, mixed-use public housing, as outlined in the People's Policy Project's 2018 report "Social Housing in the United States" (https://www.peoplespolicyproject.org/wp-content/uploads/2022/10/SocialHousing.pdf).	COST-1, INPT-1
17	6789	11/17/2022	Website	Stuart	Elmer		Next, if ODOT wishes to continue considering its mandate in serving the state's transportation system more narrowly, using those resources to improve the ODOT-owned arterials and highways for modes of travel other than private vehicles and semi trucks would be a much more effective use of these resources.	COST-1, INPT-1
18	6789	11/17/2022	Website	Stuart	Elmer		The importance of this has recently been highlighted by the needless death of Sarah Pliner on ODOT-owned Powell Blvd, which was made intentionally unsafe by the removal of cycling amenities by ODOT in order to discourage its use by anyone outside of a vehicle.	INPT-1
19	6789	11/17/2022	Website	Stuart	Elmer		Suggestions for improving roads such as Powell Blvd would be to decrease the number and width of vehicle travel lanes, and re-allocate that space to wider sidewalks, street trees, concrete- protected cycling tracks, and dedicated mass transit lanes. These uses of space would require much less maintenance than its current use as a speedway for heavy vehicles, and would save ODOT money in the long run. At minimum, ODOT should bring roads like Powell up to its own standards outlined in Blueprint for Urban Design (https://www.oregon.gov/ODOT/Engineering/Documents_RoadwayEng/Blueprint-for-Urban-Design_v1.pdf).	INPT-1
20	6789	11/17/2022	Website	Stuart	Elmer		Overall, a huge expenditure of taxpayer funds in order to repeat our past mistakes of trying to solve the geometry problem of fitting an infinite number of cars in a finite urban space is a poor way to serve Oregon residents, and we should instead be considering ways to undo the harm caused by highway construction in the first place.	INPT-1
21	6789	11/17/2022	Website	Stuart	Elmer		The proposed capping of the freeway in the rose quarter and other related concessions are a transparent attempt to give an inequitable and wasteful project cover to do what appears to be ODOT's real goal with this project: endlessly increase vehicle capacity at the expense of every other metric of well-being for our State's residents.	INPT-1

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22	6790	11/17/2022	Website	Brandon	Van Buskirk		Instead of repairing the damage done to this fundamentally important urban fabric, this project will further the destruction of this inner-city neighborhood in favor of "moving" automobiles to the suburbs. This does not get us closer to reducing CO2 by making dense places better places to counter the destructive dominance of the automobile.	INPT-1
23	6791	11/17/2022	Website	Ian	Irwin		What are the alternatives considered to this project? Considering how widening highways historically increases congestion by unleashing latent demand, there are probably better ways to address the issue.	ALT-1
24	6791	11/17/2022	Website	Ian	Irwin		The environmental impact section is also laughably sparse and makes no mention of the effects of the project itself due to the increased amount of impermeable surface and heat island effect.	HLTH-1, WR-1
25	6791	11/17/2022	Website	Ian	Irwin		Could congestion be lowered through a combination of congestion pricing and improving safety for non-car travel?	ALT-1
26	6791	11/17/2022	Website	Ian	Irwin		I would like to see an Environmental Impact Statement and consideration of alternatives to this project before any more steps are taken to implement it.	ALT-1
27	6792	11/17/2022	Website	Cale	B		No more lanes! stop killing us with cars	INPT-1
28	6793	11/18/2022	Website	Sean	Pliska		It is depressing to see ODOT has continued to pursue a weird ideology of increasing capacity for motor vehicles in order to counter congestion, increase safety and lower emissions, when almost every project that increases capacity does exactly the opposite. It is as if convergence of evidence across research subjects, science and basic perception are set aside for a dream of spending more money on roads. What would actually decrease congestion, increase safety and lower emissions? I'm hoping some day ODOT will review research on these issues. Until then we have this weird transparent religion of just build it wider and somehow, some way, this time it'll work.	INPT-1
29	6794	11/18/2022	Website	Timothy	Fryer		Your own information shows this project increasing VMT, don't we need to be drastically reducing this? Quit building expensive and unsustainable car infrastructure and give us better public transit and walking/cycling facilities!	INPT-1
46	6795	11/18/2022	Website	Ben	Weber	Concerned citizen	I'm extremely disappointed you have not given attention to an EIS analysis of no auxiliary lanes and no added and no added interstate capacity.	ALT-1
47	6795	11/18/2022	Website	Ben	Weber	Concerned citizen	Your two primary goals "safety" and "Operations" seem speciously supported. This stretch of I-5 is considerable safer than most ODOT facilities in Portland from the perspective of serious injuries and fatalities - why not devote resources elsewhere, such as 82nd Avenue and Powell Boulevard? Per operations, auxiliary lanes area a cludge that will induce demand to the area and negate and purported traffic throughput gains. Your designs for relocated highway ramps seriously imperil walking and biking safety, by your own admission! Forcing northbound bikes to cross two significant turn movements, one at a highway ramp and one at a double right turn on Weidler. The highway covers are questionable.	PN-1
48	6795	11/18/2022	Website	Ben	Weber	Concerned citizen	What development do you expect at three stories? Why subject this development (which may end us as low-income housing) to suffer undue impacts of emissions and poor air quality?	LU-1
49	6795	11/18/2022	Website	Ben	Weber	Concerned citizen	Put bluntly, why do you deny that adding capacity does not smooth nor make more reliable vehicle travel. Induced demand is scientifically proven and any new capacity will quickly fill up as people flood the route.	INDD-1
50	6795	11/18/2022	Website	Ben	Weber	Concerned citizen	Why not implement tolling, a state gas tax increase, and other demand reducing methods first?	ALT-1
51	6795	11/18/2022	Website	Ben	Weber	Concerned citizen	This project and process is deceptive and an affront to Oregon's sensibilities. Please do better. We are in a climate emergency. Climate leaders don't widen freeways.	INPT-1
30	6796	11/18/2022	Email	Richard	Smith		I live down in North Albany (Benton County), and am totally against creating toll roads on roadways already paid for by state and federal tax dollars! Additionally, the rates mentioned are absurd! These roads are not San Francisco Bridges! Perhaps a 50 cent charge would be ok, but at the suggested rates, no way. We already live in the second highest cumulative tax rate state in the country...this will only make it worse. I only travel to (and thru) Portland a few times a year, mainly to get to PDX. Our family no longer visits Portland because of the crime-ridden armpit that it has become...this toll will guarantee we never travel north! Why pay to visit "Tina's Tent City"??? Might as well just wall it off and let the dopers have it. This would represent just one more tax in an already overtaxed state. Please respect the taxpayers and do NOT add these tolls. The state has a huge surplus already...I suggest raiding the coffers in Salem if you need it that bad. And while you are at it, I suggest fixing what have become our deplorable roads.	INPT-1
31	6797	11/18/2022	Email	Lee	Klingler		The traffic in this area is a mess. It's time to fix it. Enough said.	INPT-1

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32	6798	11/18/2022	Email	Amanda	Holland		Please do not expand the highway. There is a lot of evidence showing that Highway expansions do not overall reduce traffic overtime. The traffic just grows.	INDD-1
33	6798	11/18/2022	Email	Amanda	Holland		Please put the money into a more reliable and safe transit system. And the tolling seems reasonable.	INPT-1
34	6799	11/18/2022	Email	Matthew	Shipkey		It's unconscionable that when our planet is literally burning up, ODOT is intent on adding fuel to that fire via a highway expansion project. Take that money and invest it in something that can actually heal our planet and the Albina community. Why are you investing millions of Oregon taxpayer dollars in a project that will principally benefit high income, single occupancy commuters from the Vancouver suburbs?	INPT-1
35	6800	11/18/2022	Email	Mrs.	Lingy		What is the plan of the expansion. I've heard covering it, expanding it... I can see expanding, but only with tolling.	INPT-1
39	6801	11/18/2022	Email	Elizabeth	Zenger		I am opposed to expansion of I5 through the Albina district in NE Portland.	INPT-1
40	6801	11/18/2022	Email	Elizabeth	Zenger		Tolling should be considered as an alternative to any freeway widening. Any freeway widening will damage the community and the environment.	ALT-1
41	6802	11/18/2022	Email	Ed	Hayes		I fully support any upgrades to I-5 capacity through the rose quarter. I have lived in the Portland area for 23 years and the entire time this section of freeway has been terrible to drive through. Please add as many additional traffic lanes as possible.	INPT-1
42	6803	11/18/2022	Email	Ted	Smith		In general I have no problem with charging tolls on major roadways, but if the result is moving vehicles onto surface streets, I would be adamantly against. A toll system around Portland needs to be well thought out so it doesn't increase traffic in neighborhoods.	INPT-1
43	6803	11/18/2022	Email	Ted	Smith		It's no victory to claim you've reduced traffic on I-5, I-205, I-84, etc., when 102nd, Sandy, MLK Jr., and adjacent streets become parking lots. I feel PBOT takes the head-in-the-sand approach on the impact it causes to nearby streets when it reduces lanes on a major boulevard and I really hope ODOT doesn't copy that strategy.	INPT-1
44	6805	11/18/2022	Email	Tim	Andrews		Please expand I5 and yes to tolling! Yes yes yes. Thank you.	INPT-1
45	6806	11/18/2022	Voicemail		Anonymous		"Hi. I just wanted to comment that I think tolling the bridge is a great idea. We should toll both the 205 and the 5 bridge, otherwise, people are just going to switch to the other. And we need to raise funds to support them. So, that's all. Thank you, Bye, bye."	TOLL-2
52	6807	11/18/2022	Email	Robert	Rubenstein		I'm opposed to tolling on bridges in the Portland metro area. I've lived here since 1983. This plan will cause a disproportionate burden to low income people who must drive two and from work. Any plan to mitigate this burden through transponders will be at the cost of personal privacy. Tolling is a bad plan driven by greedy bureaucrats.	TOLL-2
53	6808	11/18/2022	Voicemail	Sheila	Ruland		"Sheila Ruland, Hollywood area, Portland. I'm against any widening of highways the point of climate change is we need to get people out of their cars, don't make it easier to drive, and don't ruin houses and streets."	INPT-1
55	6809	11/18/2022	Email	John	Weil		Also, can you confirm the impression I got from the video that the plans to cover parts of the freeway do not include the section in front of the grade school? Was that possibility considered?	LID-3
56	6811	11/18/2022	Email	Jim	Mole		NO tolls!!!!!!...you vultures have been reaping gas taxes from me since 1970!!!!...you guys have absolutely no shame...	TOLL-2
57	6813	11/18/2022	Email	Gregory	Frank		This is an issue that should be put to a vote by the citizens that would be affected. People are still going to need to use the Freeways, therefore all this would be is a money grab and do NOTHING to relieve congestion. The poorest are the ones that will be affected the most....	INPT-1
58	6813	11/18/2022	Email	Gregory	Frank		Because the people in power do not want to build more roads because they would need to buy more land, I am sure we have engineers that could figure out a way to build UP instead of out. Nothing is impossible.	INPT-1
59	6814	11/18/2022	Email	Michael	Ransom		The Rose Quarter congestion results from poor design, including the Rose Quarter on ramp, & magnitude of traffic including North/South (Canada to Mexico) commercial trucks. Too much money (& politics) wasted & should have been solved years ago!	INPT-1
60	6815	11/18/2022	Email	Patrick	Hudson		Please just improve the efficiency of the existing footprint of the freeway and do not expand it. It will just induce more congestion at high cost. Ideas: Variable priced electronic tolls now Allow motorcycle lane sharing Variable speed limits with camera enforcement	INPT-1

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61	6816	11/18/2022	Website	Patricia	Gardner		We're in support of this project - what no one ever discusses is that the current situation causes daily multiple traffic jams in this location. The amount of fumes that come off these idling cars is never spoken about but as someone who lives & works across from Harriet Tubman, I can tell you that you can palpably smell the fumes every time the traffic backs up. We do not have to look at our watches to know it is rush hour, we have but to smell the air. I am certain that having the traffic flow more freely will actually improve the immediate air quality. I wonder if this effect could be measured on i-205 where the same type of project successfully occurred. Did the immediate air quality improve around those improvements?	INPT-1
62	6816	11/18/2022	Website	Patricia	Gardner		As for the folks who say this is adding capacity - how is a 3 lane highway that is remaining a 3 lane highway, adding capacity? All that is happening is that a dangerous merging situation that causes excess fumes is being eliminated. Instead of 3 lanes to 2 to 3 lanes in a very short space, it will be a consistent 3 lanes. The righteousness about this project is a little hard to comprehend - where was the outrage for the same project at i-205?	INPT-1
368	6817	11/18/2022	Website	Aurelia	[Redacted]	Sunrise PDX	My name is Aurelia [Redacted]. I am fifteen years old. I oppose the I-5 Rose Quarter project because of a phenomenon ODOT has heard much about, induced demand. As you know, it means that adding more lanes will only create more demand for the freeway, leading to more traffic and more pollution.	INDD-1
369	6817	11/18/2022	Website	Aurelia	[Redacted]	Sunrise PDX	Rebuilding the Albina neighborhood on top of such a polluted area will create a toxic nightmare for residents of the neighborhood. When you cap the freeway, the pollution doesn't go away. It may be trapped for a while underneath the caps, but wind will eventually push it into the surrounding air. I wholeheartedly support rebuilding Albina, but it is possible to do so without expanding I-5.	AQ-1, LID-2
370	6818	11/18/2022	Website	Eric	Van Dyke		This can be simple and brief: Alternatives to the proposed Rose Quarter lane expansion need to be thoroughly analyzed. That means a full Environmental Impact Statement. The proposed project won't--and shouldn't-- proceed until an EIS is completed.	ALT-1
371	6819	11/18/2022	Website	Harry	Stringer		Why spend so much on something that accomplishes so little? Induced demand after creation of additional lanes is well documented, and putting an off ramp onto one of Portlands' busiest bike routes seems cruel and myopic. No part of this project seems to address any real problem, with traffic levels, noise pollution, greenhouse gas emissions, and intersection complexity all offering little or no overall improvement by or after 2045. Why not spend these millions on bike lanes and public transit, the only things that have ever effectively improved transit conditions?	INPT-1
359	6824	11/18/2022	Email	David	Brown		You took a \$300m project and made it a \$1.25B project (and that doesn't count the \$120m allocated to move Harriet-Tubman school). We should call the new freeway cap the "Kate Brown Memorial Toilet brought to you by ODOT" because this is where your tax dollars were flushed.	COST-1
360	6824	11/18/2022	Email	David	Brown		And you wonder why tolling is now required to pay for actual roads instead of freeway caps. When ODOT says there is no other way to pay for the I-205 upgrades it is just another lie of convivence. No doubt you will find ways to spend the tolling revenue on non transportation and non I-205 upgrade projects as is already demonstrated by your own publications. If it wasn't for your horrible credibility you wouldn't have any credibility at all.	INPT-1
361	6824	11/18/2022	Email	David	Brown		You can count on me to vote against every new transportation increase because you folks cannot be trusted to actually spend the money on transportation. It is a breach of trust to even spend dollars planning for a freeway cap. You should all be fired for being horrible stewards for the money allocated to ODOT.	COST-1
362	6825	11/18/2022	Email	Robert Daryl	Hall		There should be no toll for any road or highway in this area. Toll roads should only exist in very limited circumstances where the traffic doesn't justify the need and the people who benefit from the road should pay the toll, if even then. We pay more than enough in taxes so please don't add another tax and call it a toll.	TOLL-2
363	6826	11/18/2022	Email	David	Peters		It's way past time to do something about the gridlock that this I-5 interchange has caused for decades. The dream of getting everyone on public transportation or bikes or walking isn't practical for an overwhelming majority of people. Cars are not going to go away. In fact with the abundance of EV's, the need for more lanes is crucial. This expansion technically isn't even adding new lanes, just extending existing ones.	INPT-1
364	6826	11/18/2022	Email	David	Peters		However anything will help at this point to keep traffic somewhat moving. I believe getting rid of any carpool lanes and adding a 3rd lane are what is truly needed. I'm sure the anti-transportation crowd will disagree. They seem to be the minority that gets all the attention these days, while the average person just trying to get to work and back don't count.	INPT-1
365	6827	11/18/2022	Email	Hannah	Childs		Thank you for planning on expanding the freeway near the rose quarter.	INPT-1
366	6827	11/18/2022	Email	Hannah	Childs		Not only will this increase safety (with more room for merging), it will also increase productivity and efficiency while reducing potential pollution of cars sitting in extended and unnecessary traffic.	INPT-1

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367	6828	11/18/2022	Email	Lori	Eichelberger		Yes traffic sucks in those areas but tolls will only cause more problems. As it is, when traveling from Eugene, where I live, I do everything I can to take back roads in order to avoid the 205 and 5 thru Portland. I know I'm not the only one.	TOLL-2
372	6829	11/18/2022	Website	Aaron	McDonald		Please don't listen to the vocal minority of comments being led by Jonathan Maus and Bike Portland (a website that just recently came out in SUPPORT of activists slashing tires on cars in Portland - https://bikeportland.org/2022/11/09/opinion-despite-panic-deflating-suv-tires-is-a-smart-protest-tactic-366833) and build the I-5 expansion to help Portland solve its tremendous traffic problems.	INPT-1
373	6830	11/18/2022	Website	Rick	Kappler	member of BikeLoud PDX	Where is ODOT's full Environmental Impact Statement for the wasteful I-5 freeway Rose Quarter project?	NEPA-1
374	6830	11/18/2022	Website	Rick	Kappler	member of BikeLoud PDX	Why are you building this project directly by private rail road lines? Why not spend the BILLION DOLLARS on helping public transportation in urban, suburban, and rural Oregon? Why not restore the Amtrak Pioneer train to make it go from Seattle, Washington to Portland, Oregon and then to Cheyenne, Wyoming and then to Denver, Colorado and on to Texas or Chicago, Illinois instead of wasteful freeway spending?	COST-1, INPT-1
375	6830	11/18/2022	Website	Rick	Kappler	member of BikeLoud PDX	Why not advocate to ban metal-studded car tires in Oregon instead of wasting money on a freeway project?	INPT-1
376	6830	11/18/2022	Website	Rick	Kappler	member of BikeLoud PDX	Why are you wanting to remove the north-south freeway overpass that is west of North Vancouver Avenue?	DES-3
377	6831	11/18/2022	Email	Dennis	Harper		To be honest I had not been in favor of this project until the latest proposal to WIDEN the freeway caps and make them capable structurally to support low- or mid-rise buildings. With buildings on the freeway caps, the City will be able to better connect both sides of I-5, which has been a disruptive divide in the city fabric.	INPT-1
378	6832	11/18/2022	Email	Michael	Peterson		Please note my support of increasing the freeway capacity via additional lanes, interchange improvements, and widening in Rose Quarter. The current situation is overburdened. This results in congestion, frustration, safety problems, and additional pollution. Added capacity will improve these issues.	INPT-1
379	6832	11/18/2022	Email	Michael	Peterson		In addition I support the freeway cap. It will help connect the neighborhood, improve property value and reduce traffic by giving drivers more surface options.	INPT-1
380	6832	11/18/2022	Email	Michael	Peterson		The state and city have neglected Portland and have not invested appropriately in freeway capacity as it has allowed the region to grow.	INPT-1
381	6833	11/18/2022	Website	Patrick	Halley		Hello, I am writing to express disappointment in the I-5 Rose Quarter Improvement project and Supplemental EA. While I am a fan of covering the interstate, the current proposal is clearly half-baked and focused on auto traffic. It introduces new safety concerns for pedestrians and does not come close to recognizing the potential for new development on top of the lid.	LID-2
382	6833	11/18/2022	Website	Patrick	Halley		I am not a native Portlander, but I have lived here for 12 years and would love to see this become a project our city can be proud of. I would hope the design team could leverage ideas from Seattle's Alaska Way Viaduct replacement and Boston's Big Dig freeway project. Each of these projects successfully eliminated unsightly freeways and established new parks and plazas which are now cherished by residents.	INPT-1
383	6834	11/18/2022	Website	Geoff	Grummon-Beale		I drive my car on I-5 through the project area 2 times a day, at rush hour. I do not think there is any need for this project. My delay in the project area is at most 1-2 minutes. That slight delay does not warrant a project of this size and cost. I think the project should be cancelled.	INPT-1
384	6834	11/18/2022	Website	Geoff	Grummon-Beale		Furthermore, this project is being sold as a "safety" project. However, it is clear from the project design drawings that conditions will be made much less safe for pedestrians and bicyclists on the streets surrounding the project area. This is particularly true at the new proposed off ramp onto Williams Avenue. Williams is the most heavily travelled bicycle route in the city. Introducing an off-ramp with thousands of daily vehicles onto it will be a recipe for crashes and deaths.	ACT-1
397	6835	11/18/2022	Website	Matt	Bahr	Windermere Real Estate	No more traffic near population centers. No more investment in the oil economy. Spend the money on housing the homeless and fixing the roads we already have. Think long term and get the highway out of the congested city. The tires alone create unhealthy spaces.	INPT-1

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398	6836	11/19/2022	Website	Paul	Leitman		I have not followed all design iterations too closely, so I'm not aware of what has or has not already been considered. But has the project team considered maintaining the southbound I-5 offramp to Broadway for traffic wanting to take Broadway westbound? This would reduce the volumes coming out of the southbound I-5 offramp to Ramsay/Williams (which would be maintained for traffic wanting to take Weidler eastbound or Williams northbound). If this has not been considered previously, I'm wondering if this configuration would distribute traffic more evenly and reduce the volumes through any single intersection, hopefully making signal timing better overall to help move people and good through the area.	INPT-1
399	6836	11/19/2022	Website	Paul	Leitman		Secondly, I'm concerned about locations where crosswalks would be closed on any leg of an intersection. The ones I'm aware of are on N Williams at NE Broadway (west leg), and NE Weidler at N Williams (north leg). This significantly reduces pedestrian access. Just because a crosswalk is closed does not prevent someone crossing at that location. As a community, it should be acceptable to have additional vehicle delay or waiting time in order to provide sufficient pedestrian access and safety. Could these crosswalks be re-added?	ACT-1, SAF-1
400	6836	11/19/2022	Website	Paul	Leitman		Lastly, I'm concerned about all locations where there are dual turn lanes: westbound Broadway to northbound Williams, westbound Broadway to southbound Vancouver, northbound Victoria to westbound Broadway, northbound Williams at to eastbound Weidler, northbound Williams to westbound Broadway. Would there be sufficient space to add bicycle- and pedestrian-friendly slip lanes? This means raised crosswalks, angles that allow good visibility to the left and right, designs that keep vehicle speeds slow, and designs that reinforce modal and directional priority by the nature of design (i.e not through signals or signage). This would allow vehicles to turn when safe to do so, and not just on a green phase. This could reduce the need for two vehicle lanes for queuing and storage, and allow just one turn lane. Yes, sometimes vehicles will back up. But not as much as if they have to wait for a green phase once per cycle.	INPT-1, SAF-1
401	6837	11/19/2022	Website	Seth	Arnold		Adding more lanes never seems to help. Add tolls to the Columbia crossings and move from demand generation to demand destruction. Thanks	INPT-1
484	6838	11/19/2022	Website	Jonathan	Hansen		This plan is frankly, horrific. Rather than take the opportunity to better the district and community by improving multimodal transit, this plan doubles down on automobile traffic by actively displacing the pedestrians, bikes, and other forms of transit.	INPT-1
485	6838	11/19/2022	Website	Jonathan	Hansen		This is particularly impactful, as PBOT's bike share program data shows that over 2% of all bike trips within Portland travel on the impacted streets.	INPT-1
486	6838	11/19/2022	Website	Jonathan	Hansen		Clearly the planners missed a step, because if removing crosswalks, bike lanes, and other transit is necessary to place a ramp at this location, perhaps there shouldn't be a exit off I-5 southbound at Wheeler.	ACT-1
487	6838	11/19/2022	Website	Jonathan	Hansen		In addition to adding support for non-automobile modes of transportation, please consider amending this plan to place the exit where it can connect to N Interstate Street. For example placing off/on ramps at N Thompson would allow traffic to reach all destinations freely with minimal travel impacts and lower project costs.	INPT-1
490	6839	11/19/2022	Website	Phil	Kulak		I'm strongly OPPOSED to this project. With everything we've learned about urban planning over the last 5 decades, and while running headlong into a climate catastrophe, caused in part by too many cars on the road, the idea is to ADD freeway lanes? Whoever had this silly idea needs to head back to Los Angeles or Texas. They love destroying cities with freeways down there. We shut down the Mount Hood Freeway up here, and I hope to God we can shut this down as well.	INPT-1
492	6840	11/19/2022	Website	Eric	Casteleijn		I strongly oppose the project as laid out. The time for highway expansions is over, we need to invest in public transit only, and encourage people to drive substantially less, not more, because the planet is literally dying.	INPT-1
503	6841	11/19/2022	Website	Lucy	Kennedy-Wong		I am a regular transit user and biker through the project area. Looking at the SEA, under the Transit KEY ENVIRONMENTAL STUDY FINDINGS: "There is potential for transit ridership to increase in the project area with future development of the highway cover." How would future development of the highway cover increase transit ridership? Since this project's main driver is ease of people driving on I-5, which will therefore increase the use of single occupancy vehicles on that freeway, how is this project going to do anything for transit users? It seems instead that will continue to invest tons of tax dollars on car drivers, without thinking at all about increasing transit use, something which is CRUCIAL for improving air quality in that area. This is all not to mention the current effects of climate change, which are furthered by the greenhouse gas emissions which come from these cars.	COST-1, TRN-2

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504	6841	11/19/2022	Website	Lucy	Kennedy-Wong		Also, under the Active Transportation KEY ENVIRONMENTAL STUDY FINDINGS: If you know there is a "potential for pedestrian/auto conflict at the proposed new I-5 southbound ramp location, which could increase due to the additional traffic at this location" why isn't something being done about it? You're playing with people's lives. Pedestrians will die and it will have basically been planned if you do nothing about this conflict.	ACT-1, SAF-1
507	6842	11/19/2022	Website	Eamon	Haverty		This isn't a safety project, this stretch of I-5 has fewer fatalities than Powell or 82nd.	INPT-1
508	6843	11/19/2022	Website	Amy	Schuff		Delighted this is happening. the current traffic pattern is horrible and dangerous. I'm especially happy about the auxiliary lanes and lessening the need to merge.	INPT-1
532	6844	11/20/2022	Website	Eric	Terhaar		I have read many news stories about this project. Most of them have mentioned studies that are estimating the environmental impact, including the expected pollution. I just wanted to find out if any of those studies factor in the currently in-progress transition to electric vehicles. It seems that many, if not most, of the pollution concerns will eventually be mitigated or eliminated by that transition and are therefore almost moot.	AQ-3
533	6845	11/20/2022	Website	Mike	Davis	None	Please prioritize reducing rcongestion on I-5 through the Rose Quarter. With no practical alternatives available to me, today I must choose between inching through traffic or just staying home. Whether for work or pleasure, I (and my tourist dollars) usually end up staying home. I want my tax dollars spent on congestion reduction.	INPT-1
534	6846	11/20/2022	Website	Peter	Parmenter	PacifiCorp	Strongly in favor of this much needed project that affects so manly oof us on a daily basis. Thank you!	INPT-1
562	6847	11/20/2022	Website	Rick	Pope		1. This major traffic bottleneck needs fixing for traffic flow and safety purposes. I am concerned about climate change but we will be driving more and more electric vehicles and we will continue to need and use our highways. Smoothing the bottleneck will also keep heavy traffic on I-5 rather than encouraging drivers to leave the interstate and route themselves through neighborhoods.	INPT-1
563	6847	11/20/2022	Website	Rick	Pope		2. The fix needs a highway cover that satisfies the Albina advisory board. This is a must in my view. What our ODOT forebears did to the Albina community is a serious injustice that we need to correct. The correction needs to remedy the wrong as closely as possible. If we cannot correct the injustice in a way that satisfies the Albina board the project should halt until we can.	EJ-1
564	6847	11/20/2022	Website	Rick	Pope		3. Tolling a small stretch of I-5 for traffic control is a deeply flawed idea. It will push traffic on to local streets and increase neighborhood congestion and bike and pedestrian risks. Tolling to pay for construction makes sense to me, but should be done in a way that doesn't focus the side effects on Albina and surrounding neighborhoods. Why not have tolling between the Vancouver bridge and the Wilsonville bridge, and use the funds to pay for this and the new Vancouver bridge project? And keep tolls low for short hops within the city.	TOLL-2
565	6848	11/20/2022	Website	Angela	Zehava		I do not support this project. It is gross and disgusting that you are bribing a low income community to make your environmental racism palatable.	INPT-1
566	6848	11/20/2022	Website	Angela	Zehava		SPEND MONEY IN ALBINA AND THE SURROUNDING COMMUNITIES WITHOUT BUILDING A POLLUTING HIGHWAY.	INPT-1
567	6848	11/20/2022	Website	Angela	Zehava		We need light rail, not more traffic lanes. We need more trees, not concrete. I also do not appreciate how this project has been railroaded over so many objections. It begs the question: which rich, white males will benefit? I assume that is what this full court push is about: business & money. I will renew my participation in opposition organizations.	INPT-1
568	6850	11/20/2022	Website	Susan	Milke	Scott Milke	Make no changes. Yes, it gets backed up but folks can adjust travel times, means or travel or be patient	INPT-1
569	6851	11/20/2022	Website	Christine	McMonigal		I-5 in the Rose Quarter area is narrower than many other sections of I-5 in the city, despite this area being a high traffic zone. In particular, I-5 southbound loses a lane and necks-down in the Rose Quarter, and in many instances this is a direct cause of the congestion. At the very least, that lane should continue until the I-84 east exit. Traffic entering the highway from the Rose Quarter on-ramp has a short runway to merge with traffic trying to get to the I-84 exit.	INPT-1
570	6851	11/20/2022	Website	Christine	McMonigal		Anything that ODOT can due to alleviate unnecessary lane changes will both reduce emissions and increase safety in that area as traffic moves more smoothly.	INPT-1
571	6852	11/20/2022	Website	Charlie	Ta		I appreciate all the work that has been done to make improved changes to the I-5 Rose Quarter interchange for the public. A few recommendations I had, which may have been stated before, would be: (1) maintain the existing I-5 south auxiliary lane off-ramp but as a one-lane, right turn only exit configuration with a Yield sign at N/NE Broadway for commuters that plan on heading West-bound in addition to the easier access to the Rose Quarter parking area;	INPT-1

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572	6852	11/20/2022	Website	Charlie	Ta		(2) maintain the proposed I-5 southbound off-ramp at NE Wheeler/N Ramsay/N Williams with the following lane configuration changes between the off-ramp to NE Weidler: (2a) the lane configuration should be one through lane (west side), one combined right turn/through lane (centered), and a right-turn only lane (east side). This lane configuration makes it more consistent with the proposed lane configuration changes between NE Weidler and NE Broadway in which the center lane is a continuous through lane between the new I-5 South off-ramp and to the existing N Williams Ave traffic.	INPT-1
714	6853	11/20/2022	Website	Anders	Hart		I have four concerns about the I-5 Rose Quarter Project's Supplemental Environmental Assessment (SEA) and the current "Hybrid 3" alternative. First, the proposed relocation of the southbound I-5 off-ramp would create a dangerous hazard to people cycling on Williams Avenue. I bike through that area multiple times per week, and the current intersection with N Williams Avenue is already dangerous. Drivers regularly block the intersection as they try to get onto the on-ramp before the next traffic cycle. Adding an off-ramp at that location would put people's lives at risk, especially considering the poor sight angles that drivers would have as they exit the proposed southbound off-ramp.	ACT-1, SAF-1
715	6853	11/20/2022	Website	Anders	Hart		Second, ODOT should reconsider the proposed crosswalk closures shown in the SEA's figure 2-11 at NE Weidler and NE Broadway, as both closures would impair pedestrian connectivity. Leading pedestrian intervals and wider turn radii at those intersections would improve safety while maintaining connectivity.	ACT-1, INPT-1
716	6853	11/20/2022	Website	Anders	Hart		My third concern relates to the proposed highway cover in the "Hybrid 3" alternative. The Supplemental Environmental Assessment suggests the need for "interim uses on the highway cover for the period between Project completion and when the City-led development process would be implemented" (p. 20). This note suggests that there is currently no plan to develop permanent uses such as housing or other permanent structures on the highway covers. The absence of a solid plan is concerning and indicates that the covers may remain vacant for extended periods before anything substantial is built on them. ODOT should work with the City of Portland and private developers to formulate a solid plan for these covers.	LU-1
717	6853	11/20/2022	Website	Anders	Hart		My fourth concern regards the proposed auxiliary lanes. While merging traffic is problematic, I strongly encourage ODOT to assess the potential for these lanes to induce further travel demand. By temporarily reducing travel times, auxiliary lanes may encourage more people to drive more, thus erasing their benefit. ODOT should assess the potential for the proposed Regional Mobility Pricing Project to reduce traffic congestion as an alternative to expensive auxiliary lanes.	ALT-1, INDD-1
718	6854	11/21/2022	Website	Jim	Muir		I fully support the improvement of this stretch of I5. One might argue the merits of the original placement and design, but we are here. This is an economic blockade to commerce, commuting, and travel. Spinning about trying to defend pokes from every and often obtuse objection is ridiculous. Move on or it will never get done. We need strong leadership to put a stake in major milestones and stick to them. Please!	INPT-1
758	6855	11/21/2022	Website	Daniel	Derrick		My name is Daniel Derrick. I am a native Oregonian, I live in North Portland, and I commute to work through the Rose Quarter area by bicycle or public transportation. I have major issues with the impacts of this project on Active Transportation and Traffic Operations, and with the misleading summary of this information provided by ODOT in this open house. In the Active Transportation page, the Open House claims that "Movement for people walking, biking, and rolling would improve overall with the project compared to without the project". It is far from clear that this is true, but the downsides to this project are consistently downplayed and conveniently omitted from the "Key Findings" tab.	PE-1
759	6855	11/21/2022	Website	Daniel	Derrick		Similarly, the "Traffic Operations" page of the open house claims to describe the project's impacts on both I-5 and surface street traffic flow, yet the impacts on surface streets are barely described, with details buried within the SEA and Traffic Analysis Technical Reports. The misleading way in which this information is being presented makes me question whether ODOT is acting in good faith with this open house and public comment period.	PE-1
760	6855	11/21/2022	Website	Daniel	Derrick		As described in SEA Section 3.13.2.2 (pages 93-94), this project would close certain crosswalks at the busy intersections of N Williams and Weidler and N Williams and Broadway. This change would certainly not improve safety. Removal of these crosswalks would require those walking, rolling, etc. to cross a dangerous intersection three times instead of once. This is a safety hazard and inconvenience for all, but it is particularly insensitive to the needs and safety of folks with mobility-related disabilities. Also, the out of direction travel (acknowledged in the SEA) will undoubtedly increase the likelihood of noncompliance with pedestrian signals (i.e. jaywalking), creating another safety hazard.	ACT-1, SAF-1

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761	6855	11/21/2022	Website	Daniel	Derrick		The relocation of the I-5 SB off ramp to N Wheeler/N Ramsay Way, as shown on Page 42 of the Supplemental Traffic Report, is also extremely concerning to me. This change would place two interstate access ramps directly next to each other and directly in the path of northbound bicycle and transit traffic on Williams, which would make travel more dangerous, slower, and less convenient for pedestrians, cyclists, and transit users, all for the benefit of drivers on I-5. The I-5 on-ramp in this area is already a stressful, high-traffic location. At present, rush hour auto traffic (bound for I-5 SB) frequently backs up into the intersection of N Ramsay/N Wheeler, blocking the intersection for cyclists and transit. Adding an interstate off-ramp here would make the situation so much worse. The backed-up traffic in the N Ramsay/Wheeler intersection would block visibility of the proposed I-5 SB off-ramp, creating a huge safety hazard. Even without visibility issues, intersections with interstate ramps are some of the most stressful places for cyclists and pedestrians, in my experience. Drivers coming off the interstate are exiting an environment devoid of cyclists, pedestrians, city life, etc. and are often unprepared for the attentiveness and caution that is required for driving in a dense urban environment.	ACT-1, BWI-1, BWI-2
762	6855	11/21/2022	Website	Daniel	Derrick		Also, Pages 42-43 of the Traffic Report also describe the impacts of this change on transit service, as summarized in Table 18. I am concerned about the impact of these changes, and in particular the increase in northbound PM rush-hour travel times for Bus 4/44. The revised build may lower some bus travel times, but from these projections, it would lengthen the PM commute for transit users on the busy 4/44 NB lines.	TRN-1
763	6855	11/21/2022	Website	Daniel	Derrick		Finally, the traffic pattern that I-5 SB traffic would have to take to access events at the Moda center seems very inefficient and likely cause gridlock at many of the busy intersections at Broadway and Weidler.	BWI-3
764	6855	11/21/2022	Website	Daniel	Derrick		A project that is this expensive should have benefits for all users, but this project as proposed would lengthen the PM commute for the busy 4/44 NB lines, would dump fast and inattentive interstate traffic into the path of commuters on the city's busiest bike route, would discourage and deprioritize walking by removing crosswalks, and would increase the gridlock on local streets caused by events at the Moda center. These issues must be resolved if so much public money is to be spent on this project.	TRN-1
719	6856	11/21/2022	Voicemail		Anonymous		"I'm a Portland voter and I vote no on any tolls or anything on the Rose Quarter or on the bridges. Vote "no"! If you vote for that, I will not vote for you in the next election. Thank you."	TOLL-2
720	6857	11/21/2022	Email	Aaron	Fehon		As an Oregon tax payer, I am opposed to all tolls on our roads. It's been my understanding that the reason we pay done is the highest gas taxes in the county is that those funds pay for our roads. Now we're expected to pay tolls as well?! That sounds like the gas taxes are being poorly managed if not mismanaged altogether.	TOLL-2
721	6857	11/21/2022	Email	Aaron	Fehon		Furthermore, with the way things are given inflation, cost of living, and wages that aren't reflective of these hardships, I predict that tolls are merely going to create extra congestion of surface streets. That's where I'll be driving, since I certainly can't afford another \$80/month in extra bills.	TOLL-2
722	6857	11/21/2022	Email	Aaron	Fehon		Don't do this. It's a terrible, terrible idea.	INPT-1
723	6858	11/21/2022	Email	Jim	Buck		It seems to me we have a gas tax to pay for Maintenance and new construction How is this pushing for more electric cars doing for gas tax revenue? Tax the electric cars by mileage and let the gas tax alone	INPT-1
724	6859	11/21/2022	Email	Alisa	Scudamore		I am writing AGAINST the Rose Quarter project, as a resident of NE Portland and frequent user of the freeway network. Widening freeways DOES NOT relieve traffic. Decades of research have shown this to be costly and ineffective, and it will adversely affect our ENVIRONMENT. This very expensive project makes absolutely no sense for easing traffic and will only have detrimental impact on the health of people in the city as well as our environment. Please do not proceed with this senseless plan.	INPT-1
725	6861	11/21/2022	Email	Dave	Grindstaff		I support not expanding the freeway and incorporate variable rate tolling to reduce congestion. If the area is capped ODOT should pay for the development and ongoing maintenance.	ALT-1, INPT-1
726	6862	11/21/2022	Email	Candi	Ann		Aren't tolls for alternative routes? This is not offering any alternative route, just forcing a fee down our necks like anyone can afford it. Just expand our freeways like any other city without tolls. Or offer other routes, freeways, hwys, etc. Do you not travel outside of Oregon? Most cities have alternative routes, and hwys we have ZERO.	INPT-1
727	6863	11/21/2022	Email	Jim	Phillips		I am firmly against any toll roads in the Portland area, especially on freeways. The term freeway is synonymous with not paying anything to drive on them. This would be a regressive tax that charges people who can least afford it the most amount of money. Many people cannot afford to move to the side of town that they work, so they are forced to travel one of the busiest freeways in the area. Adding a toll on that obnoxious commute is cruel and unfair to the people they have to drive it. if you need to raise revenue, charge businesses so that they foot the bill.	INPT-1

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728	6864	11/21/2022	Email	Bryce	Bederka		I do not understand the goal to reconnect an Albina neighborhood that no longer exists. The residential housing and neighborhood shops no longer exist and have been replaced in large part by a hospital and office and industrial space. This is not a field of dreams where a neighborhood will return to life when the people that made that neighborhood have largely moved away. And what will the cost of this new land be over the freeway? Will it be affordable to build single family or multi-family affordable housing? Or will the cost of this new land be such that luxury housing will be the only cost-reasonable option? How will that return the neighborhood that was displaced by urban renewal decades ago.	LU-1
729	6864	11/21/2022	Email	Bryce	Bederka		The Rose Quarter I-5 project has suffered from project creep. The project needs to focus on decreasing congestion on the freeway without contributing to congestion on the surrounding roads. Improving the flow, decreasing the crossing on and off ramp traffic, should be the primary goal. However being landlocked, and not designed with adequate space for later expansion, the goals may not be cost feasible.	INPT-1
730	6865	11/21/2022	Email	Brent	Elliott		Use existing and new gasoline tax at the pumps to fund infrastructure projects. Users will pay. Folks will drive less and MPG will improve. Emmissions will be reduced. Cost would be spread throughout the METRO and state to fund needed infrastructure. Why create another bureaucracy that needs to be managed at taxpayers expense? Its too easy that is why.	INPT-1
731	6866	11/21/2022	Email	Bob	Thompson		You should have built the freeways as planned and not listened too and given into the whims of portland and Multnomah county. You also know the chances of earthquakes around here and should have built bridges to withstand a 9. All the state does is think of more ways to raise taxes on the public for existing roadways. Your ideals will put more strain on citizens that need to travel I-205 & I-5 everyday for work and interstate travel. You need to find the monies else where in the state coffers.	INPT-1
732	6866	11/21/2022	Email	Bob	Thompson		P.S you probably already have your mind made up as most of you liberal do.	INPT-1
733	6867	11/21/2022	Email	Gordon	Hillesland		If tolls are necessary, the tolling function should be operated by government employees. The tolling function should not be privatized. If anyone is going to make a profit from tolling roadways, it should be the taxpayers.	INPT-1
734	6868	11/21/2022	Email	Susie	Barrios		This is a type of regressive tax. Those who can barely afford gas and must use the freeway will have to pay alongside those who can easily afford the toll. This will also cause more delays and congestion in an already congested area. Better to use bonds or sources of federal money.	TOLL-2
735	6869	11/21/2022	Email	Eliot	Thompson		Please don't do this, we are struggling terribly as it is with prices/inflation. Please don't tax us on getting to our jobs, we are breaking.	INPT-1
736	6870	11/21/2022	Email	Evelyn	Wendlandt		All toils are another way to tax people who are already hurting. Should not the people have a right to choose any decision to add MORE "taxes" to their dwindling incomes? This is NOT the time to hurt Oregonians more.	INPT-1
737	6871	11/21/2022	Email	Gannon	Smith		This is a bad idea. We live in a state that is one of the highest taxed in the country and your wanting to hurt the poor even Moore by limiting the routes people can take? This will make it so more side roads get congestion. The reason you want to do this is simply you want money and to screw the people of this state. NO ON A TOLL	TOLL-2
746	6872	11/21/2022	Email		Drew		I hope that the funds from taxpayer dollars that ODOT uses for freeway construction (primarily collected from car users) are used on improving transportation, congestion, and safety for those car users - ie: more lanes, safer roads, etc. Ensuring good transportation seems like it should be the primary mission of the transportation department. Also - no tolls.	INPT-1
747	6873	11/21/2022	Email	Chuck	Legg		Let me give you a much simpler way to reduce traffic. Start enforcing laws that require current license plate tags on cars. The amount of expired plates in this state is out of control. Let's add to the fact that if you don't pay for your tags, I'll assume that "why pay for insurance?" And in the Metro Area, They are not running the cars through DEQ. Double the amount of the cost of the tags if they are more than 1 month beyond expiration.	INPT-1
748	6874	11/21/2022	Email	Maria	Schur		Please prioritize environmental and human-powered safety concerns for this project. Building bigger freeways creates more traffic, more traffic creates more pollution and less-connected communities. Please build the future we want for the next generations: a future with breathable air, people getting about their daily travels without dependency on personal-use motor vehicles.	INPT-1
749	6875	11/21/2022	Voicemail	Kiel	Johnson	Bike Loud PDX	"Hello, my name is Kiel Johnson, and I'm the chair of Bike Loud PDX. And I was inquiring about the new proposed U-turn and on ramps and how that'll affect bicycling traffic on NE Williams and North Williams, which is really important, bikeway for the Portland bike network, and a lot of people use that. Be great to have somebody from the Rose Quarter Project come and speak on this issue at one of our Bike Loud meetings or to the board. You can give me a call back, my cellphone number is (206) 850-XXXX. Thanks. Bye, bye."	ACT-1

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750	6877	11/21/2022	Email	Gary	Kruger		What I have not seen is a simple statement of what this project does. I have read just a lot of "technical" with facts about traffic flow will be better and smoother, with lower emissions, etc. that is difficult for the normal voter to comprehend. Very simply, a chain is only as strong as its weakest link. A three lane freeway coming up to the Rose Quarter becomes a two lane freeway, even when I-84 westbound traffic to northbound I-5 is added. You essentially have a superimposed partial I-84 freeway on I-5, but no additional lanes. The situation is similar with eastbound to southbound I-405 to southbound I-5 through the Rose Quarter. So, simply, you have a three lane freeway effectively becoming a two through lane freeway for a little over a mile in each direction. It might just as well be a two lanes/direction freeway for the freeway segments north and south of the Rose Quarter as well for all the good the third lane does in the immediate area. This is not a freeway expansion, just a balancing the number of lanes through the section with the sections of I-5 north and south of the Rose Quarter. Every driver understands what happens when you drop a freeway lane. There was a similar situation on the Nimitz Freeway in the Bay Area between the junction of I-238 and State Route 92 (over the San Mateo Bridge), again a scenario of two freeways in one for several miles through San Lorenzo and Hayward, with the obvious congestion night and day. This was corrected by adding lanes between the two east-west freeways offset by some miles on I-880, the Nimitz Freeway. You might want to ask Caltrans about whether this worked better. It was NOT an improvement to "widen" a freeway, but simply to provide continuous through lanes for all lanes coming to and from that section.	INPT-1
751	6877	11/21/2022	Email	Gary	Kruger		Tolling is used throughout the nation in major urban centers, and it seems to be an effective tool for managing freeway operations. Tolling revenues could be used to support alternative modes of travel.	INPT-1
752	6877	11/21/2022	Email	Gary	Kruger		I also believe that autonomous operation of vehicles is probably OK for high design roads with limited access, like freeways and expressways, but not urban streets. With an effective portion of a freeway set aside for autonomous operation, it might be possible to have vehicles running 50 to 55 mph 50 feet apart, more than doubling the capacity per lane, and limiting the need for freeway widening. Of course, the cars should be all electric. I do not see the future travel demands in Portland or other U.S. urban areas being accommodated with huge expansions of transit (rail and bus), bikes, scooters, etc. Most cities in the nation are not dense enough to support cost-effective transit.	ALT-1, INPT-1
753	6877	11/21/2022	Email	Gary	Kruger		Bottom line, I am for the Rose Quarter project, and you might want to take a look at tolling and how you might use tolling revenues for operations, and to support alternative modes. Perhaps tolling could also be used to float revenue bonds to make up the current deficit of funds for the project. Makes sense politically, don't you think?	INPT-1
754	6878	11/21/2022	Email	Bruce	Koepke		I previously conferred with a former diesel air pollution expert at Freightliner/Daimler trucks about changes that could result from improvements to I-5. Diesel and gasoline pollution experts are now at engine manufacturers such as Detroit Diesel, Cummins, car manufacturers, etc. I had sent information in March 2020 to Mayor Wheeler. Clean Diesel engine emissions are very low when the emission control system is hot, which means the vehicle has been operating under load. If a truck is moving at 40-50 mph, the time spent emitting per vehicle would be low, and the emission system would stay hot. If stuck in traffic, idling or crawling, emission systems could get cold, causing emissions to increase tenfold, and for a much longer time. Catalyst equipped gasoline vehicles are similar. Emissions of HC, NOx, and CO are very low when the engine is operating under load, and for a while when idling or crawling along, but emission rates increase highly over idle or crawling time. In General, moving vehicles could result in a 90% reduction in overall emissions in a given area. It's a complicated issue to be exact, but support would be given by engine manufacturers.	INPT-1
755	6879	11/21/2022	Email	Ron	Bergman		Certainly, looking at this area is needed. However the proposal is short sighted and will not solve the problem. A different solution is needed. Here an out of the box approach. Additional capacity in the downtown area can be achieved without building new lanes. >From the Southside of Markam bridge I5 (both sides) should be redesignated I5 north to the north side of the Fremont bridge and I405 should've designated I5 south. Doing so will require some ramp work, lane merges, and signage. One side could be designated through traffic and the other local; but this should be an operational determination. If the future as anticipated by current planning assumptions that individual car usage will decline over the next 20 years become real, then the current configuration could be reverted to. This would be longer lasting, relieve travel congestion in the downtown area and allow for changes in driving patterns over time. Yes some out of direction travel would be required for west side drivers wanting to go north or for eastside drivers wanting to go south, but the distances are short and the increased capacity makes the distance in limited time.	ALT-1, INPT-1

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756	6880	11/21/2022	Email	Jennifer	Cobb		Concerned citizens against any tolling of freeways in Oregon for any project Tolling needs to be stopped, I shouldn't have to pay the government to drive on Freeways for which we have already paid for with our gas tax or to get to work And around the community to purchase Things that benefit the community Because of the projected increase in electric vehicles, electric cars need to be taxed based on weight and mileage since they won't pay gas taxes Not by tolling	TOLL-2
757	6881	11/21/2022	Email	Leo	Kaminski		YES, YES, YES! To I-5 Rose Quarter freeway expansion. Please fix the I-5 Rose Quarter freeway. Portland's freeways are antiquated and completely inadequate. This work should have been done 20 years ago. Please do your job. Don't listen to the "no freeways" protesting minority, they do not represent real Portlanders. We want progress, not excuses.	INPT-1
765	6883	11/21/2022	Website	Kyle	Chesney		Public funds should not be wasted on expanding the interstate and instead the department of transportation should focus on more beneficial projects. Public transit, bike infrastructure, I-5 bridge to Vancouver replacement. Adding more lanes doesn't improve traffic flow, induced demand should be common knowledge. If you truly want to help the local economy and the Albina community you could spend that money wasted on widening the freeway, mostly for the benefit of the traffic going to Seattle, on maintaining roads, more bike infrastructure, more public transit. Interstate expansion projects are just a flashy gesture that improves nothing. You can't apologize to a neighborhood for destroying it by adding more interstate saying that the people there should thank you for making it easier to get onto the interstate that cut through their neighborhood	COST-1, INDD-1
766	6884	11/22/2022	Email	Sky	Shimano		Tolls are not the answer.	TOLL-2
767	6884	11/22/2022	Email	Sky	Shimano		The roads and bridges have been crumbling by the neglect of officials who spent funds on bike lanes where repaving roads were needed. Many neighborhoods throughout the metropolitan area still don't have sidewalks let alone paved roads. I'm an Oregonian born and raised, living in Portland for over 20 years now and it hurts to watch what city politics have done to this once pedestrian friendly city in the past 5 years, closing down community centers/pools and shelters, obstructing sidewalks with cyclist right of ways and ongoing construction. Yes, I went on a rant. Tolls are not the answer and I am for widening I-5 in the Rose Quarter area. Still unsure of what "cover" you are referring to. To all the "cyclists" who claim to be full on cyclists, give up your cars/suvs and really ride your bike everywhere every day, in all weather conditions. I hope you find my option useful.	INPT-1
768	6885	11/22/2022	Email	Roberta	Richards		I read in Sunday's Oregonian (Nov. 20, 2022) that ODOT is still considering expanding the freeway at the Rose Quarter, presumably with the goal of reducing congestion. While reducing congestion is a worthy goal, I implore ODOT to adopt an evidence-based approach to this goal. Substantial research has documented that freeway expansions produce a feedback effect known as "induced demand," in which additional roads lead to an expansion of drivers traveling those roads. Everyone loses in these situations: billions of tax-payer dollars are spent; congestion is only temporarily reduced; and additional traffic produces more heat-causing emissions.	INDD-1
769	6885	11/22/2022	Email	Roberta	Richards		During graduate school I lived in Los Angeles, which is living proof that building roads does not reduce traffic. Portland should take a smarter, evidence-based approach to addressing the Rose Quarter bottleneck, including investments in alternative transportation and congestion pricing. These alternatives also reduce carbon emissions, which must be the top priority of us all.	COST-1
770	6885	11/22/2022	Email	Roberta	Richards		The youth of Portland are fervently opposed to this freeway expansion, which has become a symbol of generational indifference to what we are doing to the planet that the youth will inherit. Our generation has destabilized ecosystems and weather patterns, and our youth demand that we devote our time and money undoing that damage. Do we not deserve their outrage if instead we spend billions on a project that increases planetary damage for the very small benefit of a temporary reduction in travel time?	INPT-1
771	6886	11/22/2022	Email	Mike	Bettancourt		I would hope the expansion gets going as soon as possible, that area is so bad to get through. Not doing it will only cause it to get worse, I think the expansion should be expanded.	INPT-1
772	6887	11/22/2022	Email	Emily	Herbert		I stand with the youth opposed to this project. When I recently learned that funding of the proposal to actually help BIPOC folks displaced by the past expansion in the Albina district, was less than envisioned, that finalized my opposition. Who wants to work or live on top of a polluted freeway any way? And move a school?	INPT-1
773	6887	11/22/2022	Email	Emily	Herbert		The costs of this colossal boondoggle are staggering and could be put to much better use to actually decrease congestion. Such as funding electric bikes, safe bike lanes and transit for low income folks. Despite the intention to smooth out a very small area of congestion, it isn't worth the cost in the pollution from the construction alone!	COST-1
774	6887	11/22/2022	Email	Emily	Herbert		Much better is tolling that considers the income of the vehicle owner.	INPT-1

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775	6887	11/22/2022	Email	Emily	Herbert		I stand with the youth opposed to this project. When I recently learned that funding of the proposal to actually help BIPOC folks displaced by the past expansion in the Albina district, was less than envisioned, that finalized my opposition. Who wants to work or live on top of a polluted freeway any way? And move a school?	INPT-1
776	6887	11/22/2022	Email	Emily	Herbert		The costs of this colossal boondoggle are staggering and could be put to much better use to actually decrease congestion. Such as funding electric bikes, safe bike lanes and transit for low income folks. Despite the intention to smooth out a very small area of congestion, it isn't worth the cost in the pollution from the construction alone!	COST-1
777	6887	11/22/2022	Email	Emily	Herbert		Much better is tolling that considers the income of the vehicle owner.	INPT-1
781	6888	11/22/2022	Website	Gloria J	Bouchor Luzader	community activist	Just a long time North Portland resident who is concerned.	INPT-1
782	6888	11/22/2022	Website	Gloria J	Bouchor Luzader	community activist	Just a long time North Portland resident who is concerned.	INPT-1
778	6889	11/22/2022	Email	Karen	Berry		I vote a strong NO on expanding the I5 freeway in the Rose Quarter	INPT-1
779	6889	11/22/2022	Email	Karen	Berry		grandmother to child who will begin Tubman middle school Enough!!	INPT-1
780	6890	11/22/2022	Voicemail	Tom	Johnson		"Yeah, this sounds like Mayor Wheeler's recording, hey, Tom Johnson here. 503-539, XXXX. Hey, I just kind of wondering with this Rose Quarter project, what the state gave the money out five years ago. I didn't know if the money was in a CD or what was collecting or if it was being used for another job, you know. Kind of like the Harbor fund on the Willamette River. One time we're charging for hazardous waste and the next time we're charging for water, you know. So man, I wonder what the hold up is. It's been OK'd ready to go when the people didn't even vote on it. Let's get those cats moving and people in Oregon working. But I hear Wilsonville says we don't have enough people to work and right now to keep the job going. So anyway, just wondering if this was going to be another 10 or 15 years before it even gets underway. And, hell, by that time, electric cars will be in and you won't have to worry about the school. Be a lot quieter to, you wouldn't have even had to move Rocky Butte Jail. OK, thank you again. Just wondering what's been done with the money that's been funded for all these years. You know, a person could probably live on that pretty sweet. Course, it could have been put in the PERS bucket too. Talk to you later, 503-539-XXXX. Bye."	COST-2, INPT-1
783	6893	11/22/2022	Website	Brian	Rousseau		I think ODOT is not being honest about the cost, need for & environmental impacts of this project. If indeed this section of freeway is so congested and such a bottleneck, why is ODOT so reluctant to study & implement a serious congestion pricing plan that frees up capacity and reduces the need to spend \$1.4 billion on this freeway expansion.	ALT-1
784	6894	11/23/2022	Website	Christian	French		I feel strongly that the I-5 corridor should not be widened. Ideally it would all be converted to bike lanes (maybe keep one lane for vehicle traffic). Then Anne can get over that one time she fell on her bike on the way to the office and ride safely and freely!	INPT-1
785	6895	11/23/2022	Website	Paul	Billing-Ross		Disgusting that ODOT is using the language of social equity and community building to try to ram through another freeway expansion project. Freeways destroy communities and no amount of equity window dressing will change that. Stop the freeway expansion.	INPT-1
786	6896	11/23/2022	Website	Richard	LaRue		This is a very disappointing proposal. The freeway caps would indeed help reconnect the Albina neighborhood, but it's unclear why the lane expansion itself is needed. Are there no alternatives to a lane expansion that would allow you to add the caps without also increasing traffic lanes, increasing pollution, and adding more dangers to cyclists and pedestrians.	LID-2
802	6897	11/23/2022	Email	Winston	Marshall		The argument that tolling on I-5 and I-205 would make those venues safer would certainly be offset by making our neighborhoods less safe. Drivers would find alternate routes through neighborhoods to avoid the tolls.	TOLL-2
803	6897	11/23/2022	Email	Winston	Marshall		We should not be charged to use highways we have already paid for, and continue to pay for, with our gas taxes. If revenue is the motive, I suggest we implement a weight-mile tax on electric vehicles. The Oregon Department of Transportation has run some pilot programs to show the workability of such a tax, and it appears it would not be as expensive to implement as tolling would be. At the very least, put it to a vote of the people. I will not vote for any politician who supports this tolling.	INPT-1, TOLL-2
804	6899	11/23/2022	Website	Cassandra	Muilenburg	NA	I believe that ODOT must pursue tolling BEFORE adding additional freeway lanes.	INPT-1
805	6899	11/23/2022	Website	Cassandra	Muilenburg	NA	I am in support of a freeway cap without a freeway expansion.	LID-2

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806	6899	11/23/2022	Website	Cassandra	Muilenburg	NA	Expanding the freeway into this neighborhood only repeats past harms and does not restore justice to the community.	INPT-1
807	6900	11/24/2022	Website	Michael	Harris		Yes please do it.	INPT-1
787	6901	11/25/2022	Website	Griffin	Pahl	living organism in a living city	Expanding the freeway is OLD, STALE thinking. We need to think about the FUTURE, when all the gasoline is gone or costs \$35 a gallon, when minimum wage is still below \$20. We won't be using the freeways when we have to choose between gasoline, shelter, and food! We need to create alternative forms of transportation: TRAINS, BIKE PATHS, and WALKWAYS. We're not gonna bring more people to our city with MORE FREEWAYS. We do not need more cars on the road. It has been proven that adding lanes does not lessen traffic. We need to give people alternative ways to get around. It is ALREADY too late. Cars are obsolete, but our need to get to goods and services will always be important! Think about the health of the city, not about the pockets of your oil-guzzling sponsors! Please! Do it for love!	INPT-1
788	6901	11/25/2022	Website	Griffin	Pahl	living organism in a living city	Also, in this tunnel... is there any way to filter the poisoned air before it escapes? Maybe a sort of vacuum chamber with industrial filtration systems?	AQ-1
789	6902	11/25/2022	Website	Camden	Mckone		I am ecstatic about the idea of a freeway lid to reconnect the Albina neighborhood. I am however concerned greatly about the implementation. This project claims to improve conditions for bicyclists and pedestrians and yet it is all still incredibly car dominated. For example the potential for pedestrian/auto conflict at the proposed new I-5 southbound ramp location, which will increase due to the additional traffic at this location. Reconnecting the neighborhood won't be worth anything if the entire is just full of cars on 4 lanes each way roads.	ACT-1, INPT-1, LID-2
790	6902	11/25/2022	Website	Camden	Mckone		Furthermore, I don't have any faith at all that ODOT is genuine with their concern for restorative justice. For one they have not shown any commitment to seeing anything actually gets built on these highway covers. Additionally the freeway capping doesn't actually have to have anything to do with the awful freeway widening plan. This freeway capping has nothing to do with restorative justice, and everything to do with manufacturing consent to widen I5. You can't just say "hey look we had black people design little mosaics to go on the concrete pillars. This is good for the community!"	INPT-1, LU-1
791	6902	11/25/2022	Website	Camden	Mckone		Consider for a second that ODOT may just be stuck in the past where freeway building and expanding was the default answer.	INPT-1
792	6903	11/27/2022	Website	Grant	Ritchie		I support widening I-5 in the Rose Quarter area as I believe the reduction in idling emissions by improving traffic flow will be an overall benefit. The smooth flow of goods and services is also vital to the economic health of the region.	INPT-1
793	6904	11/27/2022	Website	Sarah	Crawford		I do not support tolls on any highways, freeways, bridges, or roads. I urge you not to implement tolls.	TOLL-2
794	6905	11/27/2022	Website	Dakota	Schee		It is irresponsible and reprehensible to pour more money into expanding freeways through Black neighborhoods already devastated by the creation of those highways, to ignore Portland's Youth as they demand that money go to better, safer public transit and biking options. More lanes will not solve our traffic issues, and it will only add fuel to the fire of climate disaster.	INPT-1
795	6906	11/28/2022	Email	Gabrielle	Buckley		We do not need tolls on I-5/ I-205. The state and government already take enough money as it is from our paychecks. Stop trying to take more.	TOLL-2
796	6907	11/28/2022	Email	Christopher	Benz		I live near the proposed changes to I-5, which will supposedly make my neighborhood safer and my commute faster. I urge you to stop this construction. This expansion is a gift to suburban commuters from Vancouver at the expense of people who actually live in Portland. It will harm my community.	INPT-1
797	6907	11/28/2022	Email	Christopher	Benz		We know from extensive studies, including the experience just north of us in Seattle, that expanding highways doesn't change traffic. More drivers will pack the road right up to the exact amount that driving gets annoying. This happens in every city that expands highways. We'll get more cars and the same wait times. Traffic won't change.	INDD-1
798	6907	11/28/2022	Email	Christopher	Benz		We will, however, get more pollution, car accidents, and parking problems. Expanding I-5 will not expand feeder streets like Williams and Alberta, where cars leaving and entering the highway enter neighborhoods, or the narrower streets where cars from the highways park. These streets, Williams especially, always have heavy traffic and crowded parking. Even with the current amount of trucks speeding past en route to I-5, I wouldn't feel safe letting a child play in my own neighborhood. The increased traffic from a wider I-5 would make it even worse.	INPT-1

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799	6907	11/28/2022	Email	Christopher	Benz		A guy from Vancouver returning from the bars recently pounded on my door to borrow a phone, because he'd had an argument with his friend and jumped out of the moving car. I've seen a car, racing to find the highway, crash into my neighbor's parked car and flip upside down. A stunned driver wandered away in the dark. And I've had to render first aid after a drive-by shooting, which are more common here because of the quick escape to I-5. Faster highways with more vehicles will only exacerbate these problems. Police records, by the way, have shown that shooting violence occurs on the same 2-block "microplaces" over the years. In the words of the Denver Department of Public Safety, "Violence is concentrated in specific places year after year, which strongly suggests that the use of land, the built environment, and place management jointly support violence."	INPT-1
800	6907	11/28/2022	Email	Christopher	Benz		A wider I-5 only helps commuters from Vancouver. Actual Portland residents will have to deal with the pollution, noise, parking, and traffic from the increased volume of cars.	INPT-1
801	6907	11/28/2022	Email	Christopher	Benz		This money would be better spent on bike lanes, light rail expansion, or better bus service. The money for this construction project would be better not spent at all. Infrastructure incentivizes how cities grow. I-5 expansion will discourage the vibrant, dense, walkable, bikeable communities growing in East Portland. It will only incentivize growth in one place: Washington State.	COST-1
808	6908	11/28/2022	Email	Thomas	DuBuisson		> The purpose of the Project is to improve the safety Then it is unnecessary or this statement is disingenuous. See, for example, your own statistics on this portion of the infrastructure vs any nearby road or transit system. > and operations This is too vague to be actionable, let alone justify a multi billion dollar budget and specific actions. Which operations? Why should the community believe these operations are even in their best interests? Looking at the designs, the project is aimed to maintain consistent throughput of traffic in the face of increasing demand. It therefore seems better to remedy the increasing demand such as alternative corridors not running through a busy city, alternative transportation of goods, elimination of ramps, and usage fees.	INPT-1
809	6908	11/28/2022	Email	Thomas	DuBuisson		Such an ability to suspend disbelief and propagate an inauthentic plan reminds me of my own time spent in a large Government bureaucracy. It feels better to discuss reality. Get past this, shelve it, and try again with a straightforward framing of the intent from the start.	INPT-1
810	6909	11/28/2022	Email	Jim	Alder		As a 65 yr resident of Portland, it is time to build the Rose Quarter additional lanes. No, it is way past time. What semi-major city as 2 lanes for the main freeway through the city? Congestion, frustration, zero efficiency are what happen with too little capacity. build those lanes!!!	INPT-1
811	6910	11/28/2022	Email	Carolyn	Rose		We should definitely have a toll on I-5 and 205 going north from Portland. The people in Portland have tried for years to ease the traffic on the highway between the two states. We tried to work with Washington to build a new bridge, but their congress wasn't willing. We have tried to get a MAX line between the two cities, but the idea was turned down. The Interstate Bridge is over 100 years old and it has had a toll on it before. When it was built in 1917 the toll was 5 cents of each car or horse. The toll lasted until 1929. Portlanders may feel that the folks that shop and work in Portland but live in Washington aren't doing their share for road improvements. A toll on the bridges across the Columbia, is seen as a fair. Maybe there needs to be a third bridge. Whatever is decided, those that use the bridges are the ones who pay. If the toll varies during the day, the traffic in the Rose Quarter may be more even during the day. The same might be true on 205. We live in the Hillsboro area but travel north over the bridges to visit our favorite places in Washington and it is obvious that traffic is heavy going south in the morning and is terrible going north in the afternoon. No wonder people are objecting. Toll the bridges first. Then you won't be tolling local people, who already pay road tax and use local roads to go to work each day.	INPT-1, TOLL-2
812	6910	11/28/2022	Email	Carolyn	Rose		Oregonians seem to object to other tolling because most pay a tax for roads when they buy gas or vote for road improvements. Those who have bought electric cars need to pay their share of the road tax some other way. Tolling isn't seen as a fair way to tax a section of road. That is why the first place tolling should be used is where fairness is obvious, for bridges crossing the Columbia not Portlanders who have already paid for the roads they use every day.	TOLL-2
813	6911	11/28/2022	Email	Art	Lewellan		I am vehemently opposed to the Rose Quarter I-5 proposal. That said, here follows my explanation that defends opposition taken by other opponents: Atop my list of metrics to determine merit is public safety and health. This project as proposed is akin to other ODOT proposals. The horrendously high impact SW Corridor widening of STATE HWY 99W to install a MAX light rail in a median. As an advocate for light rail, I regretfully conclude traffic hazards, the number of accidents AND their severity would worsen (more accidents, more passenger, pedestrian and bicyclist fatalities). I make that same conclusion in the Rose Quarter widening of I-5. ODOT is also failing the public in its Columbia River I-5 Bridge replacement regarding public safety elements in its design.	INPT-1, SAF-1, SAF-2

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814	6911	11/28/2022	Email	Art	Lewellan		Taken together, these 3 multi-billion dollar projects warrant a federal investigation of ODOT, WsDOT, PBOT, Metro and Tri-Met alleging the following criminal violations of their duties in public service: "intentional misdirection of studies to predetermined outcomes" (mostly development), "willful concealment of pertinent information from the public" (to dismiss concerns about public safety), and were these projects completed as proposed, "reckless endangerment" and "negligent homicide."	PE-2
815	6911	11/28/2022	Email	Art	Lewellan		I do not support extensive developable lids above I-5 through the Rose Quarter. It is a safety hazard for motorists and residents of a potentially growing neighborhood. Motorists at both south and northbound entrances must immediately merge left to access I-5 in fewer seconds that motorists on I-5 must merge right to access I-405 and I-84. THIS IS A TRAFFIC HAZARD. Widening I-5 here increases traffic speeds, thus reducing the time to conduct this hazardous "cross-merge." Residents of the area will always face intimidating hazards at on-ramp and off-ramp crosswalks.	BWI-1, INPT-1
816	6911	11/28/2022	Email	Art	Lewellan		In the southbound direction, relocating the on-ramp from Wheezer to Weidler is a safety improvement. The new "downhill" ramp gets motorists up to freeway speed more readily with better visibility. With the current on-ramp, motorists are at the same level and have poor visibility. I am astonished that ODOT now proposes a southbound exit ramp at that location.	INPT-1
817	6911	11/28/2022	Email	Art	Lewellan		Even more astonished that the bicyclist "Green Loop" be located on the heavy traffic corridors of Broadway & Weidler. In the northbound direction, entrance traffic visibility is impaired by freeway lids, thus worsening the cross-merge traffic hazard. This is just plain inexcusable engineering on the part of ODOT. But what the hell. You people don't give a shit about Portland.	ACT-1, LID-1
818	6911	11/28/2022	Email	Art	Lewellan		I'll guess you have MAGA republican resentment of supposedly liberal bastions like Portland. I think of Portland as a politically moderate city, unfortunately run by business interests who love money and power over their fellow humankind. Portland should've recalled Ted talks too much Wheeler when we had the chance. Kris Strickler and Lynn Peterson should face the criminal charges listed above. Have a nice day, you corporate sellouts.	INPT-1
819	6912	11/28/2022	Voicemail		Anonymous		"I think this project is a bad idea. We don't need more expansion on I-5. It's already big enough and horrible enough, and we don't need more expansion. What what we need is more bike infrastructure, not car infrastructure."	INPT-1
820	6913	11/28/2022	Voicemail		Anonymous		"Just to give some input, as far as my feelings go on this project, I live very, very, very close, just a few blocks from where this is going to be, I'm undergoing as far as both highway construction and the overpass, and just wanted to register them very much opposed to it. It seems to be a whole lot of work, a whole lot of money, a whole lot of dislocation for very, very little benefit. Particularly given the fact that it's not going to really increase speed and such on I-405 excuse me, on I-5. So, anyway, just a general negative. I thought this has all been put behind us, and it had already been determined. So, now here it is again. But, anyway, I just feel like it's a waste of money in a waste of time, and that's going to be highly disruptive."	INPT-1
821	6914	11/28/2022	Email	Bjorn	van der Voo		As a resident of the Arbor Lodge neighborhood in North Portland, I am writing in support of the proposed expansion of Interstate 5 through Portland's Rose Quarter. Daily congestion on I-5 negatively impacts my community. It increases traffic on our side streets, it reduces opportunities to enjoy the neighborhood, and idling vehicles negatively impacts our air quality.	INPT-1
822	6914	11/28/2022	Email	Bjorn	van der Voo		This project is also an opportunity to heal the literal and figurative wounds enacted on N/NE Portland. The use of a highway cover is our first real shot to create new land for neighborhood street connections and redevelopment opportunities.	LID-2
823	6914	11/28/2022	Email	Bjorn	van der Voo		For pedestrians, it will also vastly improve the ability to safely navigate this area, and it might even become something it sometimes rarely is - enjoyable to walk around.	INPT-1

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824	6915	11/29/2022	Voicemail	Tom			"Hey, how you doing, Tom here: 503-539-XXXX, Hey, just calling about this ODOT rose Corridor job, you know the state you know doled out the money years ago for the job. And, so, I'm just kind of curious, you know, they've got the money and CDs, taken payments. What are they doing with the money? On Clackamas County, I hear, they won't give you any money except from month to month, they don't dole it out but you know, the state having this, right? Now or if they took all the money, man, what, you know, feds up the interest rate and you're just losing more money. And so I didn't know if, you know, if the people of Oregon was going to be, or I should say, probably metro people, has our government looks at Metro, if we're going to be behind 20 years now instead of 10, you know, kind of like spending money like the wise and the real estate people always look in advance to make more money so you get more money. Thank you again, (503) 539-XXXX. And I was just wondering if that I-5 job up in Beaverton has anything to do with this other job down there, and if you can intermix, you know, the money kind of like the sewer departments in Metro. You know, you got Tualatin fire department out there, Oregon City, then you got Clackamas Community College out in Washington County. I think you got Portland Community College, wherever you can find an empty place. Thank you. Bye."	INPT-1
825	6916	11/29/2022	Voicemail	Nick	Austin		Hi, there. This is Nick Austin, and I'm a resident of the Buckman neighborhood in Portland and I drive through the rose quarter area quite frequently, probably daily. And I hope that this project doesn't happen. I think the current situation is more than reasonable, especially once we build the I-5 bridge and toll the I-5 bridge, once we toll these projects. I think we'll see that demand will go down enough to make the project worthwhile, but we know that adding lanes will just create more demand, as you guys are all well aware of induced demand.	INPT-1
826	6916	11/29/2022	Voicemail	Nick	Austin		I'm also dreading the fact that this is going to be a construction nightmare forever, probably like how long you guys think it's going to be like five years. So that will make the next five years of construction awful of driving through there. And that just pushes me on the side streets which I know we don't want. But I hope the project doesn't move forward. Capping it is a valiant effort but not at the cost of like making it that much bigger. Thank you.	INPT-1
827	6917	11/29/2022	Website	Julie	Gustafson		I am writing in support of the new aux lanes in the Rose Quarter. I live just off of that exit and have had near collisions on multiple occasions with people weaving on and off the freeway with the connection to I-84 and the Broadway/Weidler corridor. While I am for transportation options, some folks need to drive and we need to make it as safe as possible. Also, anything that might possibly help make things safer during event traffic is a bonus.	INPT-1
828	6918	11/29/2022	Email	Michael	Harrison		Elevated bicycle infrastructure (or a bicycle skyway system) can be a part of the i5 improvement project, bikeskyway.org < http://bikeskyway.org > explains more. The e-bike industry is growing, it's projected to reach \$54 Billion by 2027, yet we don't really have adequate bicycle infrastructure for this new and emerging transportation. Transportation agencies must take the e-bike and bicycle industry much more seriously. Other cities are already designing and proposing elevated bicycle pathways, planzmiami.com < http://planzmiami.com >. There is enthusiastic public demand for enhanced bicycle infrastructure, bikeskyway.org < http://bikeskyway.org > has more info, images and public video testimony. I'm happy to discuss with you in person in more detail. please let me know your views on this particular issue, thank you for your time,	INPT-1
829	6919	11/29/2022	Email	Josh	Flood		I am writing regarding the proposed expansion of I-5 in the Rose Quarter. As a Portlander who lives just three miles from Harriet Tubman Middle School, regularly drives I-5 through the Rose Quarter, and regularly walks and bikes through the area, I vehemently oppose widening I-5. Study after study has shown that widening highways does not reduce congestion in the long term. Instead, induced demand means that more cars will move through the highway with the same amount of congestion. These additional vehicle miles travelled are ruinous for our environment and for the lungs of all Portlanders, but especially those living, working, and going to school near the highway.	INDD-1
830	6919	11/29/2022	Email	Josh	Flood		To address the climate emergency, we need to do everything we can to discourage people from driving, not adding vehicle capacity in a densely populated downtown area. This is especially true when the project will come with significant costs financially and in the ability to create freeway caps capable of supporting larger buildings. The proposal to cap I-5 and reconnect the Albina neighborhood is admirable, and weakening the ability to build housing and services above the highway reduces the positive impact of the caps.	INPT-1, LID-2
831	6919	11/29/2022	Email	Josh	Flood		Additionally, the world has changed since these plans were created. Fewer people are commuting. More are commuting at hours other than 9am and 5pm. The state should not be spending the money to widen highways when we don't know what traffic patterns will look like in the future.	COST-1, TRAF-2

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832	6919	11/29/2022	Email	Josh	Flood		Finally, we need a robust environmental impact statement that evaluates multiple alternatives, including congestion pricing, as well as evaluating the effects on air pollution in the area.	ALT-1, NEPA-1
833	6919	11/29/2022	Email	Josh	Flood		I ask that ODOT build robust highway caps capable of supporting large buildings and absolutely not widen I-5 in the Rose Quarter.	LID-2
834	6920	11/30/2022	Website	Timur	Ender		[-Rose Quarter project should involve lids that are buildable (ideally at a minimum of 6 stories) without widening the highway.	INPT-1, LID-2
835	6920	11/30/2022	Website	Timur	Ender		[-Please make all attempts to keep crosswalks open for surface streets along Broadway/Weidler corridor.	INPT-1
836	6920	11/30/2022	Website	Timur	Ender		Bike infrastructure should involve protected bike lanes and dedicated signals.	INPT-1
837	6920	11/30/2022	Website	Timur	Ender		[-Congestion pricing should occur before or at the same time as the project, not at a future date.	INPT-1
838	6920	11/30/2022	Website	Timur	Ender		[-ODOT should conduct a full environmental impact statement/assessment (EIS) given the significant nature of this project (my understanding is that at least one school is being relocated due to environmental concerns).	NEPA-1
839	6920	11/30/2022	Website	Timur	Ender		[-I have concerns that the adjusted southbound I-5 ramp onto N. Williams would represent a deterioration for the biking/walking experience as opposed to keeping it in existing location.	ACT-1
840	6920	11/30/2022	Website	Timur	Ender		[-I do appreciate the fact that N. Flint bridge will remain in tact.	INPT-1
841	6920	11/30/2022	Website	Timur	Ender		[-Cutting the Clackamas bike/ped bridge from the scope also makes sense as I had a hard time seeing the utility of this bridge as it didn't seem to connect to much on either side.	INPT-1
842	6921	11/30/2022	Website	Maxwell	Kline		1. Build lids over the I5, not lanes.	INPT-1
843	6921	11/30/2022	Website	Maxwell	Kline		2. Prioritize black albina voices.	EJ-1
844	6921	11/30/2022	Website	Maxwell	Kline		3. We need the mandated full EIS that studies alternatives to expansion.	ALT-1, NEPA-1
845	6921	11/30/2022	Website	Maxwell	Kline		4. We cannot trust ODOT.	INPT-1
846	6922	11/30/2022	Website	Alex	Keaveney		Don't add more lanes to the Rose Quarter highway. We should build lids and increase investment into the Rose Quarter to improve air pollution levels and walkability. A full EIS should be created to study the impacts and alternative expansion options. ODOT should commit to projects that show Portland is a city of progress. Environmental Justice, walkability, air and water quality: these are all things that need to be emphasized in our infrastructure.	ALT-1, NEPA-1
847	6923	11/30/2022	Website	Andrew	Lindstrom		In the new SEA, ODOT scores all intersections in the project area both now, and after the project as the lowest possible stress level for cycling (Active Transport, page 31). I am wondering how this is even possible - in my experience biking through the area right now, it is definitely not fair to say that the corner of Hancock and Flint is the same level of stress as Vancouver and Broadway. I would like to know how these grades were produced, and who is responsible. Referencing the Analysis Procedures Manual Version 2, I find that describing the corner of Vancouver and Broadway as a place where "Traffic speeds are low and there is no more than one lane in each direction" to be patently false. Broadway has 4 lanes (three thru + a turn), Vancouver has 3 lanes (all thru) and there is a freeway off-ramp.	ACT-4
848	6923	11/30/2022	Website	Andrew	Lindstrom		I would also like to add, it is incredibly frustrating how difficult it is to parse what any of this means. Referencing an obscure grading system found on page 881/1206 of a technical report is no way to properly inform the public of the effects of a project, even if it were to be done properly (which, I think it has not been).	ACT-4
850	6925	11/30/2022	Email	Chris	Carvalho		I regularly travel through the project area for business, recreation, and personal reasons. Nearly all of my travel is by personal auto. I've lived in the area since 1981 and have seen the area's growth negatively impact traffic, while planners have authorized growth without providing the highway capacity to support it. I am wholeheartedly in support of the I-5 Rose Quarter Project and support building it with the proposed auxiliary lanes as well as the freeway covers to reconnect neighborhoods.	INPT-1
851	6925	11/30/2022	Email	Chris	Carvalho		Some groups argue that the lanes should not be built. They are ignoring the fact that most people who move to the region have cars and use them for travel. There is no way to provide transit options, bike lanes, or pedestrian facilities that would reduce the number of car trips or even keep them from increasing if more residents arrive to live here.	INPT-1
852	6925	11/30/2022	Email	Chris	Carvalho		In addition, the growing population places more demand on freight for delivery of goods and services to residents. The highway capacity to support that demand is a requirement to keep our region functioning, it is not optional. Concerns about the project increasing pollution are unfounded.	INPT-1
853	6925	11/30/2022	Email	Chris	Carvalho		Already, there is a growing number of electric vehicles on the road with zero emissions. By the time the project is completed, urban air quality will be significantly better because of the rapid adoption of electric transportation.	INPT-1, AQ-3

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854	6925	11/30/2022	Email	Chris	Carvalho		There is no way I can use transit to accomplish the travel needs I have. My time is very limited, and transit takes more than double the amount of time to reach my destinations. In addition, I travel very late at night sometimes, when transit options are limited. Much of my work involves hauling tools and traveling to places in the Columbia Gorge for volunteer work. Transit doesn't work for those trips.	INPT-1
855	6925	11/30/2022	Email	Chris	Carvalho		Besides growing population, another major cause of increased traffic is the lack of affordable housing in the metro area. Working people need to live far from the city in order to find a home they can afford, and that creates longer commute distances and worsens traffic. The region has done very little to address the housing affordability problem, preferring to dump money into transit believing it will fix it. It will not. People should be able to live close to where they work. The region needs to come to grips with this problem and make it easy for people to have a home they want to live in that's close to their job. Until then, upgrading our road system is the only way to reduce the growing frustration people have trying to get to work and to accomplish their daily tasks.	INPT-1
856	6925	11/30/2022	Email	Chris	Carvalho		Don't believe a vocal minority of mostly wealthy, young, white people who have the luxury of not needing to drive because their privilege lets them live in expensive, walkable neighborhoods while the businesses they patronize have workers who cannot, and must drive from far away to cater to their needs. If our region chooses growth, we must also keep the road system up to date. That's fair, and inclusive to everyone who needs to live and work in the metro area. Thank you for the opportunity to comment.	INPT-1
857	6926	11/30/2022	Email	Teddy	Acuna	Joint Space LLC	We are reaching out with concerns regarding the proposed sound wall designs around Harriet Tubman Middle School (I5 Corridor.) Specifically in regards to any wall that is planned to be constructed adjacent or in close proximity of the property located at 2125 N Flint Ave, which is owned by Joint Space LLC. It seems based on the pictures that we find on the surveys, that the preliminary studies have incorrectly bundled our property with that of Harriet Tubman Middle School {Attached pictures} and failed to account for any views and windows that the property has on the west side of the property.	VIS-1
858	6926	11/30/2022	Email	Teddy	Acuna	Joint Space LLC	We are incredibly concerned about the possible obstruction of light and the deterioration of our beautiful views. We would like to have our voice heard and would like to understand how to participate in the specifics about the wall design that would surround the property. We would like the wall to stop at our property line and have it run along the school property (so have it take a 90 degree angle prior to our property and run on the south side of the property. This would still protect the school and leave our property with the views of the city that we currently have. We have attached references of the views from the property over the years.	VIS-1
859	6927	11/30/2022	Email	Cadence	Hunsaker		In regards to the expansion of the highway in Albina, I think it's highly irresponsible to tear apart the community there to "help with traffic congestion". Expansion of highways is proven to be ineffective in preventing congestion. It also is counter intuitive to provide more avenues for vehicle carbon emissions when Oregon is trying to get on track to meet the 2050 carbon cap goals.	INPT-1
860	6927	11/30/2022	Email	Cadence	Hunsaker		There are plenty of other avenues that could be pursued. The rail plan published in 2020 talks about working on railways to prevent congestion which would be an effective way to do it. But it seems that while the rails lack funding, ODOT is willing to shell out money to highways that will ultimately cause more harm than good. Please reconsider this project and invest in other forms of accessibility for residents.	INPT-1
861	6928	12/1/2022	Website	Richard	Hartman	Self	After driving from Portland to San Diego to Oakland for Thanksgiving, I am more convinced than ever that the I- 5 corridor must be expanded. It is a major conduit for commerce on the West Coast and I believe that air pollution will be less if one could travel from Battle Ground to Wilsonville in less than an hour as opposed to two or more hours to travel the same distance.	INPT-1
862	6928	12/1/2022	Website	Richard	Hartman	Self	As to the argument that it will invite more traffic to Portland, I believe people will move to Portland with their cars. So unless you could convince them to not bring their cars with them, it is a lost cause.	INPT-1
863	6929	12/2/2022	Email	Joe	Cortright	No More Freeways PDX	How wide (in feet) is the distance between retaining walls for the proposed I-5 Rose Quarter Freeway widening project between N. Hancock Street and N. Wheeler Avenue? Please report your answer for each 100 to 200 feet of freeway centerline distance.	DES-1
1577	6930	12/2/2022	Email	Juliana	Reyes	Madriguera Brewing Co	We're deeply concerned by the communication you sent regarding the proposed sound wall designs around Harriet Tubman Middle School (I5 Corridor) and want to express our profound dissatisfaction with the proposal.	VIS-1
1578	6930	12/2/2022	Email	Juliana	Reyes	Madriguera Brewing Co	It seems that the preliminary studies have mistakenly grouped the 2125 N Flint Ave property with that of Harriet Tubman Middle School, failing to account for any views and windows that the property has on the west side. Our primary source of natural light in the building.	VIS-1

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1579	6930	12/2/2022	Email	Juliana	Reyes	Madriguera Brewing Co	My goal with this letter is to ensure you are aware of our concerns and the impact on the 2125 N Flint property of the proposal. I'm incredibly concerned about the possible obstruction of light in the building and its adverse effects on our working environment and the businesses here.	VIS-1
864	6931	12/3/2022	Website	Megan	Horst		I ride my bike in this area every day, en route from my home in NE Portland to my job downtown. I do not think this project has the best interests of Portlanders or that the analysis fully considers the environmental impacts.	INPT-1
865	6931	12/3/2022	Website	Megan	Horst		My viewpoints are that: 1. I am in full support of the proposed freeway caps over I-5 included in Hybrid 3. This is what ODOT owes the neighborhood, after polluting it for decades, and it should not come with strings attached.	LID-2
866	6931	12/3/2022	Website	Megan	Horst		2. There needs to be a full EIS to examine the impacts to people walking, biking, and getting around in wheelchairs in the area, and to greenhouse gas emissions and air pollution. Most importantly, we should be fully assessing the impacts to the health of children.	NEPA-1
867	6931	12/3/2022	Website	Megan	Horst		3. ODOR cannot be trusted with prioritizing the environment, health, or in spending money efficiently. In 2022, with everything we know about climate change, it is reckless to expand freeways and spend all the money on cars.	INPT-1
868	6932	12/4/2022	Website	Keith	Liden		Nice sales brochure. This project is nothing more than a Trojan horse. We'll provide these cool things if you let us continue on our endless quest to create more freeway capacity.	INPT-1
869	6932	12/4/2022	Website	Keith	Liden		I'm OPPOSED to this project (although the cap alone would be fine) for the following reasons: COST - I find it interesting that the astronomical cost of this project isn't mentioned anywhere. Just think of all the good we could do to improve transportation system safety with \$1 - \$2 billion! At best, this will be a marginal improvement over existing conditions, and it will be a colossal waste of taxpayer money.	COST-1
870	6932	12/4/2022	Website	Keith	Liden		CONGESTION SHIFT - If this project eases congestion in the project area as claimed, getting more vehicles through this segment at a faster rate will only mean increased congestion in downstream locations that are already stressed like I-84 EB, I-5 NB and SB, I-405, and 26. ODOT will then be looking for more billions to fix them next, and on it goes to infinity...	INPT-1
871	6932	12/4/2022	Website	Keith	Liden		OVERSTATING THE PROBLEM - The materials state this is "one of the top freight bottlenecks in the nation" as if this is a uniquely unacceptable condition. Really? Every major city I've been to has the same problems. How big is the "top" list? The top 1,000? The crash rate is highlighted but not the fact that there are many more portions of the state system yielding higher injury and fatality rates. Motorist delay and auto body work is prioritized over injuries and deaths for determining where ODOT wants to spend its money.	INPT-1
872	6932	12/4/2022	Website	Keith	Liden		TRADING EXISTING ACTIVE TRANSPORTATION PROBLEMS FOR NEW ONES - Obviously going through this area today on foot or bike isn't great, and improvements would be welcome. However, the proposed system eliminates some problems only to create new modal conflicts and potential problem intersections. This is the unfortunate result of designing the system first for cars and active transportation second.	INPT-1
873	6933	12/4/2022	Email	Glen	Myers		I am in favor of the proposals. The current narrowing of I-5 to two lanes leads to major traffic congestion. Auto travel will be essential for the foreseeable future, and thus, at the minimum, modest projects to improve auto travel are necessary investments.	INPT-1
874	6934	12/5/2022	Website	Amy	Alt		I think this is great! I use this everyday to get to work and the bottleneck is there no matter what time of day or what day of the week you are travelling on it. It backs up especially when there is an event at the moda center and causes huge traffic jams. I love adding another lane for through traffic.	INPT-1
875	6935	12/5/2022	Email	Kevin	Lally		I am so happy this project is happening and look forward to seeing how it improves the community. My one big critique would be to please not add another lane to I-5. Research shows adding another lane increases demand and therefore is not a traffic solution. Those dollars could be better spent on bettering our community's public transportation options to decrease the amount of carbon emissions breathed in in our community. Thank you for reading and again - I look forward to the I-5 lid, but please do not add another lane.	INDD-1, COST-1
876	6936	12/5/2022	Email	Bethany	Foran		I am reaching out with regards to the sound wall going up on the west side of my office property. This wall will cause almost all of the light in the building to go away and also get rid of the one view we have from the building - I don't think our small office was taken into consideration when the sound wall was designed. We would like to propose that the wall not cover the windows on that side of the building and rather end prior to getting to our building so that we can still have light and the view from our place of work. I have attached photos over the years of the view that we currently have - the proposed wall would go up to the top of the current windows in place on the building.	INPT-1, VIS-1
877	6938	12/7/2022	Email	Margery	Mayock		I am against the I5 Rose Quarter "improvement project". I am sure that you have heard my objections from many other citizens, but I just wanted to be counted as another voice against. Please try to do what is right.	INPT-1

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713	6940	12/7/2022	Email	Christopher	Draus		Get developers to pay to: Cap and widen the freeway and then give them the rights to develop on top of that cap, in order to restore the Albina neighborhood.	INPT-1
708	6944	12/8/2022	Email	Jonathan	Greenwood		I'd just like to state that I do not support widening the freeway at all.	INPT-1
709	6944	12/8/2022	Email	Jonathan	Greenwood		That will just leave us back at square one due to induced demand. There would be the same amount of congestion because more people would see the freeway as an option to use.	INDD-1
710	6944	12/8/2022	Email	Jonathan	Greenwood		This will lead to tons of pollution being spewed on communities that have a long history of being discriminated against and even ongoing into today as is obvious with this plan to widen a freeway in their communities. This is adding insult to injury.	AQ-2, EJ-1, HLTH-1
711	6944	12/8/2022	Email	Jonathan	Greenwood		Further, I only support a cap over the freeway so dense housing could be built to help keep people from being displaced due to our city's housing shortage. Again, do not widen the freeway as it is a waste of money; only cap it so housing can be built over the existing, unwidened freeway.	LID-2
698	6945	12/8/2022	Email	Dave	Farmer		Safety is a priority for everyone. Speeding is a major concern, so I feel this entire area should have full time speed monitoring (including citations) in place. 24 hours per every day.	INPT-1
699	6945	12/8/2022	Email	Dave	Farmer		This can be accomplished with radar or using the Toll System when it is in use. The Toll System will provide, distance traveled, time for distance, and positive Photo ID of all vehicles. Equals MPH. Both of these choices will be relatively inexpensive (especially the Toll system).	INPT-1
700	6945	12/8/2022	Email	Dave	Farmer		Unnecessary, unsafe lane changes could be monitored with cameras and solid lane line painting. No Lane Changes.	INPT-1
701	6945	12/8/2022	Email	Dave	Farmer		Highway covers are not affordable. Where is the money coming from?	COST-2
702	6945	12/8/2022	Email	Dave	Farmer		The Native Americans should be considered in all of this. They had all of their land stolen, so they can't work or live or have their culture preserved. Every dollar spent on a cover should be matched by money mitigating the loss to the Native Americans. A significant portion of the affordable housing should be reserved for them.	INPT-1
703	6945	12/8/2022	Email	Dave	Farmer		I object to ANY of my taxes or tolls I will have to pay to build or Subsidize covers. Because my religion is zero gambling. And NO consumption of any alcohol on public property. My constitutional rights should allow me and everyone who has this religious belief to be exempted from paying tolls. Unless the entire cap is no gambling and no alcohol drinking. A Class Action Lawsuit will be started. It is not fair to people who believe like I do, to have their toll money spent directly on the covers if any business or venue or park allows gambling or alcohol consumption. A restaurant does not have to serve alcohol.	TOLL-2
704	6945	12/8/2022	Email	Dave	Farmer		I have concerns for the people living or just being on the covers. Has this hazard been studied enough?? That many vehicles emit a lot of exhaust.	AQ-1
705	6945	12/8/2022	Email	Dave	Farmer		At least one bike-ped overpass should be replaced by a tunnel which will be more resistant to a earthquake.	INPT-1
706	6945	12/8/2022	Email	Dave	Farmer		Having tolls on I- 205 and none on I-5 for a period of several or many months will divert many vehicles (especially big trucks that will pay high tolls) onto I-5. Once a driver decides on which freeway to use at north or south end of I-205, you are mostly committed to follow to the end. There is no practical route that can change that.	TOLL-1
707	6945	12/8/2022	Email	Dave	Farmer		A more congested I - 5 causes more pollution, traffic jams, safety issues and hardship for drivers on I - 5, and more diversion to side streets, which hurts those neighborhoods, both homes and businesses. Please consider not building the unaffordable, dangerous to breathe on, and not equitable to Native Americans cover.	INPT-1
697	6947	12/9/2022	Email	Betsy	Dutton		It is an incredibly poor thought process to force tolls on roads where there is no other option to cross the river. Additionally, forcing drivers to stop, idle, look for change they don't have during rush hour isn't going to fix ANY problems; rather, it will cause long rush hours, financial hardship, MORE pollution, an increase in accidents, an increase in insurance and medical costs and most importantly loss of productivity and wages for those who may be fined or even fired because they were stuck in a traffic nightmare they have NO means to avoid. Are you truly trying to make things better? It seems more like you are trying to line coffers at the expense of drivers? TOLLS ARE NOT GOING TO SOLVE ANYTHING!	TOLL-2

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692	6948	12/12/2022	Email	Michelle	DuBarry	Oregon and Southwest Washington Families for Safe Streets, Portland Pedestrian Advisory Committee	As people who have been injured, and families of people (mostly children) killed on Oregon roadways, we are urging the Oregon Department of Transportation to reconsider its decision to add lanes to the Interstate-5 highway as part of the 1-5 Rose Quarter Improvement Project. We are concerned that the expansion of 1-5 will invite more noise, pollution, death, and injury to the surrounding community.	INPT-1
693	6948	12/12/2022	Email	Michelle	DuBarry	Oregon and Southwest Washington Families for Safe Streets, Portland Pedestrian Advisory Committee	At minimum, we urge the Department to conduct a full Environmental Impact Statement, and refocus project priorities to center safe transportation for all Oregonians (including non-drivers) and healing the Albina neighborhood that was torn apart by this freeway 60 years ago.	NEPA-1
694	6948	12/12/2022	Email	Michelle	DuBarry	Oregon and Southwest Washington Families for Safe Streets, Portland Pedestrian Advisory Committee	Families for Safe Streets supports investment in the Albina neighborhood, including the proposed freeway caps included in Hybrid 3, as well as affordable housing and bicycle/pedestrian safety infrastructure on surface streets. We believe these components can and should be accomplished without expanding the freeway.	LID-2
695	6948	12/12/2022	Email	Michelle	DuBarry	Oregon and Southwest Washington Families for Safe Streets, Portland Pedestrian Advisory Committee	I joined Families for Safe Streets because my son Seamus was killed on an ODOT road that lacked proper pedestrian safety infrastructure in 2010. His brother and sister (aged 10) don't drive, but they do breathe, commute to school, play, and enjoy the beauty and bounty of the Pacific Northwest. Families for Safe Streets does not accept the deaths and injuries of our loved ones, the poisoning of the air, or the destruction of our planet as acceptable trade offs for faster freight transport or convenience of motorists.	INPT-1
696	6948	12/12/2022	Email	Michelle	DuBarry	Oregon and Southwest Washington Families for Safe Streets, Portland Pedestrian Advisory Committee	An EIS is a critical component of accountability that will ensure our tax dollars are not worsening the twin crises of traffic violence and climate change.	NEPA-1, CC-1
689	6950	12/12/2022	Email	James	Sedgwick		We need to have improvements to the I-5 and I 84 highways . There is much more traffic on the highways than 25 years ago.	INPT-1
690	6950	12/12/2022	Email	James	Sedgwick		It is not only local people commuting to work, but more truck traffic delivering products that not only Oregonian's but Washington and California products as well.	INPT-1

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691	6950	12/12/2022	Email	James	Sedgwick		Build the interchange . We don't need more years of studies and committee's to meet and argue over building it. Traffic in PDX metro area is very congested, causing more delays in getting from one point to another. NO, mass transportation ie. busses or light rail will solve this problem. Build the interchange.	INPT-1
688	6951	12/12/2022	Email	Carl	Hoogestege r		No more lanes. Conduct an EIS. The proposed expansion would increase pollution, it goes against any climate goals, it also won't fix congestion, re: concern about congestion toll the freeway and invest in public transit and walking and biking, thanks	NEPA-1
685	6952	12/12/2022	Email	Jeremiah	Hayden		We can be so much more creative than this in how we adapt to the climate crisis. There is no reason to spend this money on one freeway expansion, when that money could be allocated to projects that have a far lesser impact on the environment.	COST-1, NEPA-1
686	6952	12/12/2022	Email	Jeremiah	Hayden		We have to know what the stakes are, and what the consequences will be before we can move forward. Please conduct an Environmental Impact Statement.	NEPA-1
679	6953	12/12/2022	Email	Terry	Parker		To start with, it seems that the motorists who use I-5 and who are expected to pay for any improvements in the Rose Quarter have the least amount of public representation associated with this project. Even though nearly 80% of the trips in the Portland-Metro are made by motor vehicle, motorists also seem to be the last to be heard if they are listened to if at all.	PE-6
680	6953	12/12/2022	Email	Terry	Parker		Fixing I-5 in the Rose Quarter so traffic flows better is long over do. Better traffic flow and less congestion equates to less fuel consumption and emissions. If the weave lanes work to reduce traffic backups and congestion in the same way they have since added to I-205, the project is more than worthwhile.	INPT-1
681	6953	12/12/2022	Email	Terry	Parker		Furthermore, and I have stated this before, the underlying cause of climate change is population growth and the unsustainable over human population of the planet. This is especially relevant as it applies to moving traffic through high density urban areas such as on I-5. Yet most political leaders fail to even direct any attention to the subject of population growth and how it affects climate change. They seem to think that population growth is needed for growth in the economy. The backlash here is the growth of tents lining sidewalks, the need for more social services and a high rate of inflation for everybody else. History clearly demonstrates higher rates of personal mobility (such as driving) significantly contributes to greater economic productivity which in turn generates family wage jobs.	INPT-1
682	6953	12/12/2022	Email	Terry	Parker		What I object to is the financing method on how to pay for the I-5 improvements in the Rose Quarter. Motorists already pay for the roads with fuel taxes, registration and license fees. Now you want to extort more dollars from drivers with an inflationary tolling scheme all while still extorting, fleecing and skimming off motorist paid roadway dollars to fund infrastructure specifically designed for the alternative mode users that in no way pay their share for what they utilize. This is a form of autocratic social engineering,	COST-2, TOLL-2
683	6953	12/12/2022	Email	Terry	Parker		As an example, lip service only freeloading bicyclists need to start accepting the financial accountability for the privileged infrastructure they utilize. This must include all the bicycle infrastructure on the surface streets, over crossings and especially the bicycle bridge that are part of the Rose Quarter Improvement Project. This can get started by requiring bicyclists to pay license and registration fees. Given the millions and millions of dollars being spent on bicycle specific infrastructure, the suggestion that most bicyclists have cars and therefore pay their share is old school and out dated. Transport revenue does not come from cars that are parked and many bicyclists do not have a car. Maybe it should be the bicyclists that are being tolled, maybe even to help fund the I-5 highway improvements in that such improvements are likely to reduce traffic congestion on the surface streets thereby making it safer for bicycling.	INPT-1
678	6954	12/12/2022	Email	Donald	Winn		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: ODOT needs to conduct an Env Imp Statement for the Rose Quarter Freeway Expansion so everyone can see the terrible extra pollution that will befall all those who live near the freeway, not to mention the extra negative effect on climate pollution in general. \$2 BILLION is already planned for the I-5 bridge replacement; we don't need to waste another BILLION on this expansion!	NEPA-1
657	6955	12/13/2022	Email	Injoong	Yoon		Portland does not need more freeway lanes!	INPT-1, NEPA-1
658	6955	12/13/2022	Email	Injoong	Yoon		ODOT must conduct a new environmental impact into the many safer, cleaner, healthier, and less expensive ways to address traffic concerns.	ALT-1, NEPA-1
659	6955	12/13/2022	Email	Injoong	Yoon		Please address tolling. Specifically, ODOT's concerns about interstate and long-distance travel could be addressed with tolling to reduce congestion from local travel, which does not need to use the freeway to make everyday short trips (e.g. by tolling on and/or off ramps in the Portland area).	ALT-1, NEPA-1

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660	6955	12/13/2022	Email	Injoong	Yoon		They could also be addressed by working to put more funding into transit and other transportation options to discourage Portlanders from using I- 5 for many local trips.	COST-1, NEPA-1
661	6955	12/13/2022	Email	Injoong	Yoon		It is also vital that ODOT address the overwhelming evidence of induced freeway demand and increased traffic emissions on the environment and surrounding communities.	INDD-1, NEPA-1
662	6955	12/13/2022	Email	Injoong	Yoon		Freeways are suffocating the potential of the inner Eastside communities where we need more - not less - housing, schools, and economic activity.	INPT-1, NEPA-1
663	6955	12/13/2022	Email	Injoong	Yoon		Portlanders are asking you not to expand this freeway into our communities. Please study and implement the alternatives.	INPT-1, NEPA-1
632	6956	12/13/2022	Email	Harlan	Shober		Without a full EIS and an adequate public comment period (90 day minimum) we risk settling on a design that, while it benefits certain special interest groups, is damaging to communities and climate. Too often, big projects are planned without involving the real stakeholders. Don't be secretive. This needs to be an open and transparent process. Start with a complete EIS.	ALT-1, NEPA-1
630	6957	12/13/2022	Email	Janice	Rose		It's a known fact that the more lanes you build, the more cars that will come until they are ALL filled up again. And then, you will want to build even MORE freeway lanes.	INDD-1, NEPA-1
627	6959	12/13/2022	Email	Kathryn	Sundermann		ODOT should make decisions based on public safety and those decisions should reflect the will of the people. This freeway expansion has been opposed from the start. Our health and the air we breathe should be the most important criteria.	INPT-1, NEPA-1
624	6960	12/14/2022	Email	Cory	Knoblauch		As a resident along the I5 corridor and an environmental scientist, I am concerned about the highway expansion project.	INPT-1, NEPA-1
625	6960	12/14/2022	Email	Cory	Knoblauch		As a bike commuter and resident who walks and bikes in the neighborhood, I would greatly appreciate Portland to conduct an EIS for this project. Please contact me with any questions.	NEPA-1
621	6961	12/14/2022	Email	Gina	Roberti		As a resident along the I5 corridor and an environmental scientist, I am concerned about the highway expansion project.	INPT-1, NEPA-1
622	6961	12/14/2022	Email	Gina	Roberti		As a bike commuter and resident who walks and bikes in the neighborhood, I would greatly appreciate Portland to conduct an EIS for this project. Please contact me with any questions.	NEPA-1
610	6962	12/14/2022	Email	Diana	Holland		There are so many equity issues here.	INPT-1, NEPA-1
611	6962	12/14/2022	Email	Diana	Holland		Studies have shown that pollution from automotive traffic causes health problems for people who live near those roads. Not only gas pollution but also particulate matter from pressing brakes on heavy electric cars. So this problem does not go away in our electric future.	AQ-2, HLTH-1, NEPA-1
612	6962	12/14/2022	Email	Diana	Holland		We also know from studies and common sense that traffic pollution disproportionately affects low income people, since those are the communities who live in neighborhoods near roads and freeways. People who live in freeway dominated areas are also more likely to be non-white, in poverty, not own a car, and not use the freeway. So the people being displaced or sickened by the freeway expansion are not even the people who would "benefit" from more lanes.	AQ-2, EJ-1, HLTH-1, NEPA-1
613	6962	12/14/2022	Email	Diana	Holland		Besides the health and community risks here, there's also there's no congestion reduction. Studies show that more lanes means more traffic because of induced demand.	INDD-1, NEPA-1
614	6962	12/14/2022	Email	Diana	Holland		Near this particular freeway which cuts through the historic Albina district, hundreds of homes owned by Black families were already demolished to build the freeway and theoretical hospital expansion.	INPT-1, NEPA-1
615	6962	12/14/2022	Email	Diana	Holland		More freeway lanes would mean more homes demolished, more families displaced, and because this proposal only includes a partial cap: more adverse impacts from pollution.	INPT-1, NEPA-1
616	6962	12/14/2022	Email	Diana	Holland		I wholly disagree with the freeway expansion because I don't think it solves the problem it's trying to solve.	INPT-1, NEPA-1
617	6962	12/14/2022	Email	Diana	Holland		And instead adds more problems, particularly for low income people of color who aren't major freeway users.	INPT-1, NEPA-1
618	6962	12/14/2022	Email	Diana	Holland		But if there's going to be an expansion, let's at least understand what the impacts are.	INPT-1, NEPA-1
619	6962	12/14/2022	Email	Diana	Holland		ODOT needs to conduct an environment impact statement because the public has the right to know what impact this plan has on the place we live. Also I think it's the law, and if I have to follow the law then state departments should have to as well.	NEPA-1, NEPA-1
606	6963	12/14/2022	Email	Quinn	Rivenburgh		Has nothing changed since the 1970s urban renewal? This is a clear targeting of communities of color.	INPT-1, NEPA-1
607	6963	12/14/2022	Email	Quinn	Rivenburgh		Furthermore, expanding freeways during climate catastrophe is the wrong direction.	INPT-1, NEPA-1
608	6963	12/14/2022	Email	Quinn	Rivenburgh		It is necessary that an EIS be completed to document and catalogue the devastating affects this would have on Albina and all of Portland.	NEPA-1, NEPA-1

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601	6964	12/14/2022	Email	Tristan	D Powell		I strongly oppose continued investment in widening freeways.	INPT-1, NEPA-1
602	6964	12/14/2022	Email	Tristan	D Powell		This money would be better spent getting people out of cars altogether through safer, faster, cleaner transit options and through making walking and biking safer and easier.	COST-1, NEPA-1
603	6964	12/14/2022	Email	Tristan	D Powell		This money would be better spent getting people out of cars altogether through safer, faster, cleaner transit options and through making walking and biking safer and easier.	COST-1, NEPA-1
604	6964	12/14/2022	Email	Tristan	D Powell		Walkable and multi-use zones with fewer cars lead to increased business activity and improved indicators of well-being and livability. It's time to stop subsidizing polluting, isolating and ugly car infrastructure!	INPT-1, NEPA-1
599	6965	12/7/2022	Email	John	Charles	Cascade Policy Institute	What is the legal basis for using race as a means to determine who speaks first at next week's meeting on the I-5 RQ EIS? I was under the impression that Oregon state agencies were prohibited from discriminating on the basis of race.	PE-4
596	6966	12/14/2022	Email	Jonah	Ollman		This project is the definition of short-sighted. It's 2022. We all know that climate change is rapidly making our world less livable and that transportation infrastructure is a large contributor to air pollution and climate change. Widening the freeway sounds like a good solution for the next 5 years, but we should be thinking about the next 50 years.	INPT-1, NEPA-1
597	6966	12/14/2022	Email	Jonah	Ollman		We should maintain our existing freeways, while investing dramatically in public transportation, bicycle infrastructure, and alternative solutions to get as many commuters off the freeway as possible. We shouldn't be investing in the past. We need to look towards the future. Freeways are not the future we need.	COST-1, NEPA-1
598	6966	12/14/2022	Email	Jonah	Ollman		And, it should go without saying, studies have shown that widening freeways does not improve traffic meaningfully. It's a very short-term band-aid fix, not a sustainable improvement.	INPT-1, NEPA-1
594	6967	12/14/2022	Email	Trevor	Davis	Transita LLC	My name is Trevor Davis and I work at the property (2125 N Flint Ave. Portland, OR 97227) located directly south of Harriett Tubman Middle School. I would like to bring up a concern shared by myself and the other tenants in the building. The concern is specifically about the noise barrier "Wall 2" represented in section "7.1.2 Wall 2: Receivers 4 through 6" in the "Noise Study Supplemental Technical Report" by Oregon Department of Transportation (June 21, 2022). 7.1.2 Wall 2: Receivers 4 through 6A 1,456-foot-long noise barrier was evaluated to shield these receivers from freeway noise. See Table D2 in Appendix D for details and Figure 28 for the location of Wall 2. The wall was analyzed for several different wall heights between 10 and 16 feet for feasibility and reasonableness and shows that Wall 2, at 12-feet in height, would achieve the minimum noise reduction goals, including one property with a design goal noise reduction of more than 7 dBA (in this case 10 dBA at R5) plus one additional benefitted property. The calculated cost of the mitigation (\$7,795 per benefitted residence) is less than the allowable \$37,500 per benefitted residence. Because the barrier would be feasible and reasonable, it is recommended for inclusion in the Project.- If I am reading that section correctly, the building located at 2125 N Flint Ave. would be considered the "one additional benefitted property" in this statement:"The wall was analyzed for several different wall heights between 10 and 16 feet for feasibility and reasonableness and shows that Wall 2, at 12-feet in height, would achieve the minimum noise reduction goals, including one property with a design goal noise reduction of more than 7 dBA (in this case 10 dBA at R5) plus one additional benefitted property."- In Figure 28 it would be the building behind the extension of Wall 2 south of Harriett Tubman Middle School (circled in blue).Fig. 28[image.png]- From Table 4 in Section 6.1.2 we are assuming that the data on noise level and changes in noise levels would be similar to that of Receiver Monitoring Location "R5" (Harriett Tubman School Interior).6.1.2 Table 4[Pasted Graphic 1.png]- The ODOT NAAC (dBA) is at 50- Current dBA would be 49- The Revised Build Alternative (without Wall 2) would add 1 dB to be equal with the NAAC at 50.Description of the Building at 2125 N Flint Ave:- Office building- Intermittently occupied- Occupied on average 8 consecutive hours or less at a time- Only Interior use, no exterior useConclusion/Concern:The tenants and owners of building 2125 N Flint Ave. believe that Wall 2 would have more negative impacts than positive impacts. We would much prefer that the wall end at Harriett Tubman Middle School and not continue on to benefit this building.Reasons:- The extension of Wall 2 beyond Harriett Tubman Middle School would eliminate our view and render this large window useless.[image.png]- The extended part of Wall 2 beyond Harriett Tubman Middle School would create a dead space between the wall and the building, effectively creating an alleyway.- The amount of natural light in our building would be greatly impacted in a negative way.- Eliminating this benefitted residence from the Noise Barrier Wall 2 Project would save costs.	INPT-1, VIS-1
590	6968	12/14/2022	Email	Chris	Berrir		ODOT's Supplemental Environmental Assessment (EA) ignores the needs and opposition of the community regarding the proposed Rose Quarter Freeway Expansion. ODOT has also ignored repeated requests to conduct a full Environmental Impact Statement (EIS) for the proposed freeway expansion.	INPT-1, NEPA-1

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591	6968	12/14/2022	Email	Chris	Berrir		ODOT's insistence on pushing this freeway expansion through demonstrates a callous disregard for the legacy of disenfranchisement that has been perpetrated on the most marginalized members of our communities. In the past, hundreds of families were forced out of their homes, businesses and churches to make way for more freeways and corporate development.	INPT-1
592	6968	12/14/2022	Email	Chris	Berrir		A lawsuit filed in April 2021 asserts that ODOT failed to: 1) fully follow standards established by the National Environmental Protection Act 2) study alternatives to expansion, including the possibility of implementing congestion pricing without adding new lanes of freeway, 3) study the cumulative impacts of their proposed freeway expansions across the region 4) provide the necessary data requested by interested parties Thanks to concerned citizens raising their voices, ODOT rescinded the proposal and is now asking for public comments on a modified Supplemental Environmental Assessment.	INPT-1, NEPA-1, ALT-1, PE-2
593	6968	12/14/2022	Email	Chris	Berrir		My comments are that steps 1-4 listed above be implemented with due diligence and all feasible alternatives to building more freeways be explored before further action is taken.	INPT-1, NEPA-1, ALT-1, PE-2
586	6970	12/14/2022	Email	Franco	Ortega		I support the efforts of Albina Vision Trust and the Historic Albina Advisory Committee to move forward with caps over the Interstate that will reconnect a community torn apart by racist freeway expansion in a previous century, but I want these excellent plans for restorative justice to the Albina Neighborhood to be decoupled from their efforts to add additional lanes of freeway that will clog the streets with cars and the air with pollution.	LID-2, NEPA-1
587	6970	12/14/2022	Email	Franco	Ortega		I support the efforts of Albina Vision Trust and the Historic Albina Advisory Committee to move forward with caps over the Interstate that will reconnect a community torn apart by racist freeway expansion in a previous century, but I want these excellent plans for restorative justice to the Albina Neighborhood to be decoupled from their efforts to add additional lanes of freeway that will clog the streets with cars and the air with pollution.	LID-2, NEPA-1
588	6970	12/14/2022	Email	Franco	Ortega		Also, I want to see an Environmental Impact Statement that thoroughly studies alternatives to expansion.	ALT-1, NEPA-1
579	6971	12/14/2022	Email	Noelle	Studer-Spevak		I formerly lived between Peninsula Park and I-5 in North Portland, and I can tell you that the air pollution was intense for me and my family. We were fortunate to be in the financial position to move away from the freeway, but many people are not.	AQ-2, HLTH-1, NEPA-1
580	6971	12/14/2022	Email	Noelle	Studer-Spevak		Induced demand is like a scientific law of transportation planning. Adding lanes is not a solution to decreasing congestion. We WANT congestion because it makes people think twice about where they live in relationship to work, and how they get there.	INDD-1, NEPA-1
581	6971	12/14/2022	Email	Noelle	Studer-Spevak		The goal is not to move more vehicles faster through an area. The goal is to reduce the amount of cars on the road.	INPT-1, NEPA-1
582	6971	12/14/2022	Email	Noelle	Studer-Spevak		It is not okay to build new freeway infrastructure that harms our children's chances at surviving climate change.	CC-2, NEPA-1
583	6971	12/14/2022	Email	Noelle	Studer-Spevak		Yes, we want I-5 to be covered and reconnect this historically important neighborhood that suffered racial harm.	LID-2, NEPA-1
584	6971	12/14/2022	Email	Noelle	Studer-Spevak		But we do not want more lanes. Thank you for your time.	INPT-1, NEPA-1
577	6972	12/15/2022	Email	Phil	Houston Goldsmith		Subject :?Supplemental EA public comment period: Lids not Lanes and a full EIS for Rose Quarter	ALT-1, NEPA-1
575	6973	12/15/2022	Email	Diana	Oxley		The planning for this freeway expansion is based on shortsighted thinking and too little consideration for today's urgent issues: congestion and pollution relief not through wider roads but through better, more efficient public systems of transportation.	INPT-1, NEPA-1
576	6973	12/15/2022	Email	Diana	Oxley		Make the freeway better with smoother pavement and safer access/exit ramps and then address the pollution-lowering needs: bicycle paths, bus lanes, train lines. Multnomah Blvd is a good example of this: it was revamped a few years ago to keep the existing 2-lane road and instead add wider sidewalks and bike lanes. As a result it has become a more human-friendly route.	INPT-1, NEPA-1
573	6974	12/15/2022	Email	Philip	Ratcliff		The Rose Quarter Freeway Expansion doesn't pass the smell test. An ODOT Environmental Impact Statement must be produced, at the very least.	NEPA-1
557	6975	12/15/2022	Email	Justin	Sikkema		My name is Justin Sikkema and I live in SW Portland. I, among many other people, am deeply concerned about the Rose Quarter project. Though there are aspects to the plan that I deeply like (upgraded side walks and bike lanes), I am deeply concerned with any expansion to the freeway.	INPT-1
558	6975	12/15/2022	Email	Justin	Sikkema		I am also deeply concerned that a full EIS (rather than a supplemental EA) is not being conducted.	NEPA-1

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559	6975	12/15/2022	Email	Justin	Sikkema		I am also concerned about the amount of opposition to this project. As I understand 90% of the public comments to the original EA were negative.	INPT-1
560	6975	12/15/2022	Email	Justin	Sikkema		I hope you take more time to consider how this project will impact both communities and the natural environment.	INPT-1
561	6975	12/15/2022	Email	Justin	Sikkema		I personally feel deeply opposed to this project and I hope that ODOT reconsiders.	INPT-1
547	6976	12/15/2022	Email	Diane	Meisenhelter		I've lived in inner NE for 34 years and as a senior with respiratory issues, totally oppose freeway expansion in our neighborhood already burdened by excessive pollution.	INPT-1, NEPA-1
548	6976	12/15/2022	Email	Diane	Meisenhelter		Dire predictions issued this spring by the world's best climate scientists indicate that if we do not cut emissions in half by 2030 millions of people and species will experience unthinkable consequences.	INPT-1, NEPA-1
549	6976	12/15/2022	Email	Diane	Meisenhelter		The last thing we need to be doing is expanding freeways when transportation funds could be better used to reduce or eliminatr transit fares and expand mass transit.	COST-1, NEPA-1
550	6976	12/15/2022	Email	Diane	Meisenhelter		ODOT has not first tried congestion pricing or studied alternatives and given the numerous violations of public trust, lack of basic transparency and outrageous disregard for public accountability, we find it hard to believe with good faith their claims that they can't pursue alternatives.	ALT-1, NEPA-1
551	6976	12/15/2022	Email	Diane	Meisenhelter		Frontline communities suffer the most from climate chaos as we've already witnessed.	INPT-1, NEPA-1
552	6976	12/15/2022	Email	Diane	Meisenhelter		National Air Toxicity assessment, shows I-5 and I-205 among the most dangerously polluting highways in the US and the Cascadia Action Environmental Justice Report documents the severe health inequity impacts from these highways and an over-concentration of polluting industries in N/NE Portland.	AQ-2, HLTH-1, NEPA-1
553	6976	12/15/2022	Email	Diane	Meisenhelter		Given the history of disruption and displacement from the freeways in N/NE Portland, reparations should be made and jobs created by capping the I-5 corridor as proposed by the Albina community without expanding the lanes or traffic and certainly not to the insane 160ft. wide being proposed.	LID-2, NEPA-1
554	6976	12/15/2022	Email	Diane	Meisenhelter		Instead ODOT should be looking for ways to mitigate the pollution affecting surrounding neighborhoods and not displacing schools.	INPT-1, NEPA-1
555	6976	12/15/2022	Email	Diane	Meisenhelter		ODOT needs to conduct a full Environmental Impact Analysis for the proposed Rose Quarter expansion. A modified EA is insufficient. Their assessment needs to take into account the multiple freeway expansions being proposed and their impacts on each other and our communities.	CI-1, NEPA-1
556	6976	12/15/2022	Email	Diane	Meisenhelter		Each additional mile of new highway lane will increase CO2 emissions by more than 100-186K tons over the timeframe we have to get to zero emissions and multiple studies show that expanding freeways adds to induced demand and does not reduce congestion. This is a costly project that will literally lead us further into climate hell while they try to greenwash the proposed expansions. Do the right thing.	INPT-1, NEPA-1
542	6977	12/15/2022	Email	Karen	Wolfgang		ODOT is the agency with access to the most/best information about this project, and it is shameful that it hasn't made it the highest priority to share it in the service of making a long-term investment that best serves the state and the region. Especially with the IBR project just up the highway from the Rose Quarter, these projects should both be examined closely, in concert, by a wide range of stakeholders...with the foundation of accurate information in place.	NEPA-1, PE-2
543	6977	12/15/2022	Email	Karen	Wolfgang		In this context, despite repeated public input, ODOT still has done absolutely nothing to address concerns about the dangerous impacts of the additional lanes of freeway and the congestion it will bring to our streets, the air pollution it will bring to our lungs, and the carbon emissions that it will add to our alarmingly warming planet.	INPT-1, NEPA-1
544	6977	12/15/2022	Email	Karen	Wolfgang		I support the call to heal the neighborhood previously torn apart by ODOT freeway construction sixty years ago, which would involve investment in the Albina neighborhood including the freeway lids, affordable housing and safer streets without also adding additional cars and air pollution into the neighborhood brought about by significant freeway expansion below the surface level streets.	COST-1, LID-2, NEPA-1
545	6977	12/15/2022	Email	Karen	Wolfgang		We can DO this. But it takes all parties working collaboratively, sharing what we know and what we are committed to, and creating a way forward together.	INPT-1, NEPA-1
538	6978	12/16/2022	Website	Andrew	Kreider Glick		I am strongly against the auxiliary lanes in the current proposal.	INPT-1
539	6978	12/16/2022	Website	Andrew	Kreider Glick		Any amount of money invested in more pavement while knowing about the climate crisis is unacceptable - We must be investing in public transit, not making it easier for cars to pollute.	COST-1
540	6978	12/16/2022	Website	Andrew	Kreider Glick		More concretely, I support the need for a full Environmental Impact Statement to study alternatives to expansion, such as congestion tolling.	ALT-1, NEPA-1

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535	6979	12/16/2022	Website	Philip	Longenecker		I do not want ODOT to build auxiliary lanes. I do not care about slightly longer travel times on I-5.	INPT-1
536	6979	12/16/2022	Website	Philip	Longenecker		Building more lanes will only temporarily reduce congestion, which will increase again after induced demand.	INDD-1
537	6979	12/16/2022	Website	Philip	Longenecker		We need to spend this money on increasing transit, biking, and walking infrastructure. The cost and carbon impact of this project are not worth it.	COST-1
527	6980	12/16/2022	Website	Daniel	Davis		There is NO GOOD REASON to add more freeway lanes here. We've known for a long time extra lanes causes induced demand and solves nothing. It's super easy to get around Portland with any other option. (bikes, trains, buses, etc).	INPT-1
528	6980	12/16/2022	Website	Daniel	Davis		More lanes means more cars. More cars means more collisions, more pollution, more pollution associated health conditions.	INDD-1
529	6980	12/16/2022	Website	Daniel	Davis		ODOT has demonstrated a lack of moral compass when pushing this project. They have left key information out of their public records There have even had legal action taken against them. ODOT not a trustworthy public agency and this project should be scrapped and ODOTs leadership should be replaced.	PE-2
530	6980	12/16/2022	Website	Daniel	Davis		The only correct sustainable option here would be to institute a congestion charge on cars entering Portland. No charge if there is no demand. If there is a demand then tolls increase to keep traffic moving. The charge could be reduced or eliminated for individuals with financial distress.	ALT-1, INPT-1
531	6980	12/16/2022	Website	Daniel	Davis		Portland is the sustainable city in the USA. The rest of the USA looks toward Portland to develop best practice in sustainable transportation options. Be better. #NoMoreRoads.	INPT-1
524	6981	12/16/2022	Email	Trask	Owen Colby		It is ridiculous in a state that prides itself on its forward-thinking about the environment, from protecting our beaches, our rivers, and our air, that a new freeway seems to be a solution to anything. This is nothing but a continued travesty towards the communities that live near I-5. The only work that should be done on I-5 should be work directed toward repairing the land and the community. Expanding a freeway DOES NOT repair, it only further divides.	INPT-1, NEPA-1
525	6981	12/16/2022	Email	Trask	Owen Colby		Complete an EIS, and make it clear the ways you are hurting our state, city, people and environment.	NEPA-1
522	6982	12/16/2022	Email	Emmett	Copeland		While traffic may be annoying, continuing down a car centric path is getting us further from the energy efficient future we need to pursue.	INPT-1, NEPA-1
520	6983	12/16/2022	Email	Tony	Tapay		How can we even consider this multi-billion dollar freeway expansion without doing an EIS? Continuing to expand highways is to double down on a transportation system that is a money pit and environmental disaster. There is no making this project acceptable by sprinkling it with buzzwords and nods to "equity." There is no greenwashing this. Electric cars, with their massive levels of embodied carbon will not fix this. We will remember those who fought for more lanes. Your children and grandchildren will be ashamed.	NEPA-1
518	6984	12/16/2022	Email	Wendy	Emerson		I believe that if an honest environmental assessment is done for this project, that it will be abandoned. Oh wait a minute. I forgot that I live in a place where all of the public officials are in the pockets of the automobile and fossil fuel industries; where in spite of clear evidence that we should be doing everything we can to move people out of the private automobile and into healthier and more sustainable forms of transport, elected officials and corrupt state highway departments seek to expand freeways.	INPT-1, NEPA-1
513	6985	12/16/2022	Email	Frank	Pacosa		I demand an EIS for Rose Quarter Freeway Expansion.	NEPA-1
514	6985	12/16/2022	Email	Frank	Pacosa		Making more lanes will NOT improve traffic. It WILL cause more climate pollution.	INDD-1
515	6985	12/16/2022	Email	Frank	Pacosa		I am a 45-year resident of the Portland Metropolitan area. We need more public pollution-saving transit than we need solo polluting car transportation improvement.	INPT-1
516	6985	12/16/2022	Email	Frank	Pacosa		Please make wise long term decisions so my children and grandchildren can live in a healthy world. EIS EIS EIS	NEPA-1
510	6986	12/16/2022	Email	Dale	Steele		Freeway widening is not a solution, it increases the problems of air quality, noise, safety and more and all while we are in a climate emergency that transportation is a major cause. All of these impacts must be adequately assessed and addressed and would result in costs to the public.	INDD-1, NEPA-1
511	6986	12/16/2022	Email	Dale	Steele		I walk and bike in SE and NE Portland on a regular basis and more people would do so with better infrastructure and safety. Widening this freeway would not encourage people to make more use of active and public transportation and sends the wrong message to what is needed.	INPT-1, NEPA-1

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512	6986	12/16/2022	Email	Dale	Steele		I worked in environmental planning for transportation in the 1980s-90s and this proposed project seems like something from that era before we had the information we have now. It also looks like the 2019 lawsuit that stopped an earlier poorly planned or evaluated project. A full EIS needs to be done with full assessment and mitigation for the health, environment and climate impacts that would be worsened by this project. A full and fair evaluation of alternatives that would have fewer negative impacts and more positive results must be included.	ALT-1, NEPA-1
356	6987	12/16/2022	Email	Lucy	Corbett		This project will have a negative climate impact. Transportation is already the biggest source of carbon emissions in Oregon.	CC-2, NEPA-1
357	6987	12/16/2022	Email	Lucy	Corbett		By widening the freeway, people will drive more frequently and more freight traffic will be induced to travel through the central city.	INDD-1, NEPA-1
358	6987	12/16/2022	Email	Lucy	Corbett		This increase in vehicle miles traveled will directly contribute to more harmful greenhouse gas emissions into the atmosphere. ODOT has a responsibility to better evaluate the environmental impact these actions will have on future generations of Oregonians that will be most impacted by climate change.	INDD-1, NEPA-1
352	6988	12/16/2022	Email	Esther	Harlow		Climate change is the single biggest issue facing the entire human race and many other species. ODOT should not move forward on freeway expansion.	CC-2, NEPA-1
354	6988	12/16/2022	Email	Esther	Harlow		Climate change is the single biggest issue facing the entire human race and many other species. ODOT should not move forward on freeway expansion.	CC-2, NEPA-1
350	6989	12/16/2022	Email	Robert	Wallis		I am hoping it illuminates the fact that the many flaws associated with the current proposal, particularly those related to the long-term health impacts the project will have on the region, the true social justice implications, and the safety issues associated with deficient design elements.	HLTH-1, NEPA-1, PN-1
348	6991	12/18/2022	Website	Dan	Hoyt		After spending \$1,000,000,000+ and half a decade or more disrupting travel and creating tons of pollution we will be disappointed with the results. We don't need a bigger freeway or a "lid." Let's spend the time and money on something to be proud of.	COST-1
345	6992	12/19/2022	Website	Karina	Kreider Glick		I do not support the auxiliary lanes in the current proposal.	INPT-1
346	6992	12/19/2022	Website	Karina	Kreider Glick		Encouraging the use of cars is unacceptable knowing that cars are a top contributor to the climate crisis.	CC-2
347	6992	12/19/2022	Website	Karina	Kreider Glick		There needs to be a full Environmental Impact Statement to study alternatives to expansion.	ALT-1, NEPA-1
344	6993	12/19/2022	Email	Philip	Ratcliff		Projects such as this are accepted by the public only after an EIS. Anything less isn't acceptable.	NEPA-1
341	6994	12/19/2022	Email	Frances	Green		I have lived just a few blocks away from the freeway my entire life. I have seen firsthand the damage it does by ripping communities apart and I have felt firsthand the damage that pollution does to my lungs. as young as ten I suffered from late night coughing attacks triggered by the polluted air.	HLTH-1, NEPA-1
342	6994	12/19/2022	Email	Frances	Green		if ODOT truly believed that the freeway expansion would not harm the environment there would be no opposition to conducting an EIS and proving it. the fact that they are so reluctant to do so is evidence that the expansion will cause harm to our freeway and our community. are this state's claims of forward thinking and progressiveness all hypocritical?	NEPA-1
343	6994	12/19/2022	Email	Frances	Green		if odot and government officials truly cared about the community they would stop the expansion and invest in public transportation instead.	COST-1, NEPA-1
337	6995	12/19/2022	Email	Corinne	Woodland		ODOT must conduct a full Environmental Impact Statement to fully understand the direct impacts this proposed freeway expansion would have to the neighborhood streets, our children's lungs, and the planet they stand to inherit.	NEPA-1
338	6995	12/19/2022	Email	Corinne	Woodland		ODOT continues to officially insist that tolling is "not reasonably foreseeable" in the future and therefore should not be studied as an alternative to freeway widening – despite the fact that OTC Chair Bob Van Brocklin has said publicly that tolling is the only source of revenue that ODOT can possibly use to fill the funding gaps for this project. Numerous ODOT studies show that congestion pricing without widening the freeway would eliminate traffic congestion while also providing cleaner air for the neighborhood and lowering carbon emissions (The Portland Mercury wrote about this in 2018, and ODOT's study this summer supports this finding).	ALT-1, NEPA-1, TOLL-1
339	6995	12/19/2022	Email	Corinne	Woodland		ODOT must conduct a full Environmental Impact Statement that truly studies whether these additional lanes of toxic, polluting freeway at such exorbitant cost are truly necessary to reduce congestion.	NEPA-1
329	6996	12/19/2022	Email	M.	Scott Jones		Please record, and not hide, my objection to any new lanes being added to the I-5 corridor near my home in North Portland. I object for these reasons:	INPT-1

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330	6996	12/19/2022	Email	M.	Scott Jones		[- Adding more lanes to roads only encourages more traffic, causing congestion to only worsen.	INDD-1
331	6996	12/19/2022	Email	M.	Scott Jones		[- The increase in traffic – as well as the use in carbon-intensive concrete and other construction materials and processes – that adding more lanes will cause will result in an increase in noise, carbon dioxide emissions, and other air pollution to my city and neighborhood, as well as the planet in general. – Forging head with this project is in direct conflict with the city of Portland and state of Oregon’s claimed commitment to reducing our carbon footprint in order to address our planet’s climate emergency.	CC-1, CC-2
332	6996	12/19/2022	Email	M.	Scott Jones		[- The widening will cause even more damage than the I-5 freeway has already caused to the city and surrounding neighborhoods since it was built.	INPT-1
333	6996	12/19/2022	Email	M.	Scott Jones		[- The widening will diminish and damage the safe pedestrian and cycling infrastructure that the city has put in place, and it will make it even harder to improve alternative transportation modes.	INPT-1
334	6996	12/19/2022	Email	M.	Scott Jones		While ODOT is a public agency, it has been led by individuals who believe that its mission is to consistently build more roads and thus INCREASE automobile and truck transportation, when it should be focusing on IMPROVING transportation in the state. Improving transportation means decreased distances between journeys to work and play, decreased need for automotive transport, and increased accessibility to work and play via other means of transport, in particular walking, cycling and bus and train transit.	INPT-1
335	6996	12/19/2022	Email	M.	Scott Jones		ODOT’s leadership has been so committed to fulfilling the mission of INCREASING automotive transit and VMIs that it has errantly set for the agency that it has consistently attempted to subvert the vociferously expressed will of the majority of its employers, the residents of Oregon, to stop the increased roads and auto traffic. The agency needs to be purged and replaced with individuals who are committed to healing the planet and improving the livability of Oregon and its cities, towns and neighborhoods instead of increasing automotive transit and VMIs.	INPT-1
327	6997	12/19/2022	Email	Mark	Hutchins’ Canright		Hi there! As a farmer who supports the protection of our ecosystems, I ask you to please not expand the highway greater than its current span.	INPT-1, NEPA-1
328	6997	12/19/2022	Email	Mark	Hutchins’ Canright		I think that we all should work together to wisely protect our ecosystems from further development, and instead let’s support public transit options increasing in our area. Thanks very much, mark	INPT-1, NEPA-1
323	6998	12/19/2022	Email	Amy	Hansen		Hello, I am a mother and I think it’s important to protect our beautiful region from further development. Let’s instead advance public transportation and not expand the highway any further. Thank you very much for considering my comments, and take good care.	COST-1, NEPA-1
321	6999	12/19/2022	Email	Rebecca	New Canright		Greetings! As a young person who cares about safeguarding our beautiful regions ecosystems, I respectfully ask you to use your influence to not allow the freeway to be expanded. Let’s instead protect these beautiful lands of ours and reduce development impacts upon surrounding wildlife. It is important to limit human encroachment upon wildlife areas. Thank you for your time and consideration, and happy holidays!	INPT-1, NEPA-1
317	7000	12/19/2022	Email	Thomas	Joseph Doherty		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: As a resident of NE Portland whose daughter has attended Harriet Tubman school I demand that ODOT conduct an EIS for the proposed Rose Quarter Freeway Expansion.	NEPA-1
318	7000	12/19/2022	Email	Thomas	Joseph Doherty		I am firmly against simply adding more lanes to the freeway, as these WILL NOT improve traffic congestion and WILL negatively affect air quality.	INPT-1, NEPA-1
319	7000	12/19/2022	Email	Thomas	Joseph Doherty		There is clearly a conflict of interest issue here since ODOT’s mandate is building roads. That will always be their "solution." Given the reality of the climate crisis, the State of Oregon should look at this project from multiple human health and environmental impact perspectives and chose the option that is best for LOCAL PEOPLE not for simply green house gas producing traffic.	HLTH-1, NEPA-1
316	7001	12/19/2022	Email	Chris	Murray		If you expand freeways, people will just drive more. We need to be driving less.	INDD-1, NEPA-1
313	7002	12/19/2022	Email	Sijja	Yan		I have concerns about how the proposed plan will affect neighboring communities and the kids in schools nearby. This affects will be both environmental and quality of life.	INPT-1, NEPA-1
314	7002	12/19/2022	Email	Sijja	Yan		An environmental impact statement definitely needs to be conducted to assess and risk and see what the best solution is.	NEPA-1
310	7003	12/19/2022	Email	Matt	Gumbel		Despite the fact that I drive to and from work on a regular basis, I’m still capable of seeing the obvious fact that cars ruin our environment, make the city unlivable, disconnect people from each other, and generally make our lives difficult.	INPT-1, NEPA-1
311	7003	12/19/2022	Email	Matt	Gumbel		I’m absolutely opposed to any further expansion of car infrastructure, and demand ODOT to place greater focus on sustainable solutions such as public transit, busses, trains, and bikes. We don’t want Portland to turn into Los Angeles!	INPT-1, NEPA-1

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308	7004	12/19/2022	Email		Cristina		Lidding freeways across the nation would bring more public space, vegetation for enjoyment and wildlife, dampening of detrimental sound, and better overall quality of life for communities adjacent to freeways. Equity, elevated quality of life for everyone, and increased economic opportunity for business	LID-2, NEPA-1
305	7005	12/19/2022	Email	Brice	Suprenant		I demand ODOT conduct an environmental impact statement because we don't need more fossil fuel burning vehicles polluting the city and giving more residents incentive to drive.	NEPA-1
306	7005	12/19/2022	Email	Brice	Suprenant		The Albina neighborhood has suffered enough and we are at a pivotal moment in our world where we can be leaders in renewable energy infrastructure or further continue down the path toward environmental collapse. This is important to me for the future of everyone.	INPT-1, NEPA-1
301	7006	12/19/2022	Email	Nicole	Funke		I demand that ODOT conduct an EIS for the Rose Quarter Freeway Expansion because there is no way that widening this freeway (into a middle school, no less) would not have a dire impact on air, water and sound pollution for the surrounding neighborhoods.	NEPA-1
302	7006	12/19/2022	Email	Nicole	Funke		Creating more lanes doesn't solve traffic, it induces it, and induced traffic means heightened pollution.	INDD-1, NEPA-1
303	7006	12/19/2022	Email	Nicole	Funke		The only reasonable way forward short of removing the freeway, is to maintain the current size of the freeway and build caps to reconnect the neighborhoods that were destroyed by its creation.	INPT-1, NEPA-1
299	7007	12/19/2022	Voicemail		Sue		Hi, My name is Sue. I live in north-east Portland, and I am very much in favor of anything that makes the interchange of I-5 around 84 better. I believe that more roads would be helpful. I think it's common sense. And I hope that you could just do it already, stop talking about it and just do it already. So, good luck. I think, most of us who drive are very happy that it might be better. Thank you.	INPT-1
298	7008	12/19/2022	Email	Henry	Loeb		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: A myriad of false claims are being peddled by ODOT and other parties right now many of which relate to the environmental impact of the freeway expansion. At the bare minimum an EIS study must be conducted to prove any of their claims and more likely expose a lot more issues. Blindly plodding along the proposed course doesn't do anyone any good and will likely cause serious harm in the short to long term.	NEPA-1
296	7009	12/19/2022	Email	Cary	Sneider		Funds spent on freeways result in more cars on the road, and more degradation of the environment.	INPT-1, NEPA-1
297	7009	12/19/2022	Email	Cary	Sneider		Divert the funds to public transportation, to provide services to all sectors of society (not just wealthy car owners) and reduce environmental impacts.	COST-1, NEPA-1
294	7010	12/19/2022	Email	Lilly	Hankins		Expanding the freeway will inevitably lead to more car traffic, more pollution, and more planet- heating emissions at a time where every season we are seeing the impact of climate change more and more. I am a parent to a 6 year old and a mental health therapist working with teens. I'm seeing young people every day who feel hopeless as they see climate change accelerate as the adults in charge continue to invest in business-as- usual infrastructure (like bigger freeways) that are making the problem worse. We need to slow this project down, understand the impact it will have on neighboring communities and our larger climate, and use our taxpayer money in an environmentally-smarter way. PLEASE require an environmental impact statement.	CC-1, COST-1, NEPA-1
290	7011	12/19/2022	Email	Reed	Buterbaugh		Climate change is real, Highway expansion gives more space to vehicles that use space & energy inefficiently. In a urban environment, both are at a premium, so the state shouldn't further subsidize a project that inefficiently uses space for pollution-intensive transportation.	CC-1, COST-1, NEPA-1
291	7011	12/19/2022	Email	Reed	Buterbaugh		Invest in public transportation and affordable housing, not highways.	COST-1, NEPA-1
292	7011	12/19/2022	Email	Reed	Buterbaugh		Tolls and increased funding public transportation would make our air cleaner, our neighborhoods better connected, and our people healthier.	INPT-1, NEPA-1
287	7012	12/19/2022	Email	Niomi	Markel		Highways are unnatural!!!! The science is so clear that cars are unsustainable even if they're 100% electric, we need to move towards mass transit now more than ever.	INPT-1, NEPA-1
288	7012	12/19/2022	Email	Niomi	Markel		But ODOT refuses to examine this issue because if they did any investigating, like conducting an EIS, they'd realize this project is ultimately detrimental to the environment and public health, and thus they'd have to divest from cars and reinvest in mass transportation. Conduct the EIS!!!!	NEPA-1
284	7013	12/19/2022	Email	Lila	Jones		If you really believe you're doing the right thing, an EIS should only affirm that choice.	NEPA-1
285	7013	12/19/2022	Email	Lila	Jones		Please pull it together, stop dodging responsibility, and listen to the climate leaders of Portland – the youth who dedicate so much to letting you know how to do better.	INPT-1
282	7014	12/19/2022	Email	Veronica	Poklemba		I would like to see a full study of the environmental impact of the proposed Rose Quarter Freeway Expansion.	NEPA-1

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283	7014	12/19/2022	Email	Veronica	Poklemba		Encouraging more cars/trucks on roads makes no sense at a time when we know the dangers of increased air pollution on our health; and in this case especially the health of our children. If the city is at all serious about reaching identified goals related to improved air quality, the effort should be towards doing away with projects like this; and developing ways to move people around the city that lessen air pollution.	INPT-1
281	7015	12/19/2022	Email		J		They should conduct this study to see how this money could be used to expand public transit and bike systems rather than another freeway that will only take up more land and increase traffic and toxic emissions. Improving public transit and bike travel will help the state and the planet. Think smarter ODOT.	COST-1, NEPA-1
279	7016	12/19/2022	Email	Ethan	Jones		ODOT must reject its big oil puppetmaster and focus on transitioning Oregonians away from the terror of the automobile. If ODOT continues its crusade to destroy Portland and the planet, we will continue to block the expansion physically.	INPT-1, NEPA-1
277	7017	12/19/2022	Email	Alison	Kastner		Evidence continues to accrue that more highways result in more impacts to vulnerable populations, more environmental degradation, and more traffic. ODOT needs to conduct an Environmental Impact Study for the freeway expansion so the public can have an understanding of the true and ongoing costs of this approach to transportation infrastructure.	NEPA-1
275	7018	12/19/2022	Email	Peter	Seaman		Good day! ODOT needs to conduct a full EIS for the Rose Quarter freeway expansion so that the public will know the FULL effect of the \$1 billion+ investment they are making. The world is changing quickly - remote work, self-driving cars, tolling, and things no one has even thought of will all impact travel patterns in coming years. We need to know the cumulative effect of all these outside factors before spending so much public money on a so-called improvement. Thank you. - Peter	NEPA-1
272	7019	12/19/2022	Email	Walt	Mintkeski		I urge ODOT to conduct a full Environmental Impact Statement to fully understand the direct impacts that the Rose Quarter freeway expansion would have to the neighborhood streets, our residents' lungs, and our climate.	NEPA-1
273	7019	12/19/2022	Email	Walt	Mintkeski		I understand that ODOT continues to officially insist that tolling and congestion pricing are "not reasonably foreseeable" in the future and therefore should not be studied as an alternative to freeway widening - despite the fact that OTC Chair Bob Van Brocklin has said publicly that tolling is the only source of revenue that ODOT can possibly use to fill the funding gaps for this project. Numerous ODOT studies show that congestion pricing without widening the freeway would eliminate traffic congestion while also providing cleaner air for the neighborhood and lowering carbon emissions. Therefore, the EIS must include a thorough investigation of tolling and congestion pricing.	ALT-1, NEPA-1, TOLL-1
270	7020	12/19/2022	Email	Jan	Wulling		many reasons! Its too impractical, for one.	INPT-1, NEPA-1
263	7021	12/19/2022	Email	Blake	Goud		I would like to express my strong opposition to the Supplemental Environmental Assessment and the plans by ODOT to not produce a full Environmental Impact Statement that considers the option of building only the caps over the freeway without widening the width of the freeway (regardless of whether that is unstriped width or additional lanes of freeway regardless of whether they are called "auxillary").	ALT-1, LID-2
264	7021	12/19/2022	Email	Blake	Goud		Throughout the process, ODOT has failed to be straight with the public about the project and it's impact, the cost of the project has grown exponentially, and the climate crisis has worsened while deaths and injuries on ODOT orphan highways spiral towards record levels.	PE-2
265	7021	12/19/2022	Email	Blake	Goud		ODOT orphan highways spiral towards record levels. The response from ODOT has been to claim poverty for the other needs and to try to pass blame onto those pressing for caps to restore the destruction that ODOT wrought on North Portland in the 1960s. The caps are a good investment but they don't need to have a wider highway in order to be built.	LID-2
266	7021	12/19/2022	Email	Blake	Goud		The new planned route includes new switchback offramps that will further impair bike and bus travel through the Rose Quarter. This is unacceptable.	ACT-1, SAF-1
267	7021	12/19/2022	Email	Blake	Goud		Also unacceptable is the complete ignoring of the implications of induced demand. The climate crisis means no more business as usual. Anytime there is congestion, whether of internal combustion or electric vehicles, the first response should be to adequately price the use of public resources (which urban vehicle lane-miles definitely are).	INDD-1, INPT-1
268	7021	12/19/2022	Email	Blake	Goud		We should save public money for investments that save lives like those required for jurisdictional transfers of deadly ODOT orphan highways. We should mitigate emissions by appropriately pricing use of the highways at busy times. And we don't need any wider highways.	COST-1
261	7022	12/19/2022	Email	Marin	Palmer		Considering the huge impact to Portlanders and broader Oregon and Washington residents, an EIS is necessary to fully study alternatives to expanding freeway lanes.	ALT-1, NEPA-1

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262	7022	12/19/2022	Email	Marin	Palmer		I support full consideration of other possibilities to reduce congestion through this corridor	INPT-1
260	7023	12/19/2022	Email	Heather	Mathewson		Suicide rates and depression are skyrocketing at an alarming rate, including in our youth. One of the biggest reasons for this is no hope in a future. One of those key parts is climate change. Give children a reason to not kill themselves out of hopelessness. Actually do what you can to prevent climate change.	INPT-1, NEPA-1
256	7024	12/19/2022	Email	Seth	Pellegrino		It's almost 2023, ODOT: stop trying to make urban freeways happen. They haven't worked, they won't work, and it's a really bad look for you to keep trying to make them work, despite all the evidence.	INPT-1, NEPA-1
257	7024	12/19/2022	Email	Seth	Pellegrino		I know you're aware of the evidence, because you keep trying to cover it up: you're unwilling to do an EIS because you know it'll say there are better alternatives, and you've never earnestly considered the alternatives to expansion so you'd have to more or less start over.	INPT-1, NEPA-1
258	7024	12/19/2022	Email	Seth	Pellegrino		You say now we're "too far along," but it's got to stop somewhere: there will come a day when we will heal the last scar wrought upon our landscape by the fever dreams of Robert Moses. That day has already arrived in many cities and towns around the world, some that started at least as deep in the hole as we are. But the first and most important step in getting out of a hole is to simply stop digging.	INPT-1, NEPA-1
252	7025	12/19/2022	Email	Alicia	Cohen		The proposed Rose Quarter Freeway Expansion will have a negative climate impact. Transportation is already one of the biggest sources of carbon emissions in Oregon.	CC-2, NEPA-1
253	7025	12/19/2022	Email	Alicia	Cohen		By widening the freeway, people will be incentivized to drive more frequently and more freight traffic will be induced to travel through the central city.	INDD-1, NEPA-1
254	7025	12/19/2022	Email	Alicia	Cohen		Increases in vehicle miles traveled directly contribute to more harmful greenhouse gas emissions. We must stop creating infrastructure that will contribute to climate change.	CC-2, NEPA-1
250	7026	12/19/2022	Email	Dick	Dolgonas		I do not think this project can go through without a full EIS. Trying to mitigate all the impacts and use a FONSI on a project of this magnitude with statewide implications is unwise and will delay eventually finding an appropriate solution. The movement to try and get this project going without an full EIS only creates more tension over the many mitigation measures and does not allow for full impacts to be brought forth and weighed. It is almost certainly to be appealed, which will only further exacerbate the issues. Thank you for the opportunity to comment.	NEPA-1
247	7027	12/19/2022	Email	Marsha	Hanchrow		I work within a stone's throw of this unkillable expansion, and am already breathing seriously polluted air for about 250 days every year.	AQ-2, HLTH-1, NEPA-1
248	7027	12/19/2022	Email	Marsha	Hanchrow		More lanes, even if they're called "auxiliary" means more traffic which means more pollution. I bike to my job in Lloyd, which means I'm breathing this sludge deeply.	INPT-1, NEPA-1
249	7027	12/19/2022	Email	Marsha	Hanchrow		This project needs a full EIS, and congestion pricing needs to be implemented and tested for a year before a single shovelful of dirt is moved.	ALT-1, NEPA-1
244	7028	12/19/2022	Email	Robin	Lanehurst		90% of respondees in 2019 already answered this question - this is not something that Portlanders want.	INPT-1, NEPA-1
245	7028	12/19/2022	Email	Robin	Lanehurst		What's the harm in conducting the EIS? Why would we want to move forward with such a huge expansion project without fully understanding the impact this is going to have on our environment? ODOT does not have a record of being transparent, so I suppose it doesn't surprise me that they don't want to do a full EIS. They continue to keep hidden their real plans, and have a record of refusing to share information without repeated advocacy. I 100% do not trust that ODOT has Portland's best interests in mind with these plans, until we see the full impact of the EIS.	NEPA-1
242	7029	12/19/2022	Email	Laney	Ellisor		In August, I walked through the Homowo & Twins Festival at King School Park. Standing out amidst the African vendors was a tent emblazoned with the "I-5 Rose Quarter Improvement Project" logo. In front was a sign bearing the words "bringing change to the quarter." The white woman tabling passed out literature and explained to passersby that the Rose Quarter Freeway Expansion would actually serve as reparations to Black Portlanders for the interstate's destruction of the Albina area. The shiny pamphlets and the fancy website they lead you to obfuscate the fact that the "improvement project" is just a cover for the Oregon Department of Transportation. The site has a "Voices of Albina" page that suggests the project will benefit and has the support of the "Black Community," apparently a monolith that excludes Albina Vision Trust and even the Portland Trailblazers. As a resident of Eliot in Albina, I want an Environmental Impact Statement because I'm tired of ODOT's lies, hiding, and manipulation of its stakeholders. The proposed freeway expansion would further harm the historically Black neighborhoods of Albina ODOT performatively claims to care so much about. The change ODOT asserts it will bring to the quarter amounts to more destruction and pollution, and an EIS would demonstrate that.	EJ-1, NEPA-1
239	7030	12/19/2022	Email	DC	Donohue		Portland! Stop it with the more bigger roads that will leave more citizens coughing and wheezing down below!	INPT-1, NEPA-1
240	7030	12/19/2022	Email	DC	Donohue		There are no expendable neighborhoods or individuals. You must discover and transparently share the findings of the impact of the Rose Quarter expansion on neighborhoods affected.	NEPA-1

Comment #	Submission #	Submission Date	Communication Type	First Name	Last Name	Organization	SEA Comment Text	Applicable Summary Issue Statement(s)
236	7031	12/19/2022	Email	Charlotte	Vancleve		ODOT must conduct an environmental impact statement for the proposed Rose Quarter expansion.	NEPA-1
237	7031	12/19/2022	Email	Charlotte	Vancleve		We must know the full extent of how this freeway will contribute to poor air quality and pollution in this part of the city. It is incredibly important that we be mindful and intentional in how we as a city expand. We need to be expanding public transit, bike infrastructure and other forms of transportation that do not worsen our impacts on climate change. I've always been proud to be from Portland, but lately our priorities feel off. As someone who suffers from climate change grief and anxiety, I want to live in a city that focuses time and resources towards reducing our climate footprint and protecting our kids - not a city that does the opposite by expanding freeways (which don't even fix traffic congestion) in the playground of schools.	INPT-1
233	7032	12/19/2022	Email	Adrienne	Leverette		It's insane that an investment of this magnitude would be made without a complete Environmental Impact Statement. We are well past the window of \$&! around and find out.	NEPA-1
234	7032	12/19/2022	Email	Adrienne	Leverette		We need to be careful and responsible when it comes to emissions intensive projects so that our children might live on a habitable planet.	INPT-1
235	7032	12/19/2022	Email	Adrienne	Leverette		We know more now than we did before. Let's learn from our mistakes. There are so many ways to deal with traffic congestion and freeway expansion isn't even one of them. We need serious solutions to serious problems.	INPT-1
232	7033	12/19/2022	Email	Philip	Cooper		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Please submit to a full EIS on the Rose Quarter freeway expansion. We do not need more noise, toxic pollution and traffic in our North and Northeast Portland neighborhoods.	NEPA-1
230	7034	12/19/2022	Email	Joel	Statz		Today I am asking ODOT to conduct a FULL Environmental Impact Statement for the proposed RQ Freeway Expansion.	NEPA-1
231	7034	12/19/2022	Email	Joel	Statz		As you know, a recent lawsuit ruled that ODOT didn't study alternatives to expansion. Given the climate crisis we face, there is no ethical reason to expand a freeway at this time. We must be reducing our reliance on fossil infrastructure, not building it out. There are other options to address traffic flow in that area (e.g. congestion pricing) that would not increase air pollution/contribute to our ongoing climate chaos.	ALT-1
227	7035	12/19/2022	Email	Karen	Jacobson		It is both fiscally irresponsible and ecologically immoral to plan a 12-lane highway with a price tag of \$1.45 billion through the heart of our city as the climate crisis worsens every year!	INPT-1, NEPA-1
228	7035	12/19/2022	Email	Karen	Jacobson		The children at Harriet Tubman Middle School deserve to have clean air and a place to play outdoors that is safe and quiet.	AQ-2, EJ-1, HLTH-1, NEPA-1
229	7035	12/19/2022	Email	Karen	Jacobson		Moreover we know that widening the highway will only create room for more cars and more traffic.	INDD-1, NEPA-1
225	7036	12/19/2022	Email	William	Crawford		Induced demand. Greenhouse gas emissions. Tolls on the road. Study these things before expanding the system of single use combustion engines and inefficient freight transport. We know this project will result in a boondoggle out of touch with what we really need. Why don't you just do the math first? We owe it to the future. We owe it to our community.	ALT-1, INPT-1, NEPA-1
221	7037	12/19/2022	Email	Rob	Parker		I demand that our public officials and entities require that ODOT conduct a complete and thorough Environmental Impact Statement.	NEPA-1
222	7037	12/19/2022	Email	Rob	Parker		Our community's air quality and health are imperative to keeping Portland livable. Additionally, the environmental impact of increased carbon emissions will move us further away from reach our climate change goals and initiatives. Freeway expansion only increases carbon and air pollution, without improving throughput or alleviating congestion.	CC-1
223	7037	12/19/2022	Email	Rob	Parker		Data and research indicates that congestion pricing would be a much more effect method. For these reasons I demand that ODOT conduct an Environmental Impact Statement.	ALT-1, NEPA-1
216	7038	12/19/2022	Email	Susan	Haywood		We cannot keep building infrastructure for using fossil fuels without taking into account the environmental impact. We are in climate and biodiversity crises.	INPT-1, NEPA-1
217	7038	12/19/2022	Email	Susan	Haywood		By encroaching on schools and communities with more freeways, we are not creating a public good.	INPT-1, NEPA-1
218	7038	12/19/2022	Email	Susan	Haywood		Nor are we protecting the air for people living	AQ-2, HLTH-1, NEPA-1
219	7038	12/19/2022	Email	Susan	Haywood		we protecting animals that may try to cross fast-moving freeways	INPT-1, NEPA-1
220	7038	12/19/2022	Email	Susan	Haywood		It is fiscally irresponsible to build freeways instead of more public transportation.	COST-1, NEPA-1
214	7039	12/19/2022	Email	Nancy	Crumpacker		More cars means more air pollution, which is dangerous to Portland residents.	AQ-2, NEPA-1

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211	7040	12/19/2022	Email	Kelly	Rodgers		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Investing in roadway expansion is not the strategy we need for a healthy, sustainable, and effective transportation system. We need a full environmental (and health) impact statement to disclose the full costs of this project.	COST-1, NEPA-1
212	7040	12/19/2022	Email	Kelly	Rodgers		Let's also be skeptical of claims that greenhouse gas emissions are reduced with greater vehicular throughput -- greenhouse gas emissions are reduced with less vehicular travel, which is accomplished through investments in transit, bicycle, and pedestrian infrastructure, smarter freight management strategies, and sensible land use practices. A billion dollars would go a long way in making real GHG reduction transportation investments.	COST-1, NEPA-1
210	7041	12/19/2022	Email	Craig	Schommer		There will always be bottlenecks around Portland unless every mile of highway is expanded. The Marquam Bridge, 405 to 26, 1-5 over the Columbia will always be an issue. This is only kicking the can, or in this case traffic, down the road to a another location. Expanding the highway only moves the bottleneck to a new area. Please seriously consider using our limited tax money to fund long term solutions.	COST-1, NEPA-1
208	7043	12/19/2022	Email	Lenny	Dee		We need to reduce emissions	CC-2, NEPA-1
205	7044	12/19/2022	Email	Paula	Cano		It is unthinkable that ODOT is considering this expansion at a time of climate emergencies. We are all doing our piece to accomplish the decarbonization goals that will spare us from the worst effects of global warming.	CC-1, NEPA-1
206	7044	12/19/2022	Email	Paula	Cano		ODOT needs to lead us into the future by improving public transportation and expanding bike lanes, NOT FREEWAYS.	COST-1, NEPA-1
201	7045	12/19/2022	Email	Stephen	Bachhuber		ODOT has not been honest about plans and consequences. They underestimate the phenomenon of induced demand. We saw this on 205, as it approached capacity decades before predicted.	INDD-1, NEPA-1
202	7045	12/19/2022	Email	Stephen	Bachhuber		The effects of freeway expansion are imposed mainly on a neighborhood historically occupied by people of color. The project reeks of environmental racism.	AQ-2, EJ-1, HLTH-1, NEPA-1
203	7045	12/19/2022	Email	Stephen	Bachhuber		Expansion is simply too expensive.	INPT-1, NEPA-1
199	7046	12/19/2022	Email	Elizabeth	Zenger		Every week, I commute by bike past the Harriet Tubman School on NE Flint St. and I think about the young children inside the school whose environment is already impacted by the freeway corridor and will be further impacted by expansion. To claim that the freeway expansion does not have a negative impact is incredulous and flies in the face of common sense. A full and impartial Environmental Impact Statement is the only way to evaluate and make an appropriate and humane decision that respects the neighborhood, the community and the people.	AQ-2, HLTH-1, NEPA-1
196	7047	12/19/2022	Email	Liz	Tyler		NO! The freeway needs to be expanded. The added air pollutants from cars idling in this area not to mention safety issues make expansion necessary. This also comes from the government Ecology employee husband.	INPT-1, NEPA-1
197	7047	12/19/2022	Email	Liz	Tyler		Demanding these studies just unnecessarily increases costs to the project !	INPT-1, NEPA-1
194	7048	12/19/2022	Email	Richard	Bayer		Wider Freeways means more traffic and that means more air pollution. It is hard enough to breathe in downtown Portland. Please do not make it worse.	INPT-1, NEPA-1
192	7049	12/19/2022	Email	Kim	Davis		Our air quality is deplorable and the expansion will only make it worse!	INPT-1, NEPA-1
169	7050	12/19/2022	Email	Shin	Oblander		Decades of highway and road expansions around the US have demonstrated that, in the long term, induced demand negates any reduction in congestion created by adding more lanes of capacity.	INDD-1, NEPA-1
170	7050	12/19/2022	Email	Shin	Oblander		Additionally, the interstate system has wrought environmental damage, displaced communities, and produced extensive negative health and quality-of-life externalities for underprivileged residents in the Portland area through noise and air pollution. Oregon has yet to make amends to these communities.	AQ-2, EJ-1, HLTH-1, NEPA-1
171	7050	12/19/2022	Email	Shin	Oblander		Freeway expansion will not effectively address congestion issues facing the Portland area and will only worsen the environmental damage and other negative externalities perpetuated by the interstate system.	INPT-1, NEPA-1
172	7050	12/19/2022	Email	Shin	Oblander		In the era of climate change, and given this fraught history, it is imperative that ODOT invest in (1) convenient and affordable public transit alternatives to driving so as to take cars off the road and meaningfully reduce traffic rather than adding more lanes that will be filled with more traffic in a decade;	COST-1, NEPA-1
173	7050	12/19/2022	Email	Shin	Oblander		and (2) human-centric transportation design such as freeway lids and traffic calming so as to make neighborhoods negatively affected by highway traffic safer and more livable.	INPT-1, NEPA-1
174	7050	12/19/2022	Email	Shin	Oblander		A full environmental impact study is necessary to understand the health and environmental impacts of the proposed expansion on the residents of Albina and beyond, and further exploration is necessary into alternatives that can more effectively address capacity issues without producing as many negative externalities.	NEPA-1

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167	7051	12/19/2022	Email	Lauriel	Amoroso		ODOT must complete an Environmental Impact Statement on the Proposed Rose Quarter Freeway Expansion project in order to ensure the safety of our community. We need to be moving away from polluting freeway expansion and find alternatives to this proposed project that meet climate goals and livable communities including capping the current freeway.	ALT-1, NEPA-1
110	7052	12/19/2022	Email	Susan	Bladholm		We know that change is hard- but your team is empowered to lead Oregon's transportation planning infrastructure. Please lead-- innovate, try new things and look to best practices around the world. Start committing more resources to active transit planning and low-carbon emission solutions.	COST-1, NEPA-1
111	7052	12/19/2022	Email	Susan	Bladholm		Building more roadways is not a path to reducing CO2 emissions. You have so many good people on your team, but you need the courage and conviction to say that ODOT is working to preserve our air quality in a meaningful way. Please innovate, adapt, and look at new, proven transportation solutions.	ALT-1, NEPA-1
108	7053	12/19/2022	Email	Rob	McRae		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I'm writing to demand ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion. We do not need \$1.4 billion tax dollars to contribute to more freeway lanes if they will only contribute to our burning planet.	COST-1, NEPA-1
106	7054	12/19/2022	Website	Sarah	Lind		I bike to and from work using the Vancouver/Williams intersections. I also drive in these areas when I am going out of town/returning home from out of town. I am concerned that increasing vehicle traffic with an offramp at Williams will make what is already a tricky intersection (impatient drivers attempting to access I84, often blocking the main intersection at peak rush hour times), into one that is even more dangerous for people walking and biking. This is even acknowledged in the information ODOT provided on this website.	ACT-1
107	7054	12/19/2022	Website	Sarah	Lind		Additionally, by creating more space for vehicle travel (often single occupancy vehicles), this goes against reducing emissions for the climate crisis we are now facing. Induced demand will result in more vehicle travel in the additional lanes provided. While I appreciate ODOT's efforts to better the project, such as the freeway cover to support buildings/public spaces, it still prioritizes car travel and therefore increased air pollution in the neighborhoods it passes through. I cannot support the expansion of the freeway when we are in a climate crisis, and those funds could be used in projects that better serve the community. Thank you for your time and consideration.	COST-1, CC-2
105	7055	12/20/2022	Email	Conrad	Ronk		There are other viable transportation solutions that odot is obligated to study! We can do better than car based modes!	INPT-1, NEPA-1
101	7056	12/20/2022	Email	Rory	Cowal		I have serious concerns about ODOT's proposed freeway expansion.	INPT-1, NEPA-1
102	7056	12/20/2022	Email	Rory	Cowal		This proposal is being considered at acritical moment for people and the planet. In order to avert climate catastrophe, urgent action is required at all levels: global, regional, national and local. Freeway expansion flies in the face of Oregon's climate goals: increasing carbon emissions is not doing our part to protect the health and wellbeing of current and future	CC-1, NEPA-1
103	7056	12/20/2022	Email	Rory	Cowal		A full Environmental Impact Statement should be conducted to fully understand the consequences of this proposed project.	NEPA-1
99	7057	12/20/2022	Email	Kai	McMurtry		ODOT must conduct a full Environmental Impact Statement to fully understand the direct impacts this proposed freeway expansion would have to the neighborhood streets, our children's lungs, and the planet they stand to inherit. ODOT must conduct a full EIS that truly studies whether additional lanes of toxic, polluting freeway at such exorbitant cost are truly necessary to reduce congestion. Build lids, not lanes!	ALT-1, HLTH-1, NEPA-1
98	7058	12/20/2022	Email	Greg	Adams		I'm concerned about adding air pollution, noise, and carbon emissions that will come with this project. I fully support studies on alternatives to expansion. ODOT has shown itself to be untrustworthy in terms of data modeling, and ODOT must conduct a full Environmental Impact Statement!	ALT-1, NEPA-1
95	7059	12/20/2022	Email	Kira	Lynch		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Without an environmental impact study, how will you know if this is a safe option for people's health?	NEPA-1
96	7059	12/20/2022	Email	Kira	Lynch		We know cars cause pollution which in turn makes air dirty and worse for people to breath. But how much worse? Will we be seeing an increase in asthma cases? Lung cancer? And whose fault would that be? I want to see some accountability for this freeway expansion.	INPT-1, NEPA-1
97	7059	12/20/2022	Email	Kira	Lynch		And honestly, I'd prefer if it didn't happen in the first place. But at the very least, you must conduct and environmental impact study. Put people first.	NEPA-1

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91	7060	12/20/2022	Email	Pat	Kaczmarek		Portland citizens have demanded in countless letters and testimony since 2017, that ODOT conduct a full Environmental Impact Statement to fully understand the direct impacts of a proposed Rose Quarter freeway expansion. There is potential for rerouting and congestion on the neighborhood streets, damage to children's lungs, and the planet they stand to inherit.	NEPA-1
92	7060	12/20/2022	Email	Pat	Kaczmarek		ODOT continues to officially insist that tolling is "not reasonably foreseeable" in the future and therefore should not be studied as an alternative to freeway widening – despite the fact that OTC Chair Bob Van Brocklin has said publicly that tolling is the only source of revenue that ODOT can possibly use to fill the funding gaps for this project. Numerous ODOT studies show that congestion pricing without widening the freeway would eliminate traffic congestion while also providing cleaner air for the neighborhood and lowering carbon emissions.	ALT-1, TOLL-1
93	7060	12/20/2022	Email	Pat	Kaczmarek		ODOT must conduct a full Environmental Impact Statement that truly studies whether these additional lanes of toxic, polluting freeway at such exorbitant cost are truly necessary to reduce congestion.	NEPA-1
94	7060	12/20/2022	Email	Pat	Kaczmarek		We are in a Climate Crisis. We should be focusing our efforts on moving away from fossil fuels and unnecessary transportation costs while encouraging energy conservation. Now is the time for change.	INPT-1
89	7061	12/20/2022	Email	Zak	Accuardi		Oregon claims to be a climate leader, and to care about repairing the harms our State has perpetuated in communities of color and historically Black communities in particular. No one making either of those claims can in the same breath invest in a highway widening through a historically Black neighborhood, especially when investments in zero-emissions transportation options, land use reforms, freeway caps, and equitable pricing could better achieve the project's stated goals -	ALT-1, NEPA-1
90	7061	12/20/2022	Email	Zak	Accuardi		[-- as a full EIS could more deeply explore. More than ever, now is not the time to rubber stamp projects that are destructive to the state's climate, public health, equity, and traffic safety goals alike. Conducting a full EIS with a purpose and need statement co-created with most-impacted communities, and ensuring that alternatives considered include not only a "no-build" scenario but also a "comparable investment with no capacity expansion" scenario, would represent the absolute bare minimum of due diligence required to consider whether and how to proceed with this project.	ALT-1, NEPA-1
86	7062	12/20/2022	Website	Joanne	Johnson		As a resident of Northeast Portland and a disabled woman who uses a mobility scooter to travel, I want to affirm your intention to expand pedestrian access and safety as part of this project. I understand this project will have travel impacts both during construction and in completion. Accessible pedestrian facilities are part of what ensures that I can travel around my neighborhood. This means that I can continue to live, work, and enjoy Portland. I urge you to meet or exceed the proposed Public Right of Way Accessibility Guidelines both during construction and in the final project. Following these guidelines will also make it easier for many other people to travel throughout the I-5 Rose Quarter area, including families, people using strollers, and people with luggage or carts.	INPT-1
87	7062	12/20/2022	Website	Joanne	Johnson		As a white woman who cares deeply about being part of an anti-racist community, I also encourage you to collaborate with Black Portlanders to ensure that this project benefits Portland's Black communities in meaningful ways. Highway projects have a long history of perpetuating racism and disrupting Black community centers. By centering Black Portlanders in this project, this history can be acknowledged and steps can be taken to rebuild trust with communities that are essential to a thriving Oregon.	EJ-1
85	7064	12/21/2022	Email	Nick	Sauvie		Stop the Rose Quarter freeway expansion. Oregon should not invest billions of dollars on projects that will increase vehicle miles traveled and make our climate crisis worse.	INPT-1, NEPA-1
81	7065	12/21/2022	Email	Susan	Palmiter		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: The Rose Quarter Freeway Expansion is a MAJOR drain on resources and will most certainly become a major impact on the environment for those who live near I-5. A full and thorough EIS is needed to understand the issues that need to be addressed in this expansion.	NEPA-1
82	7065	12/21/2022	Email	Susan	Palmiter		Caps should be put over the freeways in the downtown corridor to contain noise and pollution.	LID-2, NEPA-1
83	7065	12/21/2022	Email	Susan	Palmiter		We need to trust our public servants and ODOT appears to be losing the public trust. Please address these concerns.	INPT-1, NEPA-1
80	7066	12/21/2022	Email	Lucas	Jans		Our community lives here. Any significant project that impacts their health and wellbeing should be carefully considered from all perspectives. The decisions we make now can impact us for generations. The world is changing fast. The climate is warming. We're moving away from harmful forms of transportation to safer methods of moving goods and people. To ignore the environmental impact of a large construction project is to ignore this trend and the well-being of our community. Your job is to serve us, not just build.	NEPA-1

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76	7067	12/21/2022	Email	Dean	Gisvold		I live in NE Portland, about a mile from the I-5 freeway. I am tired public agencies dumping more toxic pollution into N and NE Portland, forcing underserved communities to bear the brunt of the problems caused by too many cars and too many freeways. We already know what the effects are, and none are good. Kids in my neighborhood have to attend the middle school close by the freeway, and guess what-the school already has high levels of pollution.	AQ-2, HLTH-1, NEPA-1
77	7067	12/21/2022	Email	Dean	Gisvold		Stop this nonsense and spend the money on transit.	COST-1, NEPA-1
78	7067	12/21/2022	Email	Dean	Gisvold		I will work to defeat this expansion project too.	INPT-1, NEPA-1
73	7068	12/21/2022	Email	Baylee	Jue		I live in an area that had trucks traveling (daily) less than a quarter of a mile from homes, businesses, schools. I do not think an environmental impact report was ever done to look at the impact this has on our area. One needs to be done before any further work is done to increase the freeway.	INPT-1
74	7068	12/21/2022	Email	Baylee	Jue		I live in an area that had trucks traveling (daily) less than a quarter of a mile from homes, businesses, schools. I do not think an environmental impact report was ever done to look at the impact this has on our area. One needs to be done before any further work is done to increase the freeway.	INPT-1
70	7069	12/21/2022	Email	Sean	Sweat		The longstanding refusal of traffic engineers & DOTs to honestly consider the well known reality of induced demand has for a long time bordered on malfeasance. The scientific and planning communities know, with certainty, that due to induced demand and opportunity costs, widening freeways worsens our climate crisis. There is no honest interpretation to the contrary and we need Oregon's DOT to lead the nation on this issue. I want to be proud that Oregon, as an environmental stalwart, leads the charge on changing national paradigms.	INDD-1, NEPA-1
71	7069	12/21/2022	Email	Sean	Sweat		I am excited about ODOT's pursuit of tolling our freeways. But instead of framing the tool as a source of revenue, instead shape your models around it being a tool for TDM. In this way, you can use tolling to right-size freeway demand to our current infrastructure.	INPT-1, NEPA-1, TOLL-2
72	7069	12/21/2022	Email	Sean	Sweat		This moment, especially with tolling on the table, is a big opportunity for ODOT to show true climate leadership. I want ODOT to be motivated by being an environmental trailblazer, so that I may rally behind you. No more freeways. Instead, let this be the moment that Oregon turned the corner into a new era of climate stewardship that leads the nation forward.	INPT-1, NEPA-1
68	7070	12/21/2022	Website	Catherine	Thompson	TriMet	very interested as a city bus operator. more public housing & services needed around MODA center to reduce tent sites and needles/trash.	INPT-1
67	7071	12/22/2022	Website	Adam	Wolfe		4,000 Metric Tons of Carbon per year is 4,000 too many. Future generations will judge projects like this harshly. Everyone who participated in adding more lanes and more carbon to the air will be judged for their role in the destruction of the planet. We know we can't afford to keep filling our air with carbon. There is no more plausible deniability. Do the right thing. Don't spend another dollar of tax payer money to further the destruction of the planet. The youth are watching. We want a planet with a future. Not one more lane.	INPT-1
66	7072	12/22/2022	Website	Richard	Gagne	Citizens 4 a Safer & productive I-5	This central & important section of I-5 has been a serious tie up for as long as I have lived here. The improvements are a welcome to our city freeway's blockages that cost billions of lost revenue in shipping & commuting. working Oregonians have been waiting a long time for improvements. Thank you for your time .	INPT-1
64	7073	12/22/2022	Email	Evan	Paster		Please stop with this project. I lived on the east coast for 25 years and tolling absolutely contributed to traffic jams, even after EZ-Pass was implemented. I live in powellhurst-Gilbert, adjacent to the 205 entrance. Hundreds of people will take the streets instead of paying the tolls, causing congestion throughout the area.	INPT-1, TOLL-2
65	7073	12/22/2022	Email	Evan	Paster		According to a recent report, the funding and even the design plans to mitigate neighborhood, congestion or not in place. Feels to me like the most likely outcome of tolling will be more congestion everywhere without any noticeable improvements to the community.	TOLL-2
63	7074	12/22/2022	Email	Chris	Smith	No More Freeways PDX	I hope you are well. One of our analysts noted what appears to be a data discrepancy (or at least a very odd coincidence) in Tables 5 and 6 in the Traffic Analysis Supplemental Technical Report. The AM results in both tables appear to be identical, i.e., the values for 7-8am and 8-9am are the same. We're guessing that this was a data transcription error in assembling the tables. Could you confirm if this is the case, and if so issue an errata with the correct data?	INPT-2, TRAF-7
113	7075	12/27/2022	Email	Matt	Tuckerbaum		We are in the midst of a climate crisis, and transportation contributes 42% of Oregon's carbon emissions. Adding new infrastructure that drives additional carbon emissions for decades to come is not a decision that should be taken lightly. ODOT must conduct an Environmental Impact Statement for the Rose Quarter Freeway Expansion, and they must be honest with Oregonians about the impact they are going to have on the world, the state, the city, and the neighborhood with their proposed expansion.	CC-2, NEPA-1

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115	7076	12/27/2022	Email	James	Maertin		In Portland, like everywhere else in the U.S., enormous damage has been done by pursuing a primary transportation system based on private automobiles, over many decades. Congestion and pollution are but two from a long list of harms.	INPT-1, NEPA-1
116	7076	12/27/2022	Email	James	Maertin		A tremendous amount of our tax dollars are to be spent on this boondoggle, funds which would be better directed toward making it possible to get around town without a car, and not having it take 3-4 times as long.	COST-1, NEPA-1
117	7076	12/27/2022	Email	James	Maertin		Further, this project will only be a band aid on congestion, and won't do anything to reduce pollution, which is aimed directly at that poor school. It's time to reverse the priority of cars first, and make it pedestrians first.	AQ-2, HLTH-1, NEPA-1
119	7077	12/27/2022	Email	Elizabeth	Israel-Davis		First of all, I can't believe I'm having to do this again. In February 2019 I, and 2000 other citizens, submitted public comments regarding this proposed freeway expansion with over 90% of us in opposition. This is not, nor will it ever be a responsible use of public funds.	INPT-1, NEPA-1
120	7077	12/27/2022	Email	Elizabeth	Israel-Davis		In the years since that round of public comment, ODOT has repeatedly withheld crucial information or demonstrably misled the public about the proposal. We must have a new environmental impact statement and consider ideas which would decrease driving, not encourage it.	ALT-1, NEPA-1
121	7077	12/27/2022	Email	Elizabeth	Israel-Davis		It's time for Portland to become leaders again in environmental stewardship and prioritizing people over cars. I remember when our city was a leader in all of this but it hasn't been for over a decade and this proposed freeway widening is clear evidence of this.	INPT-1, NEPA-1
122	7078	12/27/2022	Email	Steve	Brown		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: EIS provide critical information with respect to identifying and quantifying the true impact of the freeway expansion on the environment and surrounding community. ODOT has made multiple claims that the Freeway will reduce vehicle CO2 to justify expanding the I-5 corridor. However they have not provided any proof or documentation of the scientific basis for their claims of reduced vehicle emissions. The reduction of a through science based EIS and publication of it's assumptions and results is required in order to make critical decisions by the approving governmental agencies with respect to determining if the highway expansion will actually decrease CO2 emissions or will in fact result in an increase of CO2 emissions. The reduction in CO2 emissions from vehicular traffic is required to prevent further global warming.	NEPA-1
124	7079	12/27/2022	Email	Susan	Haywood		We cannot keep building infrastructure for using fossil fuels without taking into account the environmental impact. We are in climate and biodiversity crises.	INPT-1, NEPA-1
125	7079	12/27/2022	Email	Susan	Haywood		By encroaching on schools and communities with more freeways, we are not creating a public good.	INPT-1, NEPA-1
126	7079	12/27/2022	Email	Susan	Haywood		Nor are we protecting the air for people living near the freeways.	AQ-2, HLTH-1, NEPA-1
127	7079	12/27/2022	Email	Susan	Haywood		Nor are we protecting animals that may try to cross fast-moving freeways	INPT-1, NEPA-1
128	7079	12/27/2022	Email	Susan	Haywood		It is fiscally irresponsible to build freeways instead of more public transportation.	COST-1, NEPA-1
130	7080	12/27/2022	Email	Maria	Schur		Please consider the many future generations who will be adversely affected by the toxic infrastructure built to support motor vehicle users. I'd like a future where human-powered transportation is valued and prioritized over polluting methods.	INPT-1, NEPA-1
132	7081	12/27/2022	Email	Max	Scher		Freeway expansion is not a solution; it is a stop gap measure with well documented negative consequences (personal, medical, environmental) for a large swath of Portland's residents. It's a bandaid that causes harm to the wounded. Don't expand the freeway.	INPT-1, NEPA-1
133	7081	12/27/2022	Email	Max	Scher		Spend the money improving and expanding public transit systems so that they are safe, clean, and accessible.	COST-1, NEPA-1
134	7081	12/27/2022	Email	Max	Scher		We need to serve all in our community not only those who travel by car, especially when we are aware of the environmental impacts of gas-powered vehicles on our already fragile planet.	INPT-1, NEPA-1
135	7081	12/27/2022	Email	Max	Scher		Stop worsening a solvable problem!!! Improve our infrastructure by actually improving it, not by making one part (a problematic part) bigger.	INPT-1, NEPA-1
137	7082	12/27/2022	Email	Eric	Cross		I grew up in Pennsylvania where an extremely similar situation was occurring with the Schuylkill expressway. Ridiculous amounts of \$ have been spent to expand the expressway at what have been considered "pinch points" over the past 50 years. It never has really improved matters since it just shifts the pinch point to a different location but people still haven't learned their lesson and Philadelphia is attempting construction even today.	INPT-1, NEPA-1
138	7082	12/27/2022	Email	Eric	Cross		Instead of expanding the Rose Quarter freeway, how about we look at alternatives that are environmentally friendly and don't displace people? Freeways are in the past.	ALT-1, NEPA-1
140	7083	12/27/2022	Email	Russell	Senior		We need a full EIS. We don't need more lanes. We need to nationalize and electrify the railroads, operate them in the interests of shippers, and get long haul freight off highways.	INPT-1, NEPA-1

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142	7084	12/27/2022	Email	Janet	Weil		A wider freeway means more traffic, which means more carbon emissions, which means more global heating. What part of CLIMATE EMERGENCY do you not understand? ODOT cannot continue the status quo of putting freeways first, and doing the same damn thing, over and over.	INPT-1, NEPA-1
144	7085	12/27/2022	Email	Cale	Bickler		Lids not lanes. No lane expansion!	INPT-1, NEPA-1
146	7086	12/27/2022	Email	Sarah	Deumling		The state of Oregon is committed to reducing "Vehicle Miles Traveled" (VMT) to help reduce GHG emissions as quickly as possible in our belated quest to slow climate change. As a family forestland owner/manager who sees the negative impacts of climate change daily and who also knows that widening freeways will only INCREASE VMTs I urge ODOT, I beg ODOT, to do anything it can to prevent the widening of our roads, especially and including requiring an EIS. Please for the sake of our children's and grand children's futures.	NEPA-1
148	7087	12/27/2022	Email	Casey	Walden		Portland doesn't need any more or bigger highways.	INPT-1, NEPA-1
149	7087	12/27/2022	Email	Casey	Walden		Highways divide the city and interrupt the walking and biking routes many rely on	INPT-1, NEPA-1
151	7088	12/27/2022	Email	Eileen	Stark		Freeway expansions are an abominable and stupid way to spend public resources in this day of irreversible climate chaos.	INPT-1, NEPA-1
152	7088	12/27/2022	Email	Eileen	Stark		Freeway expansions have never solved traffic issues, and never will.	INPT-1, NEPA-1
153	7088	12/27/2022	Email	Eileen	Stark		They contribute atrociously to air pollution: Forty percent of Oregon's carbon emissions come from transportation, and it's impossible to reduce greenhouse gases without fundamentally reshaping our communities to make it easier to travel free of a car.	CC-2, NEPA-1
154	7088	12/27/2022	Email	Eileen	Stark		Freeways are also horribly expensive and steal funds that could be used for mass transit, better bus and bicycle lanes, and electric charging stations.	COST-1, NEPA-1
155	7088	12/27/2022	Email	Eileen	Stark		Instead, connect walkable communities with reliable and accessible transit to create a "Green New Deal" for transportation that won't poison the air.	INPT-1, NEPA-1
156	7088	12/27/2022	Email	Eileen	Stark		Also, focus on allowing employees to work from home (or at least work in a hybrid environment) to substantially decrease the traffic issues Portland faces.	INPT-1, NEPA-1
157	7088	12/27/2022	Email	Eileen	Stark		Tax those filthy high-emission vehicles--why should high polluters get a free ride?!	INPT-1, NEPA-1
158	7088	12/27/2022	Email	Eileen	Stark		We don't need more roads and asphalt.	INPT-1, NEPA-1
159	7088	12/27/2022	Email	Eileen	Stark		You must conduct an EIS before even considering any freeway expansion.	NEPA-1
161	7089	12/27/2022	Email		Emily		To demonstrate that the people living on this surface are more important than the vehicles of freight moving along it.	INPT-1, NEPA-1
163	7090	12/27/2022	Email	Judith	Arcana		Though the Hybrid 3 caps proposal appears to offer actual improvement to the design, ODOT has done nothing to avoid the frighteningly dangerous impact of more freeway lanes - the poisonous/dangerous congestion they would create ("air pollution" on top of the now obvious/increased growth of global warming).	NEPA-1
164	7090	12/27/2022	Email	Judith	Arcana		The Hybrid 3 proposal should be funded and separated from ODOT's proposal to add 1.8 miles lanes of polluting freeway. Moreover, ODOT must conduct a full Environmental Impact Statement to display the impact of their proposed freeway expansion.	NEPA-1
165	7090	12/27/2022	Email	Judith	Arcana		No one can trust ODOT; we've seen enough of their dissembling (and outright lies) to require extensive evidence for every claim they make. They've hidden basic information for 3-4 years now! I keep wondering if they even actually live here, in this city, in this region. If they do, how can they want their own lives to be so endangered?	NEPA-1, PE-2
878	7091	12/27/2022	Email	Peter	Gutmann		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: It's important that ODOT complete an EIS so that proponents and opponents have valid information, and that decisions can be made that are in the long term interests of all the citizens and stakeholders.	NEPA-1
879	7092	12/27/2022	Email	Alec	Malnati		ODOT must study alternatives to expansion	ALT-1
880	7092	12/27/2022	Email	Alec	Malnati		If Oregon wants to continue to be a leader in environmental and climate policy, our agencies must deliver bold plans, and nor reinforce the status quo; i.e. prop up car culture and fossil fuels	INPT-1

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881	7093	12/27/2022	Email	Michael	Westling		The Rose Quarter expansion should absolutely not move forward without an EIS that examines the full impacts -- to our kids' health, the air quality, to carbon emissions, to traffic -- of adding lanes to I-5 through the Rose quarter. It is common sense that the EIS should include an analysis of what traffic and collisions would look like WITH tolling and WITHOUT adding lanes. It is highly likely that tolling alone will be enough to reduce traffic congestion, improve travel times and meet ODOT's goals in reducing collisions -- while also saving millions in construction budget and improving future air quality. Advancing this project without an EIS that includes this analysis is willful negligence at best and, sadly, more likely a cynical sentencing of future generations to live with a massive, unnecessary, and irreversible piece of fossil fuel infrastructure.	ALT-1, NEPA-1
882	7093	12/27/2022	Email	Michael	Westling		You have a choice: please conduct an EIS that considers tolling and, once you receive the results, pursue a project scope that adds a lid to I-5 without adding lanes. The Albina community has suffered for decades from the impacts of ODOT tearing apart the neighborhood and displacing families to build I-5. Adding a buildable lid that improves biking, walking, and economic opportunity while improving safety on surface streets is an important step toward reconciling with ODOT's destructive past. Albina Vision Trust and the Historic Albina Advisory Board are asking for lids that create opportunity for this community -- please follow their leadership.	ALT-1, LID-2, NEPA-1
883	7093	12/27/2022	Email	Michael	Westling		ODOT has demonstrated that they refuse to provide complete information to inform the Rose Quarter Freeway Expansion project. It is your responsibility to gather all relevant data and information -- and then use that information to determine a path forward that meets the community's goals and doesn't waste millions on a construction project that does more harm than good. Thanks -- I hope you all finally choose to do the right thing.	NEPA-1
884	7094	12/27/2022	Email	Aaron	Druck		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Hello. This proposed freeway would harm me and my family. Climate change is continuing on a fast clip, and I don't want my kids growing up in a world where there's really bad air pollution. This free would increase carbon emissions and I don't want my kids sucking in that air. Expanding the freeway, will only increase the amount of cars, and increase the amount of carbon emissions.	INPT-1, NEPA-1
885	7095	12/27/2022	Email	Travis	Close		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I am a Washington State resident who does not own a car. I usually am walking, biking, or taking the bus as my mode of transportation. I do not support more subsidies for driving.	INPT-1, NEPA-1
886	7095	12/27/2022	Email	Travis	Close		Oregon DOT has failed to analyze several reasonable alternatives, including implementing congestion pricing without expanding the highway. Our country's highway departments must stop inducing climate change by incentivizing driving over other methods of transport that are far more environmentally friendly. At this point, ODOT should be well aware that expanding highways results in more VMT, which accelerates climate change and local pollution in our least advantaged neighborhoods. In addition to being environmentally catastrophic and inequitable, it is a poor use of funds that would be better spent improving public transit and active transportation between our PNW cities.	ALT-1, COST-1, INDD-1, NEPA-1
887	7095	12/27/2022	Email	Travis	Close		Instead, we should be investing in design changes that are proven to lead to safer streets for everyone, such as: protected bike lanes and off-street paths; speed bumps, raised crosswalks, bulb-outs, chicanes, protected intersections; and strategic signal changes to prioritize pedestrians, people using mobility devices, and people on bikes.	INPT-1, NEPA-1
888	7095	12/27/2022	Email	Travis	Close		We demand that ODOT conduct an environmental impact statement for the proposed Rose Quarter Freeway Expansion, which will reveal that there are significant & unavoidable negative impacts that prevent the plan from moving forward.	NEPA-1
889	7096	12/27/2022	Email	Case	Kauzer		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: The planet is burning. Every dollar spent on freeway expansion is climate arson. Expanding freeways has never once solved congestion. Do the full EIS.	COST-1, NEPA-1
890	7097	12/27/2022	Email	Alex	Johnson		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Dear ODOT, Expanding the freeway is such a terrible idea in a world where the automobile is causing the demise of our evergreen forests, and leading to global insecurity. To not conduct an environmental impact survey in this situation is so thick headed it causes me physical pain. Please think this through. Do what's best for the earth and it's inhabitants.	NEPA-1

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891	7098	12/27/2022	Email	Troy	Unverdruss		Please, we do not need more lanes of highway right now. We should introduce equitable congestion pricing first in order to determine continued demand and raise funds for alternative transportation means. Additionally, without a proper environmental assessment we cannot possibly proceed in a responsible manner. Please produce a proper assessment and introduce congestion pricing to reduce demand on the existing infrastructure while we continue to work towards our climate goals in the region.	ALT-1
892	7099	12/27/2022	Email	Marjorie	Nafziger		I stand with the Albina neighborhood to not be yet again the victims of 'progress', in this situation, meaning no more freeway expansion at their expense. Please hold to a strict and thorough EIS! Lids not Lanes	ALT-1, NEPA-1
893	7100	12/27/2022	Email	Paul	Sheprow		We have the opportunity here to actually think outside the box and build for the future rather than clinging to the past. There is no future in wider freeways. There's no future in infrastructure that hasn't been fully vetted.	INPT-1
894	7101	12/27/2022	Email	Ben	Dillon		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: It is disheartening – and frankly, outrageous – that after years of demands from the Portland community, ODOT has still not conducted a full EIS for the proposed freeway expansion. This is shortsighted, undemocratic, and further erodes our community's tenuous confidence in ODOT.	NEPA-1
895	7101	12/27/2022	Email	Ben	Dillon		I would also like to express my support for the proposed "Hybrid 3" caps over the existing freeway in the Albina neighborhood, which will restore local access to the street grid and maximize developable land.	LID-2, NEPA-1
896	7102	12/27/2022	Email	Rev. Erin	Martin	Fremont United Methodist Church	Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Have we learned nothing from Portland's racist past? An EIS is the least we can do after devastating the historic Albina neighborhood. Expanding the freeway is moving backward environmentally and a dead-end for a flourishing future for us all.	NEPA-1
897	7103	12/27/2022	Email	Christopher	Huggins		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Expansion off fossil fuel infrastructure is allocating resources to the problems we face, not solutions. An environmental impact survey will as low for us to better allocate these resources to address impacts like environmental breakdown and community health outcomes	NEPA-1
898	7104	12/27/2022	Email	Rosanna	Henderson		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Please use your money more wisely, ODOT. Your neglected orphan highways are killing Portlanders--but you want to spend 1.45 billion adding lanes to a freeway. Not only is this money a total waste (induced demand will soon clog however many lanes you add) but it will worsen air quality and traffic. Instead, put caps on the highway. Do the full EIS you've been trying to shirk.	ALT-1, COST-1, NEPA-1
899	7105	12/27/2022	Email	Rae	Blackbird		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: To go forward with the proposed Rose Quarter Freeway Expansion as it stands without an Environmental Impact Statement would be an egregious oversight by the Oregon Department of Transportation and would irreparably change the landscape of Portland for the worse by causing real environmental damage. It is vital to explore other options for expansion, such as investing in freeway lids and other, less pollution-producing alternatives. I have been testifying against this project since I was a sophomore at Thomas Jefferson high school, and now I am a sophomore in college. It is heartbreaking to see ODOT make so little headway in ensuring the sustainability of this initiative.	NEPA-1
900	7106	12/27/2022	Email	Matt	Malmund		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Air pollution is a major issue in this city already. This project is not worth the expenses.	COST-1
901	7107	12/27/2022	Email	Robin	Sack		I demand that ODOT conducts an EIS on the proposed Rose Quarter Freeway Expansion because it is not moral and not fair to our communities to continue this project without releasing the whole truth. Time and time again we learn that ODOT as a corporation is lying to us, and greenwashing their project to the ends of the earth just to get another piece of cement built in a so-called "green city". We are tired, ODOT. You are putting our futures on the line days in a row, years in a row, DECADES in a row. It's time to listen to the real needs of the community and conduct an Environmental Impact Statement on the proposed Rosequarter Freeway Expansion. We need lids, not lanes. Start listening. Thank you.	ALT-1, NEPA-1

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1192	7108	12/27/2022	Email	Aaron	Brown	No More Freeways PDX	No More Freeways is aware of approximately 210 comments submitted to ODOT intended for the public record for the Supplemental Environmental Assessment for the Proposed Rose Quarter Freeway Expansion. These community members submitted their remarks in a manner consistent with the 2019 Public Comment period, by emailing the "info@i5rosequarter.org<mailto:info@i5rosequarter.org>" address and submitting written testimony. Their comments were submitted between November 28 and December 8, 2022. It came to our attention that on ODOT's website for the freeway expansion, the agency directs the public to submit comments to a new, previously unused email address. The website states that community members must "Send an email with "Supplemental EA public comment period" in the subject line to: i5RoseQuarter@odot.oregon.gov<mailto:i5RoseQuarter@odot.oregon.gov>" It is not clear to us why ODOT chose to use a new email address, one to our knowledge never previously used by the agency, when they knew that literally thousands of community members who submitted public comment on the prior EA might mistakenly use the same email address in their additional comments, and with the new added qualification that comments must add a specific subject line. The 210 individuals who submitted public testimony also emailed their comments to the Administrative email account for the Oregon Transportation Commission ("otcadmin@oregondot.or.us<mailto:otcadmin@oregondot.or.us>") which should validate the date, sender and content of these comment submissions as legitimate public comment. Regardless of how this issue came about, we would like confirmation from ODOT that the agency will incorporate all of these and any other comments received by the "info@i5rosequarter.org<mailto:info@i5rosequarter.org>" address in the public comments for the Supplemental EA. ODOT needs to check that prior email address and incorporate all comments sent to it into the current Supplemental EA Record. To assist in that process, NMF has created a PDF with all of the comments that we are aware of so far. It is attached as a separate document. There are likely other comments that were sent to the prior email, that NMF is not currently aware of. ODOT needs to monitor that email for the rest of the comment period and incorporate any additional comments into the Supplemental EA record.	INPT-1
1193	7108	12/27/2022	Email	Aaron	Brown	No More Freeways PDX	No More Freeways is aware of approximately 210 comments submitted to ODOT intended for the public record for the Supplemental Environmental Assessment for the Proposed Rose Quarter Freeway Expansion. These community members submitted their remarks in a manner consistent with the 2019 Public Comment period, by emailing the "info@i5rosequarter.org<mailto:info@i5rosequarter.org>" address and submitting written testimony. Their comments were submitted between November 28 and December 8, 2022. It came to our attention that on ODOT's website for the freeway expansion, the agency directs the public to submit comments to a new, previously unused email address. The website states that community members must "Send an email with "Supplemental EA public comment period" in the subject line to: i5RoseQuarter@odot.oregon.gov<mailto:i5RoseQuarter@odot.oregon.gov>" It is not clear to us why ODOT chose to use a new email address, one to our knowledge never previously used by the agency, when they knew that literally thousands of community members who submitted public comment on the prior EA might mistakenly use the same email address in their additional comments, and with the new added qualification that comments must add a specific subject line. The 210 individuals who submitted public testimony also emailed their comments to the Administrative email account for the Oregon Transportation Commission ("otcadmin@oregondot.or.us<mailto:otcadmin@oregondot.or.us>") which should validate the date, sender and content of these comment submissions as legitimate public comment. Regardless of how this issue came about, we would like confirmation from ODOT that the agency will incorporate all of these and any other comments received by the "info@i5rosequarter.org<mailto:info@i5rosequarter.org>" address in the public comments for the Supplemental EA. ODOT needs to check that prior email address and incorporate all comments sent to it into the current Supplemental EA Record. To assist in that process, NMF has created a PDF with all of the comments that we are aware of so far. It is attached as a separate document. There are likely other comments that were sent to the prior email, that NMF is not currently aware of. ODOT needs to monitor that email for the rest of the comment period and incorporate any additional comments into the Supplemental EA record.	INPT-1
1857	7109	12/27/2022	Email	Linda	Craig		I am writing to request a full environmental impact statement on the I-5 expansion in Portland.	NEPA-1

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1858	7109	12/27/2022	Email	Linda	Craig		Each day, I get more concerned about business-as-usual while the planet is rapidly becoming uninhabitable. I believe that the full EIS will show that a freeway expansion will add to greenhouse gas emissions in our city, and that building the expansion as currently planned would affect inner-city communities with increased air pollution. Why would you go ahead with something which so clearly violates Oregon's greenhouse gas goals and equity for all communities. Please add this to your comments on the project. I support the goals of Youth v. ODOT. They have to live with our planet's future. Please listen to them.	NEPA-1
902	7110	12/27/2022	Email	Sarah	Risser		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I'm new to Portland, Oregon. I moved here for many reasons but in particular for the beautiful environment. Freeways are inherently polluting. Cars are inherently anti-social. We are in the midst of a climate crisis and expanding freeways is unspeakably inappropriate at this time. At the very least, the very very least, an Environmental Impact Statement should be conducted prior to any freeway expansion.	CC-1, NEPA-1
903	7111	12/27/2022	Email	David	Regan		Let's try congestion pricing before we spend hundreds of millions of dollars, (1.4 billion dollars!) for a limited expansion of the freeway in the Rose Quarter area.	ALT-1
904	7112	12/27/2022	Email	Bob	Grover	Pacific Landscape Management	I am former chair of the Washington County Chamber of Commerce and our organization actively promoted the 2017 funding package that included new taxes and fees. We did so with the understanding that the funding package was to relieve congestion through roadway expansion. As I look at the project outline, I see that the Rose quarter project has turned into an effort to cap the freeway in the name of "equity". I believe this is a complete bait and switch as we've been told that this package was for transportation projects to relieve congestion. I vehemently oppose the current plan and would rather do nothing than what is proposed. I am in our Chamber of Commerce is in support of multimodal transportation, in this package was promoted as a multimodal package including roadway expansion, with one of the largest pieces being the Rose quarter project. Please return the project to roadway expansion and if you want to cap the freeway, promote that and be honest with what you're trying to achieve if you're looking for support for funding.	INPT-1
1184	7113	12/27/2022	Email	Brett	Morgan	1000 Friends of Oregon	1000 Friends of Oregon is a land use and transportation advocacy organization deeply concerned about livability and climate change in large and small communities across the state, including the Portland Metro Region. As part of that, we closely follow large-scale infrastructure projects, which depending on the project, and in particular how it is designed and for whom, can be beneficial or harmful to livability. Therefore, we have concerns about the environmental, social, economic, and racial equity impacts of the proposed Rose Quarter Freeway Expansion (RQP).	INPT-1
1185	7113	12/27/2022	Email	Brett	Morgan	1000 Friends of Oregon	We appreciate the goals of the proposed Interstate 5 Rose Quarter Freeway Expansion: to reduce congestion and improve safety. However, we remain concerned that this project, as currently designed, will not achieve those goals.	PN-1
1186	7113	12/27/2022	Email	Brett	Morgan	1000 Friends of Oregon	Decades of research show that projects that expand road capacity will induce more vehicle miles traveled, which decreases safety and increases congestion.	INDD-1
1187	7113	12/27/2022	Email	Brett	Morgan	1000 Friends of Oregon	Furthermore, we have concerns that in the pursuit of these goals, ODOT, the OTC, and other stakeholders are not correctly accounting for the additional potential negative impacts of this project on Portland and surrounding regional communities. This project raises substantial questions about the potential negative environmental and public health impacts across the region, as it will increase vehicle miles traveled, which is associated with increased air pollution, greenhouse gas emissions, and toxic runoff into local waterways. The local impacts of this project are particularly concerning because this freeway was originally built through the heart of a thriving African-American community, destroying a robust business district, breaking physical community connections, and exposing the neighborhood to an ongoing source of noise and air pollution that damages human health.	INDD-1, AQ-1, HLTH-1
1188	7113	12/27/2022	Email	Brett	Morgan	1000 Friends of Oregon	The proposed project could expose neighbors to more of these hazards, adding extra weight to the need for thoughtful and complete review. While this project has the potential to help improve community outcomes through the creation of integrated and buildable freeway covers, the creation of lane miles below them arguably amplifies these negative impacts. We fully support the vision and work Albina Vision Trust is bringing forward in this project, including buildable freeway lids, and we remain worried the freeway expansion elements might change the positive impacts Albina Vision Trust's concept plan creates, and certainly jeopardize potential funding for lids within the project.	LID-2

Comment #	Submission #	Submission Date	Communication Type	First Name	Last Name	Organization	SEA Comment Text	Applicable Summary Issue Statement(s)
1189	7113	12/27/2022	Email	Brett	Morgan	1000 Friends of Oregon	We call on ODOT and the OTC to conduct a full Environmental Impact Statement for the I5 Rose Quarter Freeway Expansion and to include congestion pricing alternatives to widening the freeway. Congestion pricing and investing generated revenue in transit, biking, and walking is the best way to increase free movement of people and goods. While ODOT states that analyzing congestion pricing will be done separately, nothing prohibits the agency from including a congestion pricing analysis in an environmental impact statement of a road project and, in fact, the law might require ODOT to do so. The National Environmental Policy Act (NEPA) requires an analysis of reasonable alternatives and the assessment of "reasonably foreseeable circumstances." Given that the Oregon Legislature has required ODOT to pursue pricing for I-5 (and other freeways), and that OTC Chair Bob Van Brocklin is on record stating that there's no viable pathway to fund this proposeexpansion without using revenue from tolls, leaving congestion pricing out of the analysis would fail assess a very reasonably foreseeable circumstance.	ALT-1, NEPA-1
1190	7113	12/27/2022	Email	Brett	Morgan	1000 Friends of Oregon	Furthermore, Governor Brown's executive order on climate change reinforced actually achieving already-adopted strict emissions targets for the state and directed all state agencies, commissions, and boards to take action to achieve the state climate goals. This includes i) prioritizing activities that reduce emissions and ii) integrating climate change, climate impacts, and emissions goals into investments and policymaking. A full EIS is a critical component in understanding how the RQP fits within this executive order, as an EIS requires everything required in an EA, but, among other things, also requires a "hard look" at the cumulative impacts of the proposal along with all existing and reasonably foreseeable future development within the project area. This more holistic approach taken by an EIS creates improved policy, provides for the good stewardship of taxpayer dollars, and will help correctly frame this project within the context of the climate crisis.	ALT-1, CC-1, CI-1, NEPA-1
1191	7113	12/27/2022	Email	Brett	Morgan	1000 Friends of Oregon	In conclusion, 1000 Friends of Oregon joins many other Portlanders and Oregonians in raising concerns about this project. The best way to address these concerns, and possibly the only legal way, is the completion of a full environmental impact statement that includes congestion pricing as a part of both the base case and as an alternative to widening the freeway. We also remain concerned about the financial impact of this project, and the need to right-size expansion to ensure that our state transportation finances align with the many other regional projects moving forward. We know the RQP will have dramatic land use impacts on the region, and we believe asking and answering all questions is a critical part of this.	ALT-1, NEPA-1
905	7114	12/27/2022	Email	Alli	Miller		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: It is irresponsible to not conduct an EIS to see how the new road will impact air quality, safety and assess other potential hazards. Will the increase of cars increase water pollution and road runoff into water systems? Will increased car travel release more CO2 into the air and damage air quality? Will the impact of the roads cause any erosion or other soil patterns that may destabilize existing grounds? An EIS can address these concerns. Also, we don't need more cars and roads in an area of town that should have more parks, sidewalks, and bikeways. The more walkable a community the better it is for the environment, local economy, and livability of an area.	NEPA-1
906	7115	12/27/2022	Email	Chris	Sims		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Our roads currently produce 40% of the state's pollution, and the proposed Rose Quarter Freeway Expansion would produce even more. Even more pollution in a neighborhood that historically suffers physical and social harm from the freeway. Even more pollution when the science clearly indicates freeway expansions don't work. Even more pollution when our state (and the world beyond it) are facing climate catastrophe after climate catastrophe. I am wholeheartedly opposed to the Rose Quarter Freeway Expansion. For the sake of our community, for the sake of our state, and the sake of our planet - do not make this mistake.	CC-2, NEPA-1
907	7116	12/27/2022	Email	Marie	Gadga		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Expanding freeways has been proven to not reduce traffic. Just google it, it's really not debatable. To combat climate change we NEED to move away from our culture of personal vehicles. We need to make a bikeable, walkable, transit based city. Do NOT expand I5	INPT-1
908	7117	12/27/2022	Email	Justyna	Goworowska		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I am opposed to the expansion of I-5 in the Rose Quarter. We know that adding lanes just leads to more traffic, due to induced demand. Time to invest in active transportation modes and reduce transportation greenhouse gas emissions.	COST-1

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909	7118	12/27/2022	Email	Seth	Anderson		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I live in this area and am opposed to expansion. This neighborhood has gone through so much trauma and needs investment in its people not in cars rolling through. I don't think it is right to further displace business and people, including a middle school, and increase traffic safety risks when we should be focused on how to make people safer and encourage fewer cars.	INPT-1
910	7118	12/27/2022	Email	Seth	Anderson		I believe that more environmental studies should be done and odot should look into tolling and other alternatives before investing in more polluting behaviors.	ALT-1
911	7118	12/27/2022	Email	Seth	Anderson		Adding caps instead of lanes could help with pollution and build a stronger community and city center as opposed to further damaging a hurt community.	LID-2
915	7120	12/27/2022	Email	Seth	Anderson		Supplemental EA public comment period: Lids not Lanes and a full EIS for Rose Quarter	ALT-1, NEPA-1
916	7121	12/27/2022	Email	Lindsay	Hessel		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Every road project needs to take into account all the impacts it will have on the surrounding area and the safety of those trying to live nearby.	NEPA-1
917	7121	12/27/2022	Email	Lindsay	Hessel		We should be prioritizing transportation that is not centered on private vehicles to meet urgent climate goals and ensure the safety of anyone not in a car.	INPT-1
920	7122	12/27/2022	Website	John	Biederman	Registered Voter	I am for fixing the Rose Quarter Freeway. It is too congested and unsafe. It is bad for businesses. I am against tolling. We pay enough taxes and that is what tolling is. See my list at bit.ly/3hXkNWI	INPT-1
918	7123	12/27/2022	Email	Scott	Cohen		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Before embarking on final design and construction of a highway expansion project in the heart of the city, all agencies involved and the public deserve to know the Rose Quarter project's full impact. Give Portlanders and Oregonians the chance to fully understand the project's impact before saying its too late to change course.	NEPA-1
919	7123	12/27/2022	Email	Scott	Cohen		ODOT has the chance to rebuild the public's trust with an EIS. ODOT has the opportunity to show the community that it has nothing to hide and that this project really does serve all of us. While an EIS won't completely restore the public trust, it will go a long way towards dismissing the notion of back room deals deciding our transportation, equity, and climate fate for the next 50 years. Yes, that's how important this project is.	NEPA-1, PE-2
921	7124	12/28/2022	Email		fred		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I feel this is a great plan	INPT-1
922	7125	12/28/2022	Email	Scott	Murray		Dear ODOT, Please conduct an EIS for the proposed Rose Quarter Freeway Expansion.	NEPA-1
923	7126	12/28/2022	Email	Jackie	Ruff		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Without an EIS, we will not know how this construction will effect things like the local wildlife or the nearby river. An EIS needs to be completed before the freeway expansion can even be considered.	NEPA-1
924	7127	12/28/2022	Email	Jennifer	Eykamp		In light of climate change, ODOT needs to put their freeway expansion programs on hold and consider ways to reduce the number of cars on the road. At the very least, they need to conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion. More lanes of highway equals more cars on the road. Especially since this freeway runs through a historically marginalized district of Portland, the environmental impacts of a potential expansion should be thoroughly investigated and every effort made to reduce the harm that this freeway is causing to the bodies of every person living in the area.	NEPA-1, INDD-1
925	7128	12/28/2022	Email	Thomas	Craig		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Oregon DOT: There must be an Environmental Impact Statement conducted for the Rose Quarter Freeway Expansion. Our region is considering monumental investments that on their face are out of step with our stated goals. We want to reduce our contributions to climate change and prioritize public and active transportation, but this project promises to put more polluting cars on the road.	CC-1, NEPA-1
926	7128	12/28/2022	Email	Thomas	Craig		We need lids. Restoring the urban grid in the Rose Quarter will be a boon to community and to all transportation modes. We do not need lanes. We do not need to expand the freeway in order to add those lids-- indeed, widening the freeway will only make the assets we need more expensive. Conduct an EIS!	NEPA-1, LID-2
927	7129	12/28/2022	Email	David	Burns		ODOT needs to a full EIS before expanding any freeway in Portland. Nobody has studied other options, and the current plan does not mitigate impacts to a middle school. This is immoral, and so is ODOT's dishonesty throughout this process.	ALT-1, NEPA-1
928	7130	12/28/2022	Email	Damian	Hinman		Highways and expansions are a terrible investment. You still need to have a full EIS conducted. We need lids not lanes. We need ODOT to be much, much, much more trustworthy.	ALT-1, NEPA-1

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929	7131	12/28/2022	Email	Jackson	Curtin		I believe that conducting an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion is very important to ensure the health of our local community.	NEPA-1, HLTH-1
1093	7132	12/28/2022	Email	Brooke	Thompson		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: The new EA includes plans for freeway lids capable of holding new buildings across the freeway, crafted with significant feedback by community members including ODOT's Historic Albina Advisory Board (HAAB). No More Freeways believes the "Hybrid 3" caps proposal represents a significant improvement to the design and a victory for our friends at the Albina Vision Trust worth supporting. While No More Freeways' celebrates the improvements for neighborhood connectivity on the caps, the reality remains: nearly four years later, ODOT still has done absolutely nothing to address our concerns about the dangerous impacts of the additional lanes of freeway and the congestion it will bring to our streets, the air pollution it will bring to our lungs, and the carbon emissions that it will add to our alarmingly warming planet.	LID-2, NEPA-1
1094	7133	12/28/2022	Email	Linda	Nelson		I oppose expansion for the Rose Quarter I-5 corridor. The neighborhood should not be subjected to such construction and more cars should not be encouraged.	INPT-1
1095	7134	12/28/2022	Email	Daniel M	Kaufman		We need an true environmental impact statement (EIS) for the Rose Quarter Project. It should determine if equitable "congestion pricing" will be a better choice than expanding the freeway. The EIS should also determine what the environmental impact will be of expanding the lanes. The EA is not adequate. I do not trust ODOT to put human beings and the environment over the agency's seemingly insatiable desire to to expand freeways, highways, and automobile use.	ALT-1, NEPA-1
1096	7134	12/28/2022	Email	Daniel M	Kaufman		While we argue against this insanity, more than one person is killed on Oregon's roads each day (540 so far this year)! My eldest son was nearly killed near Cleveland High School by a speeding driver. My younger son was there the day a local chef was killed right out front of Cleveland on Powell. We can and must do better. ODOT needs to be prioritizing safety and climate change not freeway expansion!	SAF-2
1106	7135	12/28/2022	Email	Joseph R	Stenger		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I live in NE Portland and (until recently) worked as a physician at Legacy Emanuel Medical Center. I often ride my bike in the Harriet Tubman School area. As a grandfather, I am terrified at the dangerous future we are creating for our offspring. And I care deeply about this neighborhood. Congestion pricing before any highway widening!	INPT-1
1107	7135	12/28/2022	Email	Joseph R	Stenger		Follow the recommendations of the Historic Albina Advisory Board and cap the highway (Hybrid 3 model), but without expanding it.	LID-2
1108	7135	12/28/2022	Email	Joseph R	Stenger		We need investments in a rapid shift to more low-cost public transit and much better bike and ped infrastructure to stop the deaths caused by automobiles. We need many more EV charging outlets and EV purchase incentives. We need to bring jobs to where people live so that we can dramatically reduce the need for commuting.	COST-1
1109	7135	12/28/2022	Email	Joseph R	Stenger		We need a full EIS that examines the dangers of highway widening on fragile lungs and hearts and on worsening the climate crisis. We do not need more traffic (induced demand means that widening the highway will result in more tailpipe pollution). We do not need more ICE exhaust causing asthma and COPD. We certainly do not need more tailpipe pollution next to Tubman School!	NEPA-1
1110	7135	12/28/2022	Email	Joseph R	Stenger		We need public dollars to be creating the new low-carbon future, not perpetuating the mistakes of the past with huge investments in concrete for gas-powered cars and trucks. I urge you: Do cap the highway, do conduct a full EIS, do invest in safe low-carbon transportation options, do not widen I-5 as part of the Rose Quarter project!	COST-1, NEPA-1
1178	7136	12/28/2022	Email	Collin S	Ferguson		First, I want to say that it's my pleasure to be able to share with you my thoughts about the proposed freeway expansion of I-5. I greatly appreciate your efforts. More often than not, I am an absolute fan of my transportation departments. I feel that all of you do great work. I hope all of you have had a wonderful holidays and will soon enjoy a Happy New Year!	INPT-1

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1179	7136	12/28/2022	Email	Collin S	Ferguson		Second, let's talk about the proposed Rose quarter freeway expansion. No. Well maybe, but not without a complete environmental impact statement. But, really, no. Our objective should not be improving traffic conditions for suburbanites. Instead, 100% of our focus needs to be on climate change. A little more than 10 years ago, I took a GIS course at Portland State University. In that class, my team and I wrote a final project discussing the impact of sea level rise on Oregon Coast cities, as well as Portland, Oregon. 1.5 ft to 3 ft of sea level rise will only affect the coastal areas. But, anything above 10 ft up to 20 ft, and now the Portland metropolitan area may be affected. In my opinion, we absolutely need to stop using old world views about cities and automobile traffic. While cars are fun, they have caused more trouble than benefit. Burning fossil fuels was a huge mistake. We need to own up to it, and begin mitigating carbon dioxide, methane, and all other greenhouse gases. Doing so, will ensure that our population and the environment will survive into the long term. Expanding the I-5 freeway and sprawling more suburbs will not get us on a sustainable path. It's more of the same old same old. We need change. And, Oregonians need their transportation departments to be leaders.	INPT-1
1180	7136	12/28/2022	Email	Collin S	Ferguson		Nevertheless, I also want ODOT and PDOT to broaden their perspectives on what is possible. Expanding I-5 between the Marquam bridge, and the I-5 bridge to Vancouver, Washington represents an area of historic and significant Urban culture, especially for people of color long destroyed by our hindered freeway system.	INPT-1
1181	7136	12/28/2022	Email	Collin S	Ferguson		In my opinion, our freeway system is inadequate because it never was built with the people's perspective in mind. Instead, it was thrown at us, and either we accepted it, or... But, as is traditional in Portland, the people fought the proposed design. The Mount Hood freeway was never developed, and the secession of Maywood Park delivered a clear message that Portlanders were never going to accept the initially proposed freeway system.	INPT-1
1182	7136	12/28/2022	Email	Collin S	Ferguson		Since that time, we have developed light rail, streetcar, and world class mass transit infrastructure that needs focus yet again. Why are we wasting our time with automobiles? We can develop suburban neighborhoods that commute via commuter train and light rail. Why are we drifting back to automobiles? We even have a president that wants to support the expansion of rail. Imagine converting I-5 between the Fremont Bridge and the Marquam Bridge to urban refill (that includes much needed affordable housing) and a significant rail station similar in size and scale to Pennsylvania Station in New York, New York. Union Station is wonderful, but it's small. It can support some expansion, but ultimately, we need a new train station. The Central Eastside can host a wonderful station that allows suburbanites to commute sustainably to good jobs in Portland's inner core.	INPT-1
1183	7136	12/28/2022	Email	Collin S	Ferguson		So, please do not stop at a full Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion. Do the work - all of it. But, really, nixing freeway expansion all together is the better idea. Instead, imagine a new multi-modal transportation infrastructure that features a World Class rail station. Not only will Portland will thank you for it, the Mother Earth [??] will give you a great big hug!	COST-1
1144	7137	12/28/2022	Email	Katharine	Huseby		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Odot is being incredibly shady and dishonest about this entire thing. Why should they be trusted? They keep lying and it's been proven over and over again. The evidence is there. Stop trying to make a 12 lane freeway expansion. That's fucking ridiculous and it won't improve traffic. You know what will? Free public transit that's easily accessible to people, but odot is car-centric and doesn't want to hear that.	DES-2, PE-2
1150	7138	12/28/2022	Email	Stephen	Gomez		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I oppose the I-5 Rose Quarter expansion proposed by ODOT. Adding lanes will not "reduce congestion" it will induce more demand and quickly result in the same level, if not more, of congestion. Similar interstate expansions in Houston and Los Angeles have demonstrated the fallacy that more lanes equates to less congestion.	INDD-1
1151	7138	12/28/2022	Email	Stephen	Gomez		What can address congestion is dynamic pricing of use of the Interstate system in the Portland Metro region. Those funds can then be used to invest in our woeful regional transit system.	COST-1
1152	7138	12/28/2022	Email	Stephen	Gomez		Lastly, as a resident of the historic Albina community, I fully support the concept of putting lids over the current freeway configuration to support equitable redevelopment of this neighborhood that was destroyed by I-5	LID-2
1153	7139	12/28/2022	Email	Rachel	Hunter		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I am demanding that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion for three reasons: 1) ODOT's so called desire to "fix the injustices of their previous freeway construction" has left much to be desired in the past and I don't believe they can be trusted to do so in good faith without an EIS. The proposed freeway caps should be uncoupled from Freeway Expansion and not used as leverage to move the rest of the plan forward.	LID-2, NEPA-1, PE-2

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1154	7139	12/28/2022	Email	Rachel	Hunter		2) ODOT has deliberately hid crucial details of this plan since it was introduced (e.g. taking land from Harriet Tubman Middle School, to widen the freeway over the Eastbank Esplanade). They should by no means be given carte blanche to move forward with this plan without rigorous investigation into its impact that are also made fully available to the public.	NEPA-1
1155	7139	12/28/2022	Email	Rachel	Hunter		3) In what world do we reduce carbon emissions by widening freeways and encouraging more cars to use them? ODOT has yet to rigorously investigate alternatives to expansion and their assertion that expansion is the only option is cynical and negligent. The planet is warming. Weather is becoming more extreme than and unpredictable. It is already affecting low income communities more than anyone else. We know that carbon emissions from vehicles is a big contributor to the climate crisis and to think that widening a freeway - right in the backyard of a community that has already born the brunt of ODOT's "investments" and the pollution and health/public safety hazards that have come with them - is, in my view, wildly irresponsible. I hope these comments will be considered in good faith and that ODOT will pursue an EIS.	ALT-1, NEPA-1
1156	7140	12/28/2022	Email	Zach	Alderman		I demand that ODOT complete an Environment Impact Statement for the Rose Quarter Freeway Expansion because it would reveal to the public just how foolish of an effort the expansion of this highway is. As someone who is greatly concerned about the impending climate disaster across the entire planet, I am gobsmacked that the people at ODOT still plan to worsen our emissions by widening the freeway. The people at ODOT are sacrificing their children's future for the sake of what? Additional freight capacity for Corporations? For far-flung suburban homes that only wealthy people will be able to afford to buy and drive to and from?	INPT-1
1157	7140	12/28/2022	Email	Zach	Alderman		The money for this project could instead be used to provide excellent infrastructure that builds community by capping the existing highway, improves health outcomes by reducing emissions, increase PERMENANT jobs by rebuilding the urban fabric of Albina, and make our society more climate resilient by reducing our dependence on vehicles. Perform the environmental impact statement, and even better, stop the expansion of 20th century, climate and community killing highways.	COST-1
1158	7142	12/28/2022	Email	Sky	Cruz		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: As a lifelong resident of the area (I've always lived within an hour of Portland) I'm very aware of the traffic concerns along the I5 corridor in Portland's city limits. I fully support capping the rose quarter to revitalize the area and improve conditions for nearby residents.	LID-2
1159	7142	12/28/2022	Email	Sky	Cruz		I cannot in good conscience support the lane expansions. Lane expansions do not solve traffic conditions, they are band-aid solutions which exacerbate traffic conditions over time. Induced demand from new lanes will only make traffic worse! Lane expansions will also cause considerable harm to nearby residents. Increased air pollution will negatively impact historically marginalized communities.	INDD-1
1160	7142	12/28/2022	Email	Sky	Cruz		ODOT needs to conduct an Environment Impact Statement. They need to consider alternatives which will actually reduce traffic. Time and time again ODOT has proven that they will not consider these alternatives until thousands of citizens push back. We're not giving up on our city.	ALT-1, NEPA-1
1161	7143	12/28/2022	Email	Nolan	Hibbard-Pelly		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Stop the freeway it kills animals and the air while lowering livability. Portland needs more places to cross the river for pedestrians and animals safely not cars	INPT-1

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1162	7144	12/28/2022	Email	Vivian	Satterfield	Verde	Verde is an environmental justice organization serving BIPOC and low-income communities such as NE Portland's Cully neighborhood, where we do much of our work. We focus our efforts on community-identified priorities like a clean and healthy environment, good jobs, and access to housing and transportation. Despite a foundational commitment to equity, the benefits of Portland's widely admired sustainability movement have not been accessible to or inclusive of low-income, BIPOC neighborhoods. Recognizing this, we evolved and expanded our programming to address up-stream causes of environmental and racial injustice. Therefore, we follow large-scale infrastructure projects and the policy setting that accompanies these projects to ensure the environmental, social, economic and racial equity impacts don't perpetuate further harm. We have concerns about the impacts of the proposed Rose Quarter Freeway Expansion (RQP). The stated goals of the proposed Interstate 5 Rose Quarter Freeway Expansion are to reduce congestion and improve safety. Decades of research show that projects that expand road capacity will induce more vehicle miles traveled, which decreases safety and increases congestion. This project raises substantial questions about the potential negative environmental and public health impacts across the region, as it will increase vehicle miles traveled, which is associated with increased air pollution, greenhouse gas emissions, and the alarming increase of serious injury and deaths on all roadways that impact all road users.	PN-1
1163	7144	12/28/2022	Email	Vivian	Satterfield	Verde	While this project has the potential to help improve community outcomes through the creation of buildable freeway covers, the creation of lane miles below them undermines many of the goals of a healthy neighborhood where people can live, work, play and learn to their full potential. We fully support the vision and work Albina Vision Trust is bringing forward in this project, including the buildable freeway lids, and we hope the roadway expansion does not come at any cost, including that of the buildable lids.	LID-2
1164	7144	12/28/2022	Email	Vivian	Satterfield	Verde	ODOT and the OTC should conduct a full Environmental Impact Statement for the I5 Rose Quarter Freeway Expansion and to include congestion pricing alternatives to widening the freeway. Congestion pricing and investing generated revenue in public transit, biking, and walking is the best way to increase transportation access for all. While ODOT states that analyzing congestion pricing will be done separately, nothing prohibits the agency from including a congestion pricing analysis in an environmental impact statement of a road project. The need to be good stewards of limited tax dollars, be responsive to the climate crisis of our time and to course correct on what we invest in transportation infrastructure are compelling reasons enough for a full EIS on the Rose Quarter project. Verde joins many other Portlanders and Oregonians in raising concerns about this project. The best way to address these concerns is the completion of a full environmental impact statement that includes congestion pricing as a part of both the base case and as an alternative to widening the freeway. We also remain concerned about the financial impact of this project, and the need to right-size expansion to ensure that our state transportation finances align with the many other regional projects moving forward.	ALT-1, NEPA-1, COST-1
1165	7145	12/28/2022	Website	Linda	Wysong	NA	As a Portland resident who lives near I-5, I am responding to your proposed Rose Quarter Freeway Expansion plan. No, it is not ready! You need to do a full Environmental Impact Statement before moving forward and harming the Eliot neighborhood, Harriet Tubman School and all the adjacent areas.	NEPA-1
1166	7145	12/28/2022	Website	Linda	Wysong	NA	More housing is being constructed in the area around the Rose Quarter – so the importance of air quality is increasing. The idea of putting lids on the freeway and assisting the restoration of the Albina Community is excellent but it does not give you or anyone, permission to ignore air quality. We should not be building more lanes for diesel trucks and fossil fuel vehicles at this critical time. We need to plan for a greener future. Do not move forward until you look at all the alternatives and have a thoughtful plan that considers the communities impacted by this infrastructure project.	AQ-2, EJ-1, NEPA-1
1167	7145	12/28/2022	Website	Linda	Wysong	NA	On a more personal level, my family lost their home with the original development of I-5 (Michigan Freeway). The city should not endure the additional negative impacts to our green spaces and the East bank Esplanade.	INPT-1
1168	7145	12/28/2022	Website	Linda	Wysong	NA	Stop, think and do a full Environmental Impact Statement.	NEPA-1
1175	7146	12/28/2022	Website	Aron	Carleson		Build that bridge!! And please don't do LESS than three lanes North and South for auto and truck traffic. Unless the tax codes change, people are going to continue to live in one state and work in the other. The city of Vancouver is exploding with growth and great opportunities for entertainment and shopping close to the river. Seattle is still the magnet for hitech and biotech and until Amtrak pushes their high speed rail project forward, people will still drive. (Which is better for the planet then flying).	INPT-1

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1176	7146	12/28/2022	Website	Aron	Carleson		Redirect the bridge so that it crosses closer to the rail bridge to the West. That pushes it out of neighborhoods and into industrial. Thus avoiding another humanitarian crisis where the government bifurcates communities of color or those that won't speak for themselves.	INPT-1
1177	7146	12/28/2022	Website	Aron	Carleson		The 120, Portland Blvd, Rail line. There is room. Clark County has spent billions on 'their side' of I5. Oregon is 20 years behind where we need to be. More. It's been 10 since the first billion was spent on studies.	INPT-1
1174	7147	12/28/2022	Email	Logan	Sweeney		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: ODOT needs to conduct an environmental impact statement so that everyone understands the risks associated with this freeway expansion.	NEPA-1
175	7148	12/28/2022	Email	Eva	Frazier		I live 3 blocks from the Rosa Parks on-ramp to I-5. I'm writing today to encourage ODOT to conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion.	NEPA-1
176	7148	12/28/2022	Email	Eva	Frazier		I would love projections of what tolling or congestion pricing could do to help reduce motor vehicle traffic and encourage free flow of freight through our city.	TOLL-1
1173	7149	12/28/2022	Email	Michael	Andersen		It makes no sense to spend a billion dollars to widen a freeway until we've tested the effect of the road pricing that is widely understood to be on the way. Congestion pricing and tolling should be considered among other alternatives to expansion as part of a full EIS.	ALT-1, NEPA-1
1170	7150	12/28/2022	Email	C	Pinckard		Portland could be a progressive, in touch, comfortable place to live and enjoyably relaxing environment to get around with well installed, properly implemented, correctly engineered and adequately invested in passenger/commuter rail infrastructure (as could the rest of the state and nation for that matter). We could have electric ferry service and be proactive towards accepting connection to High Speed Rail. Instead, ODOT wants to force dangerous cities, redlining reinforcing racist Robert Moses urban planning, wasteful sprawl of lots of parking lots and asphalt everywhere while we're entering into climate disaster. They want to expand a freeway by a Black school in an area already devastated by community destroying carcentric idiocy for the anti-social concept of the automotive city even though abundant studies have provided ample evidence that it won't work to do anything other than exacerbate congestion from bottlenecks down the road and cause induced demand adding to gridlock and too much traffic. ODOT is entirely corrupt and/or incredibly incompetent. Stop wasting our job earned taxpayer dollars on obsolete crap that was awful to begin with anyway ODOT	INPT-1
1149	7152	12/28/2022	Email	Tony	Cochran		As a resident of North Portland, an area already suffering from poor air quality due to heavy industry, I-5, and poor planning, I am deeply concerned about the the Rose Quarter Freeway Expansion project. As is well known, adding more lanes to freeways does nothing to stop congestion in the long-term. We need more investment in high-quality public transportation, including a light-rail public transit from Vancouver, with a park and ride, to Swan Island (where I work) and then onto downtown. Please invest in protecting pedestrians, public transit systems, tolls to reduce traffic and put that money into dedicated bike lanes on state owned streets like Lombard.	INPT-1
671	7153	12/28/2022	Email	Diana	Larsen		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: So many reasons...too close to school, bad Impact on air quality, bad impact on nearby neighborhoods & hospitals, supports increase in reliance on single occupancy vehicle transportation, and so much more. Just stop it.	INPT-1
668	7154	12/28/2022	Email	Linda	Wysong		More housing is being constructed in the area around the Rose Quarter – so the importance of air quality is increasing. The idea of putting lids on the freeway and assisting the restoration of the Albina Community is excellent but it does not give you or anyone, permission to ignore air quality.	AQ-2, EJ-1, NEPA-1
669	7154	12/28/2022	Email	Linda	Wysong		We should not be building more lanes for diesel trucks and fossil fuel vehicles at this critical time. We need to plan for a greener future. Do not move forward until you look at all the alternatives and have a thoughtful plan that considers the communities impacted by this infrastructure project.	ALT-1
670	7154	12/28/2022	Email	Linda	Wysong		Stop, think and do an Environmental Impact Statement.	NEPA-1
665	7155	11/21/2022	Email	Roger	Goldfinger		[- The environmental impacts due to additional traffic	INPT-1
666	7155	11/21/2022	Email	Roger	Goldfinger		[- The health impacts due to additional traffic	HLTH-1
667	7155	11/21/2022	Email	Roger	Goldfinger		[- The impact to active transportation users who are in the area around the expansion, including the new/modified ramps.	ACT-1, SAF-1

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664	7156	11/21/2022	Email	Leeor	Schweitzer		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: This freeway expansion is unnecessary, bad for the climate, and bad for air quality. If you do the full EIS, those fact with rise to the surface. The freeway lids are a great ideas to undo racist harms from when the freeway was built in the first place. I urge you to drop the lane expansion part of the project and use the money only for freeway lids, use the extra money to from not doing an extension to cap a greater portion of the freeway. If a similar amount of money is spent we would still get all of the benefits from offering contracts to MWDB businesses. Please, move forward with the lids and not with extra lanes or wider freeways	COST-1, LID-2, NEPA-1
180	7157	11/21/2022	Email	Matt	Meskill		WE STILL NEED A FULL EIS THAT STUDIES ALTERNATIVES TO EXPANSION.	ALT-1, NEPA-1
178	7158	11/21/2022	Email	Jessica	Kelley		ODOT still has done absolutely nothing to address our concerns about the dangerous impacts of the additional lanes of freeway and the congestion it will bring to our streets, the air pollution it will bring to our lungs, and the carbon emissions that it will add to our alarmingly warming planet. There must be a better way forward.	INPT-1
179	7158	11/21/2022	Email	Jessica	Kelley		ODOT must conduct an environmental impact statement to address these concerns!	NEPA-1
177	7159	11/21/2022	Email	Alexander	Moreno		This project is an inefficient use of resources that won't solve the problem it intends to solve and will simply increase to our communities and our city. Alternatives like congestion pricing can be very effective, especially in conjunction with the recent surge in WFH/hybrid work formats that can encourage drivers to commute during the less congested parts of the day. These alternatives must be thoroughly considered, which means a full EIS must be completed.	ALT-1, NEPA-1
1860	7160	11/21/2022	Email	Stephen	Bachhuber		An EIS should consider if more lanes are necessary when congestion pricing is established. A full range of alternatives must be addressed. The anticipated cost is too high to ignore the cheapest and most effective option.	ALT-1, COST-1, NEPA-1
1147	7161	11/21/2022	Email	Bryan			Expanding highways does nothing to decrease traffic. Expanding public transit will, while making the freeway wider will only be a money sinkhole and displace people, schools, and businesses. I emphatically oppose expanding the Rose Quarter Freeway	INPT-1
1145	7162	11/21/2022	Email	Joana	Kirchhoff		demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion	NEPA-1
1142	7163	11/21/2022	Email	Kevin	Teater		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposeRose Quarter Freeway Expansion?:	INPT-1
1143	7163	11/21/2022	Email	Kevin	Teater		Do not continue with a freeway widening while continuing to ignore the devastating effect is has on our livability of our climate, health, finances, and future. Congestion relief never comes from adding lanes. The only proven ways to reduce congestion are by implementing congestion pricing and by reducing the amount that people drive in the first place. You are facing an annual \$500M budget deficit. Don't invest in freeway expansions. Instead, invest in true community building infrastructure (protected bike paths, high-quality transit, and freeway lids and freeway removals).	COST-1
1141	7164	11/21/2022	Email	Craig			Caps are good but no lane expansion please.	LID-2
188	7165	11/21/2022	Email	James	Cavin		There are alternatives to expansion, including congestion pricing and tolling that need to be more fully explored.	ALT-1
189	7165	11/21/2022	Email	James	Cavin		I'm very concerned about the additional air pollution that will result from this project, in addition to the increased carbon dioxide emissions that will make it much harder for Oregon to meet it's carbon reduction commitments.	CC-2
190	7165	11/21/2022	Email	James	Cavin		Furthermore, increasing the ease at which traffic is moving into the city will increase the number of cars, and therefore traffic in the city itself.	INDD-1
184	7166	11/21/2022	Email	Sandra	Joos		I personally oppose this project and want a full Environmental Impact Statement. ODOT has not been transparent. The agency has deliberately hid numerous records and documents that are necessary for the community to fully understand the impacts this proposed freeway expansion will have on the neighborhood streets, on the air pollution near Tubman Middle School, or the increase in carbon emissions.	NEPA-1
185	7166	11/21/2022	Email	Sandra	Joos		ODOT's own consultants have repeatedly published information showing that all of the benefits of congestion reduction are achieved through congestion pricing, not through freeway expansion.	INPT-1
186	7166	11/21/2022	Email	Sandra	Joos		Finally, we need to build Community Lids, not Congested Lanes. I support the efforts of Albina Vision Trust and the Historic Albina Advisory Committee to move forward with caps over the Interstate that will reconnect a community torn apart by racist freeway expansion in a previous century. ODOT should decouple these excellent plans for restorative justice to the Albina Neighborhood from their efforts to add additional lanes of freeway that will clog the streets with cars and the air with pollution.	LID-2

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1232	7167	11/21/2022	Email	Dean	Sigler		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: https://arstechnica.com/cars/2021/08/please-stop-adding-more-lanes-to-busyhighways-it-doesnt-help/ We need more and better public transit to alleviate traffic congestion. We need more bike lanes and designated bike paths These are cheaper and safer alternatives to increasing freeway lanes.	INPT-1
183	7168	11/21/2022	Email	Sandra	Brown		ODOT must conduct a full Environmental Impact Statement that objectively studies whether additional lanes of toxic, polluting freeway at an exorbitant cost are truly necessary to reduce congestion.	NEPA-1
1139	7171	11/21/2022	Email	Kathryn	Midson		This is not my first comment on the absurd proposal called the Rose Quarter Freeway Expansion. In case you don't continue to publicly acknowledge the negative comments you receive, here is another. First of all, framing this expansion as a righting of a wrong to the Albina community is absurd. Add more lanes and more pollution to the existing divide does not reunite a neighborhood even with caps. The caps themselves are okay, just sans extra wide polluting freeway.	LID-2
1140	7171	11/21/2022	Email	Kathryn	Midson		The entire project should be reviewed for its impact on the environment. Until this is done, not another penny should be spent. No meetings, nothing. I care about this planet. You should too. Show me.	INPT-1
1137	7172	11/21/2022	Email	Nicolai	Kruger		ODOT owes the public an EIA for the proposed Rose Quarter Freeway Expansion. As authors of the built environment, there are consequences to the choices we make however large or small. That was true in the 1950s when established neighborhoods were torn apart and millions of Portlanders were displaced for I-5 to be built. It is still true today. I say this as a Portland-born parent of kids in PPS schools, as an architect and instructor at the PSU Nohad A. Toulan School of Urban Studies & Planning: ODOT do your due diligence and conduct a full EIA.	NEPA-1
1136	7173	11/21/2022	Email	Melba	Dlugonski		We know that the difficulties faced by humans are exacerbated by continuing to do the things that got us into the messes. So how do individuals work to change the institutions, to find new solutions? Decision makers use the same tools as though there was no problem. If more knowledgeable had real input, could we mitigate the damage done? I don't know if an EIS can serve this way, but I'm so done with destructive solutions.	INPT-1
1134	7174	11/21/2022	Email	Bill	Bigelow		As the grandparent of a Harriet Tubman Middle School student, a 15-year Jefferson High School teacher, and a 45-year Portland resident, I join others in demanding that ODOT conduct a robust Environmental Impact Statement for the proposed Rose Quarter Freeway expansion. At a moment when the climate crisis grows more dire, a freeway expansion constitutes "fossil fuel infrastructure," and is an attack on our community and the future of life on Earth. The least -- the least -- that ODOT can do is to conduct research toward a full Environmental Impact Statement.	CC-1, NEPA-1
1133	7175	11/21/2022	Email	Kristin	Wray		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Massive transportation funding should only be going towards mass transit options. We are too far into our climate crisis to continue to promote car growth. We need more trains, more buses, more money invested towards neighborhood bikeability and walkability. No more freeways.	COST-1
1132	7176	11/21/2022	Email	Rhiannon	Millar-Griffin		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I oppose the freeway expansion altogether-- we already know the environmental impacts, let's be honest. But it's important to conduct the EIS so we can have a full understanding of how it'll impact our communities-- but the impact is not worth it. Fewer cars on the road and more efficient and streamlined public transportation, NOT more freeways and lanes, that's what pdx community is crying out for.	NEPA-1
1215	7177	11/21/2022	Email	Michael	Landauer		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: The thought of adding another lane to pollute the air adjacent to an already underserved school is sickening to me. Lids not lanes!	INPT-1
1216	7178	11/21/2022	Email	Ryan	Swofford		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: It is well past time to stop widening freeways. We need real solutions to transportation that will help stave off climate change and not fall into the pit of induced demand.	INDD-1
1217	7178	11/21/2022	Email	Ryan	Swofford		Expanding the rose quarter freeway will be a waste of billions of dollars that could rather be put towards expanding public transit services or bike infrastructure, not dumping money into climate killing cars. Do better ODOT.	COST-1

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1130	7179	11/22/2022	Email	J'reyesha	Brannon		Portland's frontline communities continue to experience climate change with the worst and first impacts. Oregon has a required "environmental justice framework" that passed in 2021, SCR 17. Environmental Justice and frontline communities must be considered, ideally by putting community at the table where decisions are made. I'm not only wanting an environmental impact statement, I want it to address cumulative impacts and who it will impact first by way of air pollution, noise pollution, reduction of green space, and who is displaced. Freeway expansion continually sells a false narrative on who and how it will benefit.	EJ-1, NEPA-1
1131	7179	11/22/2022	Email	J'reyesha	Brannon		There is limited evidence on how expanding freeways benefits traffic and is contradictory to statewide climate goals in reducing fossil fuels and carbon emissions. I urge you to conduct an environmental impact statement.	CC-1, NEPA-1
1218	7180	11/22/2022	Email	Mark	Canright		Hello, as a young business owner, I want to ensure that are beautiful regions ecosystems are protected from unnecessary sprawl. I respectfully urge you to require an environmental impact statement for the proposed freeway expansion.	NEPA-1
1219	7180	11/22/2022	Email	Mark	Canright		And please do not allow this project to go through, due to the negative impact it would have upon surrounding wildlife and ecosystems. Instead, let's support expanded public transportation options. Thanks so much for your time, and have a great day and happy Thanksgiving! Take care, mark	INPT-1
1220	7181	11/22/2022	Email		Ro		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Everything "No More Freeways" says makes complete sense to me. It is high time to stop expanding an interstate highway system that was conceived 70 years ago and simply does not fit today's world, let alone our future world. Invest in the future, not the past.	INPT-1
1221	7182	12/28/2022	Email	Mark	Harris		Can ODOT please get their heads out of their own arse and realize that climate change is a real issue and that we need to face that fact now and provide a better option than widening a freeway and encouraging more traffic in a densely populated downtown area.	INPT-1
1222	7183	11/22/2022	Email	Rick	Ray		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: My family loves the idea of building freeway caps over I-5 included in Hybrid 3. Expanding freeways is not a good idea: just more cars and the need for more expansion in a few years.	LID-2
1124	7184	11/22/2022	Email	Veronica	Poklemba		The city needs to act in relation to its goals to decrease air pollution and carbon in our environment. Adding lanes to this highway will absolutely increase air pollution and carbon in this community, and throughout Portland; since air is not stagnant. A more thorough EIS needs to be done, and a different solution found that does not increase the number of cars on our roads.	CC-1, NEPA-1
1101	7185	12/28/2022	Email	Mark	Wheeler		ODOT should conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion.	NEPA-1
1102	7185	12/28/2022	Email	Mark	Wheeler		The freeway should be capped through Portland.	LID-2
1099	7186	11/22/2022	Email	Brad	Baker		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Please perform and EIS. We need to know the true environmental costs of this freeway expansion project.	NEPA-1
1100	7186	11/22/2022	Email	Brad	Baker		Also please consider adding lids to the existing freeway without expanding it. We know expanding the freeway is going to make driving easier, which is going to lead to more driving, which will lead to more greenhouse gas emissions. Let's reconnect the Eliot neighborhood with lids without the harm of more freeway lanes.	LID-2
1097	7187	11/22/2022	Email	Eric	Casteleijn		I ask that yo please commit to an Environmental Impact Statement for the proposed Rose Quarter Freeway expansions.	NEPA-1
1098	7187	11/22/2022	Email	Eric	Casteleijn		We are literally killing the planet and ourselves with our greenhouse emissions. Please invest in good public transit instead.	COST-1
1104	7188	11/22/2022	Email	Christopher	Vega		Expanding the freeway will induce demand, resulting in more cars, more emissions, and less incentive to use greener forms of transport.	INDD-1
1105	7188	11/22/2022	Email	Christopher	Vega		An EIS should be conducted to fully outline and understand the impact such an expansion will have.	NEPA-1
1120	7189	11/22/2022	Email		Hau		demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion	NEPA-1
1112	7190	12/28/2022	Email				Climate catastrophe is in progress. Increasing freeway capacity adds, for well established reasons, the volume of fossil-fuel-burning vehicles and their climate harming emissions. Climate harming emissions must not increase but instead dramatically decreased.	INPT-1

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1223	7191	11/22/2022	Email	Lenny	Dee		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Climate impacts need to be fully understood	NEPA-1
1224	7192	11/22/2022	Email	Peter	Warton		In this time of extreme weather events brought about by unprecedented global warming, it is deeply irresponsible - and immoral, frankly - to continue spending billions of public funding dollars developing transportation infrastructure centered around driving.	INPT-1
1225	7192	11/22/2022	Email	Peter	Warton		Your single highest priority for every single project in your portfolio should be reducing vehicle miles traveled. Spending vast amounts of money to widen freeways is literally madness, especially when you look at the data which shows that you can't "solve" congestion by adding more capacity (you just move the bottlenecks to other places).	INDD-1
1226	7192	11/22/2022	Email	Peter	Warton		You must do the full environmental impact study which will support everything in the above paragraph. This is for OUR future as Oregonians, get out of your ODOT bubble and do the right thing. Peter	NEPA-1
1115	7193	11/22/2022	Email	Brittney	Halstrom		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: We are stepping ever closer to a climate disaster . The very least our government can do is complete an environmental impact statement to better inform the public of the consequences of this project. To shirk this duty would be negligent.	NEPA-1
1227	7194	11/22/2022	Email	Phil	Sano		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: The world is full of bad faith actors. The most dangerous are the corporations and governments that are continuing to expand infrastructure that will make our planet uninhabitable in my lifetime. I don't trust ODOT, as I've seen them parade a series of lies to justify their unsustainable actions.	PE-2
1113	7195	11/22/2022	Email	Thor	Hinckley		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Because of the potential for increasing GHG emissions from the large number of new vehicles this expansion would induce. Without a thorough EIS, we would not have an adequate understanding of these impacts.	NEPA-1
1228	7196	11/22/2022	Email	Karen	Austin		Please conduct an Environmental Impact Statement that looks into detail about why the building of the Rose Quarter Freeway Expansion is needed.	NEPA-1
1229	7196	11/22/2022	Email	Karen	Austin		Research tells us that Induced demand of "improved" and enlarged highways like Rose Quarter Freeway could possibly produce an addition 17.4 to 34.8 million miles of vehicle travel and 7.8 to 15.5 thousand tons of greenhouse gases per year, according to research (https://cityobservatory.org/calculating-induced-demand-at-the-rose-quarter/). Alternatively, crowded freeways can induce car owners to leave their car at home or at the train station, and to take public transportation, some of which is fossil fuel free (https://www.zocalopublicsquare.org/2017/08/01/building-freeways-makes-traffic-orse-ot-better/ideas/nexus/).	INDD-1
1230	7196	11/22/2022	Email	Karen	Austin		You could use the money that would have been used on enlarging the freeway, or you could use the same money to improve public transportation to induce drivers to use the more climate friendly options. This is Portland! Not Florida. If you can't follow the climate friendly path there, then our planet is toast for sure!	COST-1
1231	7197	11/22/2022	Email	Matthew	Morrissey		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Build freeway lids not lanes. Quit making it easy to kill the planet. We don't need to expand our highways, we need better amenities for cyclists and pedestrians.	INPT-1
1233	7198	11/22/2022	Email	Karstan L	Lovorn		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I'm a data-driven person. I like to see transparent and evidence-based decision making from my government entities. Any claims they make should be supported and verifiable. I haven't found ODOT to be particularly reliable so far when it comes to this, but there's a first time for everything.	PE-2
1234	7198	11/22/2022	Email	Karstan L	Lovorn		ODOT has claimed that the RQ project will improve air quality and reduce Greenhouse emissions. The first Environmental Assessment was vague and lacked sufficient, verifiable data. A lawsuit was filed largely because of that missing data. So we find ourselves here now, once again asking ODOT to just show us the numbers. I genuinely can't see a legitimate reason why an EIS isn't a primary milestone for ODOT on projects like this. How much money and time has been wasted trying to avoid conducting one? I've seen several claims from ODOT that this expansion will improve air quality in the area. I've also seen assertions (from folks who don't make their livings off of expanding highways) that it would do the exact opposite. Wouldn't an EIS provide the data to prove one claim or the other?	NEPA-1

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1235	7198	11/22/2022	Email	Karstan L	Lovorn		Lacking that data, then ODOT should move on to data-driven models for improving air quality and reducing greenhouse emissions. One such method is congestion pricing. What other methods are there that don't involve expanding the highway?	ALT-1, INPT-1
1236	7198	11/22/2022	Email	Karstan L	Lovorn		The "Hybrid 3" proposal that finally generated in response to public pressure seems like it might be one. On top of reconnecting a community that was previously torn apart by ODOT, it could provide a walkable, bike-able, transit-friendly neighborhood that reduces the need for Single-Occupancy Vehicle commuting on said highway (heck, let's just do this Hybrid 3 thing anyway. Seems like a good idea).	LID-2
1237	7198	11/22/2022	Email	Karstan L	Lovorn		I'm sure there are a half-dozen other methods that ODOT could explore that don't involve expanding a highway. But we don't know about them because the EIS hasn't been done. If ODOT is truly committed to being open and honest, and providing data-based solutions to the problems it hopes to help solve then an EIS is absolutely imperative.	ALT-1, NEPA-1
1238	7199	11/22/2022	Email		Bear		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: In the year 2022, we cannot simply continue to expand for the sake of expansion as we did in the 1950s, 60s, 70s, etc. We need real fixes, not some profit-driven monstrosity of a project that has not and will not fix the issues proposed by the people pushing for it to be built. It is FAR past time we look at new ways to manage transportation in our cities and towns in a way that will actually benefit our community and our environment. Enough.	INPT-1
1239	7200	11/22/2022	Email	Frances	Green		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I have lived next to the freeway for 19 years! my whole life I have suffered from the pollution, the noise, and the gash down the middle of my neighborhood that left it unwalkable. freeway expansions have been proven over and over again to be ineffective in reducing traffic and lead to an increase in emissions. so what exactly are you spending all this money for?? who benefits? certainly not the people of Portland. not the planet. not the kids like me who's future is scarred by the fear of climate change. invest in public transportation, clean energy, and PEOPLE!! or if you insist on continuing this project out of greed and unwillingness to consider creative options, at least be honest about it.	INPT-1
1240	7201	11/22/2022	Email	Jules	Boykoff	Pacific University in Oregon	To Whom It May Concern, I am writing in regards to the proposed Rose Quarter Freeway Expansion. The gist of my missive is to implore you to confront the climate crisis with the vim and verve that the situation demands. ODOT has voiced concern for global heating; now is the time to sync up your sentiments and actions. With that as a backdrop, I urge you to, at the very least, conduct an environmental impact statement for your freeway expansion proposal. More generally, I ask you to seriously consider ceasing all freeway expansion, as that just generates additional incentive to drive. There are so many other ways that people could get around, including public transportation. Dollars spent on freeway expansion could be redirected into areas that directly address the climate crisis.	NEPA-1, INPT-1
1241	7201	11/22/2022	Email	Jules	Boykoff	Pacific University in Oregon	In addition, I urge you to side with the suggestions emerging from the Historic Albina Advisory Committee and the Albina Vision Trust to move forward with caps over the interstate that could help a community that was negatively effected to a disproportionate degree by previous freeway expansion. Please separate these well- considered plans for the Albina neighborhood from the addition of new highway lanes that will only exacerbate air pollution and contribute to climate change.	LID-2
1242	7202	11/22/2022	Email	Charles	Townsend		An Environmental Impact Statement must be conducted to fully understand the direct impacts this proposed freeway expansion would have to the Eliot neighborhood. I am a resident of Eliot and there is no need for additional capacity on a freeway that is used by commuters through this area who are not impacted by this infrastructure. Widening freeways never solves the long term issue of congestion as other projects have shown. The laws of induced demand are at play here.	NEPA-1, INDD-1
1243	7202	11/22/2022	Email	Charles	Townsend		Also why widen the freeways when tolling has not been added yet? Seems like a cart before the horse scenario. So a full Environmental Impact Statement should be completed before any additional work is to be done.	ALT-1, NEPA-1
1244	7202	11/22/2022	Email	Charles	Townsend		Also given ODOTs track record of less than transparent communication there is no trust left in this state agency to do the right thing. The money that is being spent on this project could be better spent elsewhere on more permanent infrastructure that would reduce congestion and the climate impacts of automobile use.	COST-1

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1245	7203	11/22/2022	Email	Mike	Farrell		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: ODOT should not just widen freeways because it is fun. You must conduct a complete Environmental Impact Statement. Widening the freeway through the Rose Quarter will produce more pollution in this area and our city. It will lead to more smog days and increases air quality warnings. The reduced air quality greatly affects the people closest to the freeway and across the city. We already spend several weeks every summer with our house closed up because of poor air quality. Putting more cars on freeways will only make this worse.	NEPA-1
1246	7204	11/22/2022	Email	Anna	Fritz		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: We cannot be putting resources into expanding infrastructure for motor vehicles when the world is already experiencing the climate chaos caused by excessive burning of fossil fuels.	INPT-1
1247	7204	11/22/2022	Email	Anna	Fritz		I'm glad that ODOT has included the voices of Black Portlanders in this project and I want to see freeway caps that will help to heal some of the damage done with the racist way this freeway was originally constructed. But this can and should be done WITHOUT expanding the freeway, increasing traffic and pollution and contributing further to climate chaos. The conduct of ODOT in the course of this project has been unconscionable. There have been so many false claims and hiding of information from the public that it is hard to trust the agency at all. We need full transparency and a full EIS that truly studies alternatives to expansion, as there are many viable ones!	ALT-1, LID-2
1248	7205	11/22/2022	Email	Stewart	Buettner		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: --Expansion of the I-5 freeway at the Rose Quarter is expensive.	INPT-1
1249	7205	11/22/2022	Email	Stewart	Buettner		[--Please, keep the proposed lid and the restorative justice rebuilding of the Albina portion of the current proposal.	LID-2
1250	7205	11/22/2022	Email	Stewart	Buettner		[--Eliminate widening I-5. --As proposed, expansion promises only short-term congestion relief. --In the longer term it will just bring additional traffic, hence more congestion to the area. --And also greater pollution to the surrounding neighborhood.	INDD-1
1251	7205	11/22/2022	Email	Stewart	Buettner		[--I have searched for and cannot find a completed Environmental Impact Statement that studies alternatives to expansion. If there is one, where can I find/read it?	ALT-1, NEPA-1
1252	7206	11/22/2022	Email	Mary	Brewster		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I believe we must build our infrastructure for the future and that what we build determines what we will embrace. Please dedicate highway-expansion funds to mass transit rather than accommodation for more and more vehicles. Highways have never alleviated traffic--they create traffic. We can do better.	COST-1
1253	7207	11/22/2022	Email	Douglas	Kelso		I bicycle through the Rose Quarter area on my commute between downtown and NE Portland. I'm very concerned about the impact of ODOT's Rose Quarter proposals on bicycle commuting, in particular the addition of a new off-ramp to N Williams that will make it even riskier to bike there than it is today.	ACT-1, SAF-1
1254	7207	11/22/2022	Email	Douglas	Kelso		More broadly, it is essential that ODOT prepare a detailed Environmental Impact Statement that compares the costs and benefits of congestion tolling on the existing lanes with the costs and benefits of building additional freeway lanes and changing ramps. If congestion tolling can produce comparable or better congestion relief in a shorter timeframe at a substantially lower cost than widening the freeway, that needs to be placed side-by-side with freeway expansion for comparison.	ALT-1, NEPA-1
1569	7208	11/22/2022	Email	Cory	Pinckard		Oregon owes a lot of its strengths to rail infrastructure, much of which unfortunately no longer even exists. The further we move away from the logical layout provided by streetcar grids and electric commuter interurban railroads the uglier and less livable the city and its suburbs become.	INPT-1
1570	7208	11/22/2022	Email	Cory	Pinckard		Putting the financial burden of transportation inefficiently and directly on the individual citizen is simply not wise or fair and hasn't been the norm for even 80 years. The fines, fees, road subsidies, permits, tickets, tolls, insurance and more that go into paying for an automobile is a colossal boondoggle strangling the nation from citizen to citizen with that ridiculous albatross hanging around their neck.	COST-1
1255	7209	11/22/2022	Email	Michele	Reeves		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Honestly, given climate change, America needs to immediately begin retrofitting its most walkable places to be 100% livable without cars. " University of Southern Denmark study found that if the entire world pedaled as much as the Dutch do, global carbon emissions would fall by nearly 700 million tonnes per year. That's more than Canada's entire carbon footprint."	INPT-1

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1256	7209	11/22/2022	Email	Michele	Reeves		So not only should we not be widening lanes, we should just remove I5 between 205 and 205 and create a transit bike superhighway in the city with a boatload of affordable housing. A first step toward a rational rethink of the valuable land occupied by I5 in the city is, at the very least, a full environmental impact statement.	INPT-1
1257	7210	11/22/2022	Email	Jay	Cosnett		Stop ignoring public input, and court decisions, and wasting our time! Lawsuits have proven that ODOT didn't study alternatives to expansion, didn't look at the possibility of implementing congestion pricing without adding new lanes of freeway, that ODOT didn't study the cumulative impacts of their proposed freeway expansions across the region, and that ODOT didn't provide the necessary data for ANY independent agents (you know, like WE THE PEOPLE!) to study. NO MORE FREEWAYS. We are already killing ourselves and each other fast enough, and you want to, literally, step on the GAS? HELL NO!	INPT-1
1258	7211	11/22/2022	Email	Jay	Cosnett		We need a FULL EIS. That's the MINIMUM. Much better would be to cap the existing freeway, add ZERO lanes, and fund some carbon-free alternatives. Unless it reduces driving, it's literally a dead letter. A deadly one, actually.	ALT-1, NEPA-1
1259	7212	11/22/2022	Email	Mulysa	Melco		We are in the midst of a climate crisis and environmental racism is happening all around us. Let's not make it worse by prioritizing space for vehicles instead of investing in mass transit – and negatively impacting Harriet Tubman middle school. STOP this project and come up with a solution with real alternatives to pollution, noise and injustice.	INPT-1
1260	7213	12/29/2022	Email	Joshua	McCarty		It has come to my attention that ODOT is planning a major highway expansion that has not been thoroughly studied, does not follow the rules of NEPA, and will harm the Portland community in a variety of ways. I am writing to express my opposition to any freeway expansion or highway widening of any kind. We should be reducing the highway footprint rather than expanding it. Spending money to expand the highway would be a colossal mistake. ODOT should redo its EIS and consider more options that are modern and evidence based rather than blindly adding pavement. This process feels punitive and follows the same playback as the racist urban renewal policies of the 1960's. It will also contribute to greenhouse gas emissions at a time when we should be reducing them. I plan to support opposition efforts to the fullest extent including financial support and protesting. ODOT should be spending that money on repairing existing infrastructure or expanding non-motorized options.	NEPA-1
1261	7214	11/22/2022	Email	Kate	Blumner		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Portland neighborhoods should be more cohesive not less. An EIS is imperative to understand the impact of a freeway expansion on the environment in general and especially on the neighborhoods that surround the freeway, neighborhoods already decimated by ill-conceived and inequitable development.	NEPA-1
1262	7215	11/23/2022	Email	Marc	Poris		Please do not expand freeways. Conduct a complete Environmental Impact Statement that examines all potential alternatives to freeway expansion. The goals for any project must include reducing carbon emissions and improving the air quality for everyone in Portland. Please prioritize improving regional public transit over any freeway expansions.	ALT-1, NEPA-1
1263	7216	11/23/2022	Email	Austin	Allstadt		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: We must build our infrastructure for the future. What we build determines what we will embrace. Please dedicate highway-expansion funds to mass transit rather than accommodation for more and more vehicles. Highways have never alleviated traffic--they create traffic. The world is on fire. We must do better.	COST-1
1264	7217	11/23/2022	Email	Chris	Shaffer		Build lids, not lanes! As the world approaches climate disaster, we should not be expanding freeways. Instead, ODOT should be working to reverse years of environmental racism that have poured pollutants into the air of our communities. A full environmental impact statement (EIS) must be conducted. All the data supporting ODOT's proposals and decisions must be shared - full transparency in a timely manner - not a continuation of delay and obfuscation. Build the future city and state we want our children to live in - not a car-dominated environmental disaster.	NEPA-1
1265	7218	11/23/2022	Email	Martha	Van Dyke		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: We don't need a new report. We already know that more freeway space brings more machines, more congestion, more pollution. We already know that we need railroad to move the large things and public transportation to move the people. So why are we messing with more destruction of all life?	INPT-1
1266	7219	11/23/2022	Email	Jenny	Ampersand		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Freeway expansion like this is a thing of the past. These funds need to be spent on future forward, climate focused initiatives. Lids not lanes! Please conduct an EIS!	COST-1, ALT-1, NEPA-1

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1267	7220	11/23/2022	Email		Michael		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Portland must not be the harbinger of additional environmental inequity. The creation of additional freeway without further studying carbon negative alternatives provides furtherance of unequal air quality, missed opportunity to reduce energy independence, and reduces public usable space.	NEPA-1
1268	7221	11/23/2022	Email	Nic	Petersen		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Expanding freeways is not an equitable solution for congestion. It is detrimental to the health of Portland's already marginalized BIPOC community, and is environmentally unsustainable. Expanding freeways has never helped congestion, and it won't work now.	INPT-1
1269	7222	11/23/2022	Email	Nicole	Safranek		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Reconnect broken neighborhoods, prioritize pedestrians and low-carbon transportation, and encourage less freeway driving by investing in freeway lids instead of additional polluting lanes of highway traffic flowing through the heart of the city.	LID-2
1270	7223	11/23/2022	Email	John	Reeves		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I oppose this expansion of the freeway at the rose quarter. I would support capping the freeway which would go a long way on restoring the area that is blighted by having a freeway run straight through a neighborhood. There is no reason to couple capping the freeway with expanding it.	LID-2
1271	7223	11/23/2022	Email	John	Reeves		I demand an Environmental Impact Statement for this expansion because I believe it will show that there are plenty of alternatives that will accomplish the same goals without spending billions on this boondoggle that will only make congestion worse in the surrounding areas, harm alternative modes, and make air pollution worse.	NEPA-1, LT-1, COST-1
1272	7223	11/23/2022	Email	John	Reeves		I've seen the proposal for how bike lanes will work with the new changes and it's horrible, it makes a main bicycle arterial (Williams) into a minefield in this area.	INPT-1
1273	7223	11/23/2022	Email	John	Reeves		We need focus on mode share and things like congestion pricing, along with capping the freeway. Not expansion.	ALT-1
1274	7224	11/23/2022	Email	Jon	Wood		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I want an EIS performed for the Rose Quarter Freeway Expansion plans to assure good air quality to the surrounding areas.	NEPA-1
1389	7225	11/23/2022	Email	Mike	Farrell		Why won't ODOT do an Environmental Impact Statement for the Rose Quarter Freeway Expansion? Why do we not get to have transparency as to what the total and true cost on the environment, the people, and the people affected by the freeway expansion. It is know that ODOT favors freeway expansion over all else. Does that really help the people ODOT serves? We as the people that ODOT serves should know what the true impact of ODOTs plans are.	NEPA-1
1390	7225	11/23/2022	Email	Mike	Farrell		Why is more freeways the only option that ODOT ever considers. There have to be other options that we can study to assist with transportation. I want to see studies on that. I'm tired of hearing the only option is more freeway lanes, only to hear the same thing 2 years later. This is not planning or consideration. This is lack of curiosity on ODOTs part. Do the study and let people know what is really happening.	ALT-1
1366	7226	11/23/2022	Email	Nancy	Crumpacker		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: To avoid more air pollution.	NEPA-1
1319	7227	11/23/2022	Email	Ben	Birdsall		Since the beginning of the Rose Quarter Freeway Expansion, the Oregon Department of Transportation has lied, misled, and withheld information from the public about their plans to expand the I-5 freeway, while refusing to consider the proposed freeway caps or congestion pricing independent of its expansion plans.	ALT-1, PE-2
1320	7227	11/23/2022	Email	Ben	Birdsall		The proposed freeway caps are a net good, which will support the community around I-5 which, it should be noted, was harmed by ODOT's building of I-5 to begin with. They should be decoupled from any expansion of I- 5 and pursued by themself.	LID-2
1321	7227	11/23/2022	Email	Ben	Birdsall		ODOT's plans to expand I-5 (and their language about it not being an expansion has been a dishonest dodge, as they can repave as many lanes as they like after expanding the freeway footprint) would seriously harm the surrounding community, both in how proposed changes to the nearby traffic patterns would force cyclists to cross more busy roads with no benefit and also in how increased emissions would affect everything in the vicinity of I-5.	INPT-1
1322	7227	11/23/2022	Email	Ben	Birdsall		Induced demand is an accepted baseline rule of traffic behavior, but ODOT continues to claim that adding lanes would ease traffic, not induce more of it. We need a full EIS to evaluate what their proposed changes would do. Expansion is proposed as the only option, while there are plenty of things that could be pursued instead of, or even in addition to, the proposed expansion.	ALT-1, NEPA-1, INDD-1

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1323	7227	11/23/2022	Email	Ben	Birdsall		In a time of climate change when vehicle emissions are a large part of Oregon and Portland's carbon footprint, ODOT's proposed expansion is a dangerous and harmful course of action, and should not be pursued without a comprehensive and honest evaluation that ODOT has so far refused to do.	INPT-1
1324	7227	11/23/2022	Email	Ben	Birdsall		ODOT has been dishonest with the public, both in how they have represented their goals and project and in how they have withheld information they not only should have shared but had legal obligations to make public. They have been found negligent in their public records responsibilities, they have provided air quality evaluations that did not honestly include traffic analysis, and they have suggested this project is about safety while not showing any proof that it would be safer while also refusing to fund safety projects elsewhere in Portland on roads they manage and won't let the city make safer. ODOT has been a dishonest partner all along, and should not be allowed to dodge their responsibility to be transparent about this project and also to do a full Environmental Impact Statement.	PE-2
1325	7227	11/23/2022	Email	Ben	Birdsall		I demand a full EIS for the project, and the decoupling of the Albina neighborhood projects from the disastrous highway expansion ODOT has dishonestly sought.	LID-2, NEPA-1
1450	7228	11/23/2022	Email	Nick	Hengen		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: The project has gone through so many shifts and changes--the latest drawings look like they are even more massive--especially the multiple ramps now impacting N Williams Ave.	INPT-1
1451	7228	11/23/2022	Email	Nick	Hengen		The project--with its newest fancy logo!--is not inspiring trust in me. I want the full EIS on a near final design. Thank you.	NEPA-1
1293	7229	11/23/2022	Email	John Alex	Arnold		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: There is already too much air pollution and displacement of disadvantaged people! This project will make Portland even less habitable.	INPT-1
1697	7230	11/23/2022	Email	Erika	Von Kampen		ODOT must conduct a new Environmental Impact Statement for the proposed Rose Quarter freeway expansion as well as viable alternatives such as tolling and increased mass transit.	ALT-1, NEPA-1
1698	7230	11/23/2022	Email	Erika	Von Kampen		The EIS must take into account the carbon (and CO2-equivalent) emissions of construction, maintenance, existing traffic, and additional traffic induced by freeway expansion. It must also account for the effect of air pollution on the communities along the proposed expansion route, especially Black and Indigenous people and other people of color, who have been disproportionately affected by highway projects past and present.	CC-3
1368	7231	11/23/2022	Email	Kim	Davis		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: More cars mean more health risks for all living near and downwind. We need to protect the air and water that sustains life!	HLTH-1
1395	7232	11/23/2022	Email	Nina	French		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: No more freeways. Better environment and justice for marginalised neighbourhoods! Human overpopulation is a terrible problem.	INPT-1
1497	7233	11/23/2022	Email	Kees	Keizer		No freeway expansion please. We need to prioritize public transport, bikes and other alternatives. Please also consider pollution, safety, the climate, the need for a less car centric society and an overall better public environment.	INPT-1
1528	7234	11/23/2022	Email		Mariko		demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion	NEPA-1
526	7235	11/23/2022	Email	Emily W	Herbert		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: A full environmental impact of the finalized plan is essential, to assess all the ways this project may harm, especially marginalized folks by air pollution.	NEPA-1
1747	7236	11/23/2022	Email	Phil Houston	Goldsmith		demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion	NEPA-1
505	7237	11/23/2022	Email	Alexander	Hansen		I have read the published Environmental Justice Technical Report and am wholly unconvinced by the document that this project will not have an adverse environmental impact. The document seems to minimize or completely overlook the negative impacts of the build option while disingenuously asserting that the build option is necessary to reduce vehicular air pollution in the area: "The results of emissions modeling of traffic operations were found to be virtually identical between the No-Build and Build Alternatives, with the Build Alternative showing a slight improvement in terms of reduced emissions of mobile source air toxics (approximately 3 percent lower) compared to the No-Build Alternative." (6.2.2.1)	AQ-2

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506	7237	11/23/2022	Email	Alexander	Hansen		If this reduction in emissions and air toxics is predicated on reduced congestion with vehicles idling on the freeway less, then this can be achieved with other measures in the 'No-build world' such as congestion pricing or improved transit options.	ALT-1, INPT-1
502	7238	11/23/2022	Email	Matthew	Bogart		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Making sure our actions not only do no further harm to the environment but actively reduce our impact is vital.	INPT-1
501	7239	11/23/2022	Email	Annie	Capestany		I am originally from Seattle and have seen what a LID can do for a neighborhood. In seattle they have a PARK over I-90. we can do something even better in portland by rebuilding a devastated community of color (and if we use congestion pricing we can avoid adding more lanes.) But I guess I am getting ahead of myself. The first thing ODOT needs to do is complete a FULL Environmental impact statement. If ODOT wants to regain any trust from the community they need to show that they are doing everything necessary to get the best, safest, most-efficient, smartly funded project. We want to know HOW school children will be affected. We want to know how it will affect the environment. We want to see ALL options fully explored, including a lid, the Hybrid 3 proposal (with no added highway), congestion pricing...	ALT-1, NEPA-1
500	7240	11/23/2022	Email	Annie	Capestany		no to more lanes, yes on lids no to more lanes, yes on congestion pricing no to more lanes, yes to full environmental impact statement	ALT-1, NEPA-1
499	7241	11/23/2022	Email	Daniel	Pepper		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Freeway expansion ruins communities. Our air and water quality are already in jeopardy. Not to mention, freeway expansion DOES NOT FIX PROBLEMS. There is DATA to support this. Please learn from other cities, and don't repeat their mistakes. Thank you	INPT-1
498	7242	11/23/2022	Email	Walter	Mintkeski		I urge ODOT to conduct a full Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion which studies whether the proposed additional lanes of freeway are necessary and cost effective to reduce congestion. Various ODOT studies show that congestion pricing without widening the freeway would eliminate traffic congestion while also providing cleaner air for the neighborhood and lowering carbon emissions. These studies must be included and incorporated into the EIS, and the EIS must identify alternatives which significantly reduce carbon emissions in order to help Oregon meet its greenhouse gas reduction goals.	ALT-1, CC-1, NEPA-1
497	7243	11/23/2022	Email		Alison		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Freeway expansions are definitely not the answer to a world wrestling with the climate situation we're in (and in a city with some of the poorest air quality in the country and worsening wildfire seasons), and ultimately cause more traffic. Instead, please continue expanding public transit as well as education and encouragement around the use of it -- and listen to the youth, whose future we're affecting daily with this kind of neglectful thinking. We know everyone loves their cars and the independence it brings, but this mentality has obviously become unsustainable.	COST-1
496	7244	11/24/2022	Email	Stuart	Steidle		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Hello, As someone sick after their booster shot, all I can say is DO NOT BUILD A FREEWAY IN SE PDX. You'll be continuing a toxic legacy of highway expansion that has ruined communities in every major city in this country. Think and act with more innovation so that we build wholesome, liveable areas where life is not centered around cars- or at least does not accede to them at every turn. Thank you	INPT-1
494	7245	11/24/2022	Email	Barbara	Gicking		Rose Quarter Freeway Expansion?: With the impacts of climate change impacting us everyday, it is unconscionable for ODOT to be considering expanding the Rose Quarter freeway without a full EIS report.	NEPA-1
495	7245	11/24/2022	Email	Barbara	Gicking		Especially with the Harriet Tubman School right next to the proposed project. At this point the only project that ODOT should be considering is capping the freeway to restore the continuity of the Albina neighbor hoods and freeway tolling. Tolling has been shown to reduce traffic by 12% and certainly is immeasurable cheaper and probably more effective than freeway expansion.	ALT-1, LID-2
493	7246	11/24/2022	Email	Shelby	Schroeder		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I'm writing in opposition to the proposed I-5 Expansion. It's apparent that ODOT isn't conducting a truthful campaign about the consequences (increased air pollution, noise, neighborhood impacts) and ineffectiveness (not reducing travel times) that will result from this project. ODOT needs to conduct a full EIS to bring transparency to this project. The only aspect of this project I support is capping the highway to make buildable space for equitable development.	NEPA-1

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491	7247	11/24/2022	Email	Sam	Yerke		ODOT has not faithfully demonstrated to the public that they have explored alternatives options to their proposed plans. A full EIS should be conducted. This project will have major impacts to the heart of our city for many generations to come. Rushing this through without properly exploring the impacts to our community is irresponsible. I do not support the current ODOT plan.	ALT-1, NP--1
489	7248	11/24/2022	Email	Karen	Ashikeh		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: This massive freeway expansion will utilize all highway funds for one Hwy 5 expansion . Expand the existing bridge and add the METRO Lightrail train system from Portland to Vancouver for commuters, connecting with the AMTRAC train station in Washington so people can move on to Seattle from there on the existing commuter trains. PREVENT anything that expands (encourages) individual auto travel, including options for a truck lane to carry freight across the bridge. Create systems that discourage individual auto use trips, with low cost vehicle sharing options like buses and frequent light rail trains on both sides that is free or very low cost for commuters instead of a massive spends on building a roadway that will take 10 years to build and will create massively more vehicle use with fossil fuel and particulate matter pollution.	COST-1, INPT-1
488	7249	11/24/2022	Email	Danny	Cage	Oregon's Environmental Justice Council	Recently Oregon passed HB 4077 which allows natural resource agencies which ODOT is defined as to request consultation from Oregon's Environmental Justice Council. I believe that the Oregon Department of Transportation should request consultation from the Environmental Justice Council on the Rose Quarter proposal as both past and present freeway projects have proven to be problematic, controversial, and lacked collaborative community engagement. I request that not only do an environmental impact statement but also address the impact the freeway may have such as noise pollution, green spaces, etc. I urge you to conduct an environmental impact statement	EJ-2, NEPA-1
483	7250	11/24/2022	Email	Samantha	Berkman		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: No more freeways!	INPT-1
482	7251	11/25/2022	Email	Mende	Smith		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Rebuilding freeways is not in the best interest of an ecosystem for Portland, Oregon. It is a great time to listen to what the public has to say.	INPT-1
481	7252	11/25/2022	Email	Andrew	Blumm		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Has there been a single highway widening project that has reduced traffic in the long-term ever? Seriously, try to name just one. Throwing a billion dollars at a futile roadway improvement that will be disastrous to the environment is an abhorrent mistake. This is a ridiculous proposal which demonstrates complete and willful ignorance of the current ecological disaster.	INPT-1
480	7253	11/25/2022	Email	Linore	Blackstone		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: ODOT, People, what is your ethic? I cannot suppose you are ignorant of the coming/beginning collapse of our earth's systems. Why this push to build more freeways--the existential or the economic reason? Try and act with integrity. Why are you refusing an EIS? Is it because you know it is not environmentally justified? There are always consequences to our continuing to damage the life of and on this planet. Are our human minds unable to think or believe in collapse? We will have to put it all back together,	NEPA-1
479	7254	11/25/2022	Email	Mirabai	Peart		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: In this time of climate crisis, we must build our infrastructure for the future and that means dedicating funds to mass transit rather than highway-expansion and accommodation for more and more vehicles. Highways have never alleviated traffic--they create traffic. We must do better!	COST-1
478	7255	11/25/2022	Email	Ryan James	Francesconi		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: When I first moved to portland I rented a house near in the Mississippi Neighborhood. The vibration from the I5 was so terrible that I had to immediately move again. Having these freeways running through the center of portland is terrible for all reasons Portland. If you disagree, you should try living next to it.	INPT-1
477	7256	11/25/2022	Email	Val	Snyder		This freeway expansion project would lock us into more fossil fuel infrastructure and expose the Harriet Tubman Middle School to dangerous levels of pollution. We need a full EIS that studies alternatives to freweay expansion.	ALT-1, NEPA-1

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476	7257	11/25/2022	Email	Jacob	Apenes		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I have lived in Portland, OR for my short, 24-year life. I have seen traffic continue to grow across I-5 and the growing frustration with navigating in and out of Portland by car. I have also seen wildfire smoke flood the air I breathe, creating skies of red and orange that only sunsets are allowed to paint. My anxiety from the climate crisis continues to grow as I see governments stall to take meaningful steps to combat their carbon emissions. Increasing the number of lanes on I-5 will exacerbate my anxiety and will worsen the livelihoods of the thousands of Portlanders living on the eastside. Not only will this increase pollution in the adjacent neighborhoods like Albina, Boise, and Lloyd, extra lanes on I-5 will only lock additional carbon emissions into Portland in exchange for marginal and temporary benefits to traffic decongestion. 1.45 billion dollars is an extraordinary amount of money that could be spent on public transportation or on housing. Please consider allocating the money to actual crises, not on traffic. The proposed freeway caps over I-5 are a proposal I approve of. Using additional funding to build housing atop these caps is a cherry on top. Please conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion. We need a solution that will protect our environment, and care for the people of Portland. Thank you.	COST-1
475	7258	11/26/2022	Email	Anna	Cowen		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: No More Freeways is in emphatic support of the proposed freeway caps over I-5 included in Hybrid 3. We are grateful for the continued advocacy from Albina Vision Trust and the wisdom of the Historic Albina Advisory Board to heal the neighborhood previously torn apart by ODOT freeway construction sixty years ago. No More Freeways strongly supports continued investment in the Albina neighborhood including the freeway lids, affordable housing and safer streets without also adding additional cars and air pollution into the neighborhood brought about by the significant freeway expansion below the surface level streets. ODOT likes to talk a big game about their commitment to restorative justice, but their proposal to fix the injustices of their previous freeway construction shouldn't come with strings – or lanes attached. We believe the Hybrid 3 proposal should be funded and decoupled from ODOT's original proposal to add 1.8 miles lanes of polluting freeway.	LID-2
474	7259	11/26/2022	Email	Jonathan	Poisner		I'm also distressed at the failure to do a full Environmental Impact Statement in which you evaluate the impacts to air quality and the climate from the extra travel and air pollution the expansion (and its construction) would cause, especially air quality impacts on the immediate neighborhoods. An EIS is also essential to truly look at alternatives (such as tolling) that could significantly reduce the traffic congestion without requiring the construction.	ALT-1, NEPA-1
473	7260	11/26/2022	Email	Nancy	Church		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Actually, I'm in favor of fixing the issues created in the original design of the I-84/I-5 interchange - the shrinkage of the south-bound lanes from 4 to 2 in such a short distance is terrible! I almost lost my life there once because of it.	INPT-1
1635	7261	11/26/2022	Email	Brice	Suprenant		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I demand that ODOT conduct an environmental impact statement because history tells us ODOT is not transparent with the citizens of Portland.	NEPA-1
1636	7261	11/26/2022	Email	Brice	Suprenant		Haven't the Albina residents suffered enough from the environmental racism and negligence repeatedly shown by ODOT? A full, public environmental impact statement must be provided before any further plans are made.	NEPA-1
1306	7262	11/26/2022	Email	Duncan	Baruch		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Planet Earth is the environment. The evidence that the current global heating and consequent disruptive weather is harming our environment is very strong. Enabling climate harming emissions by increasing the volume of the Rose Quarter Freeway makes no sense whatever.	INPT-1
1534	7263	11/26/2022	Email	Emily	Meier		ODOT must conduct a full Environmental Impact Statement that truly studies whether these additional lanes of toxic, polluting freeway at such exorbitant cost are truly necessary to reduce congestion, especially if other alternatives exist.	ALT-1, NEPA-1
1535	7263	11/26/2022	Email	Emily	Meier		We're already painfully aware of ODOT's callous disregard for the safety and lives of anyone outside a motor vehicle on all of it's many abandoned urban highways, such as Barbur, Powell and, until recently, 82nd. Endlessly, mindlessly increasing freeway capacity normalizes a culture of driving everywhere in single-occupancy vehicles all the time, and also normalizes a culture of violence against all other road users who are perceived to be in the way of drivers: public transit users, cyclists, pedestrians. Until we have zero traffic deaths and life-altering motorist-caused collisions on ODOT-controlled roads, ODOT should not be spending a single dime on freeway expansion.	INPT-1
1536	7263	11/26/2022	Email	Emily	Meier		I support congestion pricing, and do not want more freeways, or for any of the extant ones to be widened.	INPT-1

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1537	7263	11/26/2022	Email	Emily	Meier		While I support capping every single mile of extant urban freeway with public housing, freeway caps are not, in and of themselves, a compelling argument for the Rose Quarter I-5 freeway expansion project.	LID-2
1538	7263	11/26/2022	Email	Emily	Meier		There is already so little public trust in ODOT, regarded by most people I know as a horribly retrograde institution. The least ODOT could do at this point is conduct a full, and fully transparent to the public, EIS for the Rose Quarter Freeway Expansion project.	NEPA-1, PE-2
1532	7264	11/27/2022	Email	Kara	McCrosen		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: We are experiencing global climate change. It's time to build the light rail over the Columbia, not adapt to move vehicles.	INPT-1
1533	7266	11/27/2022	Email	Kara	McCrosen		The air is so dirty, a blanket of yellow and brown sits over the city. More freeways, is not the answer.	INPT-1
1515	7267	11/27/2022	Email	Jordan W	Lewis		ODOT MUST provide a full Environmental Impact Statement if it wishes to maintain what little public trust remains in the local community. I moved to Portland specifically for the promise of a life where I wouldn't have to constantly make way for & accommodate cars. ODOT seems committed to moving forward with a disastrous lane expansion project, despite clear public opposition, and despite the evidence that more lanes don't solve traffic congestion. Portland seems intent on undermining its own reputation as a sustainable transportation leader! And for what? I understand the community's desire for a freeway cap and welcome one over the rose quarter section of I5 in the interest of community restoration. However, I cannot stomach the choice to stealthily bundle an I5 lane expansion in with the capping. This completely contradicts the proposed goal of the project! I5 cutting through neighborhoods WAS the problem! Freeways are blights on communities with clear historic health effects from particulate pollution to lead pollution to noise pollution to increased pedestrian deaths. It could not be more simple: DO NOT EXPAND I5 WITH THIS PROJECT. History will remember your choices. Do not tie your legacy to the cruel likes of Robert Moses.	ALT-1, NEPA-1, LID-2
324	7268	11/27/2022	Email	Naomi	Hemstreet		Expanding freeways have devastating effects on our environment and communities because they cause air pollution and divide communities. ODOT should add lids to the freeway, but not lanes.	INPT-1
325	7268	11/27/2022	Email	Naomi	Hemstreet		ODOT also needs to explore other options, such as congestion pricing, to reduce traffic, instead of adding more lanes (which we know doesn't work because of induced demand). Please conduct a full EIS.	ALT-1, NEPA-1
1609	7269	11/27/2022	Email	Sadie	Sack		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Increasing the size of freeways increases emissions in our communities. This damages the environment and the health of people who are our friends and neighbors. Conducting an Environmental Impact Statement would help us better understand the specific ways that this expansion will impact Portland.	NEPA-1
1412	7270	11/27/2022	Email	Rachel	Gilmore		Please consider the children in your own lives and act with good conscience to promote the most climate-friendly investments.	COST-1
1413	7270	11/27/2022	Email	Rachel	Gilmore		I am writing in support of capping the existing freeway in the Rose Quarter to reconnect the historic Albina neighborhood. ODOT's plan to cap the freeway is the right choice for repairing some of the racist harm that was done in the original freeway construction, which continues to perpetuate harm today.	LID-2
1414	7270	11/27/2022	Email	Rachel	Gilmore		I am writing to demand that you conduct a full environmental impact statement of the project. Anything less is simply negligent.	NEPA-1
1415	7270	11/27/2022	Email	Rachel	Gilmore		I am writing to urge moving forward with no additional lanes added to this segment of the freeway. Our region must rapidly implement congestion pricing to reduce emissions, save our climate, and protect the air that our children, including those attending Harriet Tubman Middle School, breath.	INPT-1
1416	7270	11/27/2022	Email	Rachel	Gilmore		Conduct a full EIS and do not add lanes to the freeway. Induced demand is well-researched and the lanes will not alleviate congestion. We all know this, and our community intends to hold you accountable.	ALT-1, NEPA-1, INDD-1
1611	7271	11/27/2022	Email	Hazel	Sanger		The I-5 is already a huge polluter. As an educator who has worked at Harriet Tubman middle school, I have seen first hand, and experienced myself, that they are being poisoned every day by the emissions from the freeway. These kids already have enough going on. They need to be protected, and expanding the thing poisoning them is not the way to do that.	AQ-2, HLTH-1
1612	7271	11/27/2022	Email	Hazel	Sanger		As a society, it's time to move away from freeways, and honestly, from cars. Let's invest in our public transport, and cap the freeway. Not expand it.	INPT-1
1634	7272	11/27/2022	Email	Jem	Sugnet		demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion	NEPA-1

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1587	7273	11/27/2022	Email	Robin	Roemer		The less than two miles of freeway that will be affected by this project represent less than 0.1% of the over 2000 miles of roads in the City of Portland (source: https://www.oregon.gov/odot/Data/Documents/OMR_2017.pdf) yet this section alone would receive almost three times as much money as annual budget for the whole Bureau of Transportation of the City of Portland (https://www.portland.gov/sites/default/files/2021/pbot-fy-2021-22-requested-budget_final.pdf). ODOT is falsely hoping that minimal changes on its freeway will “trickle-down” to improve the overall system, instead of focusing its resources on smaller, actually cost-effective measures such as safety improvements to its orphan urban highways.	COST-1
1588	7273	11/27/2022	Email	Robin	Roemer		Trickle-down traffic engineering has never worked, never will. *NO to traffic modelling companies that are biased towards highway expansions* Traffic modelling companies such as the ones used by ODOT for the EIS make most of their money from highway building DOTs. They have a vested interest in telling DOTs what they want to hear. DOT widening a highway based on traffic modelling is like the Pentagon asking for bigger defense budgets based on studies by Lockheed Martin. Traffic modelling companies (or ODOT for that matter) typically assume no professional responsibility or legal liability for the accuracy of their projections leaving society and us all with the impacts and costs of their mistakes. Until there is independent regulation and oversight over traffic modelling companies, their software and their accuracy in projecting future traffic, their outputs should be discarded as biased. This is especially egregious since the SEIS fails to transparently disclose to the general public relevant, major assumptions as well as modelling results such as: # of trips for each alternative; hourly distribution of trips and hourly traffic volumes; capacity of roadways, intersections and ramps; impact to VMT; impact to VHT; impacts to I-5 mainline (typically improved access to a freeway increases number of vehicles on the freeway and with that increases congestion).	TRAF-3
1589	7273	11/27/2022	Email	Robin	Roemer		ODOT summarizes this zero impact to private economic activity as follow “Latent demand occurs when a lower perceived “cost” of driving (in time/convenience or money) results in people choosing to drive more often, drive farther, or choose driving over another mode [...] Outside of the API, model results does not indicate a substantial difference in traffic volumes between the No-Build and Revised Build Alternatives in 2045, demonstrating the project would not result in [manifestation of] latent demand.” (page 104f). This is outrageous. Especially, given that - according to ODOTs own estimates - delays on I-5 alone, costs the economy of the Portland Metro Region over a \$120 million a year. (source: https://www.oregon.gov/odot/Projects/ProjectDocuments/TPR-2020.pdf , p.9). Shouldn't ODOT focus on projects that reduce these costs to the economy and society and that unlock additional economic activity?	COST-1
1590	7273	11/27/2022	Email	Robin	Roemer		PS: The SEIS statement above about no induced demand is inconsistent in its argumentation about induced growth as in another section as the SEIS states on page ES-5: “If the Project is not constructed, the City of Portland would be unable to implement some aspects of the land use components of the Adopted Central City 2035 Plan or PedPDX, as adopted. Some planned re-zonings to allow higher levels of employment or population density would not be allowed, which would limit allowed development within the Lower Albina and Lloyd planning districts [...]”. As the SEIS explains on page 104: “Induced demand occurs when a road project results in increased use of the transportation network due to unplanned changes to land use.” According to the statement on page ES-5 and using the definition on page 104, the no-build alternative would unexpectedly limit/change land uses and with that result in “negative induced demand”, ie. reduce vehicle traffic.	INDD-1
1499	7274	11/27/2022	Email	David	Kirchmeir		Why do more 'study' when all one has to do is look to every single freeway expansion - wider freeways mean more cars and more congestion. This is a known fact, the most egregious example being the clogged freeways and fractured neighborhoods of Los Angeles.	INDD-1
1664	7275	11/27/2022	Email	Janet	Weil		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I do not want the Rose Quarter, nor Portland as a whole, to suffer from any more air pollution from a wider freeway! How many times do we have to say this??	INPT-1
1369	7276	11/27/2022	Email	Alan	De Anda-Hall		ODOT likes to talk a big game about their commitment to restorative justice, but their proposal to fix the injustices of their previous freeway construction shouldn't come with strings - or lanes - attached. We believe the Hybrid 3 proposal should be funded and decoupled from ODOT's original proposal to add 1.8 miles lanes of polluting freeway.	LID-2

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1370	7276	11/27/2022	Email	Alan	De Anda-Hall		As No More Freeways has demanded in countless letters and testimony since 2017, ODOT must conduct a full Environmental Impact Statement to fully understand the direct impacts this proposed freeway expansion would have to the neighborhood streets, our children's lungs, and the planet they stand to inherit. ODOT continues to officially insist that tolling is "not reasonably foreseeable" in the future and therefore should not be studied as an alternative to freeway widening – despite the fact that OTC Chair Bob Van Brocklin has said publicly that tolling is the only source of revenue that ODOT can possibly use to fill the funding gaps for this project. Numerous ODOT studies show that congestion pricing without widening the freeway would eliminate traffic congestion while also providing cleaner air for the neighborhood and lowering carbon emissions (The Portland Mercury wrote about this in 2018, and ODOT's study this summer supports this finding). ODOT must conduct a full Environmental Impact Statement that truly studies whether these additional lanes of toxic, polluting freeway at such exorbitant cost are truly necessary to reduce congestion.	ALT-1, NEPA-1, TOLL-1
1371	7276	11/27/2022	Email	Alan	De Anda-Hall		ODOT has a terrible record with accountability and transparency to the public with the Rose Quarter Freeway Expansion. Below is an incomplete list of instances in which ODOT has withheld crucial information or demonstrably misled the public.	PE-2
1372	7276	11/27/2022	Email	Alan	De Anda-Hall		In the original Environmental Assessment, ODOT didn't even provide the full traffic projection numbers on which the agency based all of their claims of congestion reduction, improved air quality or lowered carbon emissions. No More Freeways sent numerous letters demanding this information, and what the agency ultimately provided with only a week for us to review before the closure of the public comment period was laughably incomplete.	PE-2
1373	7276	11/27/2022	Email	Alan	De Anda-Hall		ODOT's traffic projections also hid the proposed Columbia River Crossing into their assumptions to artificially inflate the need for additional lanes of freeway through the Rose Quarter.	TRAF-4
1374	7276	11/27/2022	Email	Alan	De Anda-Hall		ODOT hired air quality experts to review the impacts that the freeway would have on nearby air pollution, but refused to give the experts the opportunity to review the corrupted traffic data on which any review of air pollution would necessitate. Their claims that this proposed freeway expansion would improve air quality are impossible to verify without providing the public this traffic data, and the agency continues to withhold this information.	AQ-4
1375	7276	11/27/2022	Email	Alan	De Anda-Hall		Despite repeated questions by community leaders and public testimony for numerous elected bodies, ODOT continued to hide from the public basic details about the proposal, most notably refusing to confirm the width of the proposed expansion. No More Freeways uncovered evidence that ODOT was planning a freeway wide enough for twelve lanes through numerous public records requests in 2021, many of which ODOT attempted to delay or refuse to provide information. When confronted with this question, ODOT's officials claimed in a public meeting that the additional width was part of a collaboration with the local transit agency for bus-only lanes, a claim that TriMet immediately refuted.	DES-2, PE-2
1376	7276	11/27/2022	Email	Alan	De Anda-Hall		ODOT has continued to lie to the public about the costs of this project. In 2017, ODOT told the Oregon Legislature the project would cost \$450 million. In 2019, ODOT admitted the cost could be as high as \$795 million. Last year, ODOT revealed that the project's total cost could be as much as \$1.45 billion. The huge expense of the project comes from the very wide roadway that ODOT is planning—as much as 160 feet wide—enough for a 10 or 12 lane roadway. The very wide roadway makes the caps more complex and expensive. Capping the existing freeway would be far cheaper and have much lower environmental costs, but ODOT refuses to study this alternative.	ALT-1, DES-2, LID-2, PE-2
1377	7276	11/27/2022	Email	Alan	De Anda-Hall		ODOT hid from Portland Public Schools and the public at large their plans to take land into the literal backyard of Harriet Tubman Middle School. No More Freeways only uncovered this fact after numerous public records requests. PPS staff were unaware of ODOT's plans.	PE-2
1378	7276	11/27/2022	Email	Alan	De Anda-Hall		ODOT claims that this proposed freeway expansion is a "safety investment" – yet there hasn't been a traffic fatality on this stretch of freeway in over a decade. Meanwhile, ODOT owns numerous arterials across the region (including TV Highway, Barbur Boulevard, Powell Boulevard, McLoughlin among them) that are among the most dangerous roads in the state. The Street Trust's Sarah Iannarone wrote in The Oregonian this November highlighting the need to use tolling policy to invest in safety improvements instead of more lanes of freeway, and Oregon Families for Safe Street's Michelle DuBarry shared her story of personal loss in an op-ed in the Oregonian in March 2020.	INPT-1, PN-3
1379	7276	11/27/2022	Email	Alan	De Anda-Hall		ODOT hid from the public their plan to widen the freeway over the Vera Katz Eastbank Esplanade – this was only made public through No More Freeways' public records research.	PE-2

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1380	7276	11/27/2022	Email	Alan	De Anda-Hall		The agency has talked a big game about the investments they would make on the caps, but as Joe Cortright at City Observatory reports, ODOT's actual plans for what they intend to support and invest in is significantly different than what the agency shares in glossy mailers. Most recently, a Circuit Court Judge in Marion County found ODOT guilty of breaking the most basic public records laws. The agency was caught red-headed manufacturing fake records to share with the public instead of providing the documents requested, and ODOT's doctored documents attempted to downplay the significant community opposition that spoke up against the project in 2019.	PE-2
1381	7276	11/27/2022	Email	Alan	De Anda-Hall		Metro's letter to ODOT during the March 2019 public comment period called ODOT's claims that this project wasn't a freeway expansion "not objectively true and potentially misleading."	PE-2
1365	7277	11/27/2022	Email	Nicolas	Cota	BikeLoudPD X	Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: There are numerous reasons to think twice about this project. I'm here to mostly voice that widening I-5 here will only lead to more cars that get stuck in traffic. However, I immensely support the building of lids over this freeway to reconnect a historically black neighborhood and revise connection points to provide safe, accessible, and healthy alternatives to moving through the neighborhood. It shouldn't come at the cost of more lanes and more pollution.	LID-2
1491	7278	11/27/2022	Email	Pat	Kaczmarek		Portland, Oregon, and the world are facing an extreme threat due to Climate Change driven by our use of fossil fuels. Instead of investing in more motorized transportation expansion, our city and state need to focus on curbing fossil fuel emissions, educating the public about the threat and taking leadership to encourage citizens to conserve energy.	INPT-1
1492	7278	11/27/2022	Email	Pat	Kaczmarek		We do not need to focus on capping freeways with more concrete. The concrete industry is responsible for about 8% of carbon dioxide emissions worldwide. We do not need to expand freeways with more concrete. An Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion and any other transportation infrastructure expansion must be mandatory.	NEPA-1, INPT-1
1420	7279	11/21/2022	Email	Jonathan	Greenwood		The proposed "Hybrid 3" caps over the freeway provide a path forward for the Albina community to heal from ODOT's freeway construction in the neighborhood sixty years ago. I support building these community lids and decoupling this initiative from ODOT's additional lanes of freeway.	LID-2
1421	7279	11/21/2022	Email	Jonathan	Greenwood		ODOT must conduct a full Environmental Impact Statement to fully understand the direct impacts this proposed freeway expansion would have to the neighborhood streets, our children's lungs, and the planet they stand to inherit.	NEPA-1
1422	7279	11/21/2022	Email	Jonathan	Greenwood		ODOT continues to officially insist that tolling is "not reasonably foreseeable" in the future and therefore should not be studied as an alternative to freeway widening - despite the fact that OTC Chair Bob Van Brocklin has said publicly that tolling is the only source of revenue that ODOT can possibly use to fill the funding gaps for this project. Numerous ODOT studies show that congestion pricing without widening the freeway would eliminate traffic congestion while also providing cleaner air for the neighborhood and lowering carbon emissions (The Portland Mercury wrote about this in 2018, and ODOT's study this summer supports this finding). ODOT must conduct a full Environmental Impact Statement that truly studies whether these additional lanes of toxic, polluting freeway at such exorbitant cost are truly necessary to reduce congestion.	ALT-1, NEPA-1, TOLL-1
1423	7279	11/21/2022	Email	Jonathan	Greenwood		ODOT has a terrible record with accountability and transparency to the public with the Rose Quarter Freeway Expansion. Below is an incomplete list of instances in which ODOT has withheld crucial information or demonstrably misled the public.	PE-2
1424	7279	11/21/2022	Email	Jonathan	Greenwood		In the original Environmental Assessment, ODOT didn't even provide the full traffic projection numbers on which the agency based all of their claims of congestion reduction, improved air quality or lowered carbon emissions. No More Freeways sent numerous letters demanding this information, and what the agency ultimately provided with only a week for us to review before the closure of the public comment period was laughably incomplete.	PE-2
1425	7279	11/21/2022	Email	Jonathan	Greenwood		ODOT's traffic projections also hid the proposed Columbia River Crossing into their assumptions to artificially inflate the need for additional lanes of freeway through the Rose Quarter.	PE-2, TRAF-4
1426	7279	11/21/2022	Email	Jonathan	Greenwood		ODOT hired air quality experts to review the impacts that the freeway would have on nearby air pollution, but refused to give the experts the opportunity to review the corrupted traffic data on which any review of air pollution would necessitate. Their claims that this proposed freeway expansion would improve air quality are impossible to verify without providing the public this traffic data, and the agency continues to withhold this information.	AQ-4, PE-2

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1427	7279	11/21/2022	Email	Jonathan	Greenwood		Despite repeated questions by community leaders and public testimony for numerous elected bodies, ODOT continued to hide from the public basic details about the proposal, most notably refusing to confirm the width of the proposed expansion. No More Freeways uncovered evidence that ODOT was planning a freeway wide enough for twelve lanes through numerous public records requests in 2021, many of which ODOT attempted to delay or refuse to provide information. When confronted with this question, ODOT's officials claimed in a public meeting that the additional width was part of a collaboration with the local transit agency for bus-only lanes, a claim that TriMet immediately refuted.	DES-2, PE-2
1428	7279	11/21/2022	Email	Jonathan	Greenwood		ODOT has continued to lie to the public about the costs of this project. In 2017, ODOT told the Oregon Legislature the project would cost \$450 million. In 2019, ODOT admitted the cost could be as high as \$795 million. Last year, ODOT revealed that the project's total cost could be as much as \$1.45 billion. The huge expense of the project comes from the very wide roadway that ODOT is planning—as much as 160 feet wide—enough for a 10 or 12 lane roadway. The very wide roadway makes the caps more complex and expensive. Capping the existing freeway would be far cheaper and have much lower environmental costs, but ODOT refuses to study this alternative.	ALT-1, DES-2, LID-2, PE-2
1429	7279	11/21/2022	Email	Jonathan	Greenwood		ODOT hid from Portland Public Schools and the public at large their plans to take land into the literal backyard of Harriet Tubman Middle School. No More Freeways only uncovered this fact after numerous public records requests. PPS staff were unaware of ODOT's plans.	PE-2
1430	7279	11/21/2022	Email	Jonathan	Greenwood		ODOT claims that this proposed freeway expansion is a "safety investment" – yet there hasn't been a traffic fatality on this stretch of freeway in over a decade. Meanwhile, ODOT owns numerous arterials across the region (including TV Highway, Barbur Boulevard, Powell Boulevard, McLoughlin among them) that are among the most dangerous roads in the state. The Street Trust's Sarah Iannarone wrote in The Oregonian this November highlighting the need to use tolling policy to invest in safety improvements instead of more lanes of freeway, and Oregon Families for Safe Street's Michelle DuBarry shared her story of personal loss in an op-ed in the Oregonian in March 2020.	INPT-1, PN-3
1431	7279	11/21/2022	Email	Jonathan	Greenwood		ODOT hid from the public their plan to widen the freeway over the Vera Katz Eastbank Esplanade – this was only made public through No More Freeways' public records research.	PE-2
1432	7279	11/21/2022	Email	Jonathan	Greenwood		Most recently, a Circuit Court Judge in Marion County found ODOT guilty of breaking the most basic public records laws. The agency was caught red-handed manufacturing fake records to share with the public instead of providing the documents requested, and ODOT's doctored documents attempted to downplay the significant community opposition that spoke up against the project in 2019.	PE-2
1433	7279	11/21/2022	Email	Jonathan	Greenwood		Metro's letter to ODOT during the March 2019 public comment period called ODOT's claims that this project wasn't a freeway expansion "not objectively true and potentially misleading."	PE-2
1613	7281	11/21/2022	Email	Kristen	Sartor		Its really important that we put the caps on 1-5, but we do not need to expand the freeway in order to do this. Expanding the freeway is just going to increase air pollution and further the climate catastrophe, which is literally destroying the one and only Earth we have to live in. It also isn't a solution- it may resolve traffic issues for a few years, but because of induced demand, we're just going to be in the same situation a few years down the road.	INPT-1
1614	7281	11/21/2022	Email	Kristen	Sartor		Instead, we should be investing our money into transit, bike infrastructure, and pedestrian infrastructure so people aren't forced to rely on individual vehicles. Conducting a full EIS is the least that you can do—at least be honest and transparent about what's happening rather than trying to bulldoze this through.	ALT-1, NEPA-1, COST-1
1615	7281	11/21/2022	Email	Kristen	Sartor		I personally struggle to trust ODOT and their decisions as so far they have a terrible record with accountability and transparency to the public with the Rose Quarter Freeway Expansion project.	PE-2
1624	7282	11/21/2022	Email	Harriet	Shaklee		ODOT needs to conduct a full environmental impact study for the Rose Quarter Freeway Expansion to fully consider alternatives to increasing the pollution associated with increased traffic to this critical area of Portland. Additional lanes may reduce congestion in the short run but congestion will resume as additional traffic is drawn to the area.	ALT-1, NEPA-1
1625	7282	11/21/2022	Email	Harriet	Shaklee		The Albina community has proposed a freeway cap that could restore this community that was divided by the freeway so many years ago. This plan would use our highway funds to build community, rather than fracturing it.	LID-2

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1493	7283	11/21/2022	Email	Anna	Kahler		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: It would be incredibly irresponsible and inconsiderate to not do an EIS for the rose quarter freeway expansion. There are homes, schools, places of work, etc. directly surrounding where the expansion could take place. Before any expansion occurs we have to know how the proposed changes would impact the health of our communities. Portland already has some of the worst air quality in the country. We cannot put our communities health at risk for a bad infrastructure project.	NEPA-1
1665	7284	11/21/2022	Email	Garlynn	Woodsong		I'm not at all convinced that the Rose Quarter Freeway Expansion is needed. I believe that with congestion pricing, the existing facility could operate adequately. Further, removal of I-5 from the East Bank of the Willamette River, and de-commissioning of the Marquam Bridge, must be studied as an alternative to this freeway widening project, to determine which project might do more to reduce GHGs in response to our climate crisis.	ALT-1, INPT-1
989	7285	11/21/2022	Email	Cooper	Frantz-Geddes		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: An EIS needs to be conducted so the public will know the impact that a freeway expansion could havw, especially on the students and faculty of Harriet Tubman Middle School.	NEPA-1
990	7285	11/21/2022	Email	Cooper	Frantz-Geddes		ODOT should be prioritizing freeway lids and congestion pricing, not inducing more traffic by expanding the freeway.	INPT-1
987	7286	11/21/2022	Email	Tri	Sanger		Having taught students from Tubman middle school, I see how horribly they are already being impacted by environmental racism. They are being poisoned every day, both the students and the school staff.	AQ-2, HLTH-1
988	7286	11/21/2022	Email	Tri	Sanger		We cannot continue to ignore that the world is burning down around us. I write this now under a stagnation zone warning. There aren't even fires close by, and the air still smells of smoke. Wake up! Fight climate change, stop causing it! Stop poisoning our communities and our kids!	INPT-1
984	7287	11/21/2022	Email	Nancy	Harrison		The City of Portland and ODOT have a long history of siting environmentally hazardous operations in minority and disadvantaged communities.	INPT-1
985	7287	11/21/2022	Email	Nancy	Harrison		The current plans for the I-5 freeway expansion have had little review to determine exactly how badly they will degrade the local air/water quality, as well as the long term environmental impact of allowing, in fact encouraging, considerably more fossil-fueled traffic to use the highway. We need to get the facts about this project before any more work is done on it.	INPT-1
980	7288	11/21/2022	Email	Kimberly	Pendell		This project should not start until a full environmental impact statement has been conducted.	NEPA-1
981	7288	11/21/2022	Email	Kimberly	Pendell		We are heading to a future of constant air pollution, fires, and lower quality of life -- and cars are driving us there. I live in Eliot, and currently have zero confidence that ODOT has done anything to address these concerns.	INPT-1
982	7288	11/21/2022	Email	Kimberly	Pendell		I am also highly skeptical about increased safety of the plans so far, especially for folks walking and on bikes. The Rose Quarter area is already dangerous enough!	SAF-1
978	7289	11/21/2022	Email	Cory	Mack		ODOT must complete an environmental impact statement for the proposed Rose Quarter Freeway Expansion to meet NEPA guidelines.	NEPA-1
979	7289	11/21/2022	Email	Cory	Mack		They should also listen to the demands of Portlanders who believe that this project will create more pollution and congestion while making alternative transportation like cycling, walking or public transit less viable and more dangerous. I, like many Portlanders, demand a transportation system that reduces the volume of cars on our streets and facilitates safe, viable options for other means of transportation.	INPT-1
975	7290	11/21/2022	Email	Dan	Ryan		We want lids not an expansion. ODOT needs to conduct an accurate EIS for the freeway expansion.	ALT-1, NEPA-1
976	7290	11/21/2022	Email	Dan	Ryan		It is an absolute embarrassment that we are trying to expand a highway that tore apart a historically black neighborhood.	INPT-1
977	7290	11/21/2022	Email	Dan	Ryan		There is not one highway expansion that has ever improved traffic. We need to look into alternatives to highway expansion, such as congestion pricing to fund public safety projects, and make our streets safer and more equitable. Highways do not allow for the city to get income from that land, so they make the city poorer, while making the air quality and the noise pollution worse.	ALT-1
974	7291	11/21/2022	Email	Reed	Harrison		I'm concerned about the health of my NE Portland community, both in terms of increased emissions hurting the air quality and in the higher volumes and speeds of traffic through this part of the city.	HLTH-1
972	7292	11/21/2022	Email	Alex	Parise		After living in Denver, Colorado for many years and seeing firsthand -- thanks to the eternal I-25 expansions -- that adding lanes doesn't do a single thing to reduce congestion, I fully and firmly stand opposed to any plans to expand I-5 through Portland.	INPT-1

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970	7293	11/21/2022	Email	Tracey	Egan		We are desperate for more and wider freeways. The Rose Quarter section of I5 is seriously past due for upgrades to handle the additional traffic. The widening and additional lanes should reduce congestion and be a plus for the environment as cars will be able to flow instead of idle. As a 30 year resident of Portland metro, this can't happen soon enough.	INPT-1
965	7294	11/21/2022	Email		ZT		I am writing today to demand the ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion by providing specific language detailing how the agency will only support a project that reduces carbon emissions and vehicle miles traveled. I demand the ODOT consider a climate-smart alternative to the freeway expansion.	ALT-1, NEPA-1
966	7294	11/21/2022	Email		ZT		As the effects of climate change continue to become increasingly apparent, the last thing our world needs is another freeway expansion which will only add to the overall heating effects created by flat asphalt surfaces and hurt the most vulnerable of our communities.	INPT-1
967	7294	11/21/2022	Email		ZT		Likewise, the cost of widening the freeway could be better spent on improving local public transit infrastructure as case after case has shown widening roadways does nothing to alleviate traffic congestion while adding to air pollutants and noise.	COST-1
968	7294	11/21/2022	Email		ZT		The science used to support freeway expansions is inaccurate and outdated and should be reevaluated. Portland has seen a record high of vehicular violence in the last year. The best thing ODOT do is put funding into the community via public transit and safer bike and pedestrian pathways, not increasing car traffic.	COST-1
964	7295	11/21/2022	Email	Rachel	Adler		Please don't create new freeway infrastructure. We need to prioritize pedestrians, the environment and the neighborhood before we invest in cars. The people who live here don't want this.	INPT-1
962	7296	11/21/2022	Email	Diana	Richardson		It ought to go without saying or explanation! But to be clear, ANY infrastructure plan or change MUST do an EIS. This is not limited to the proposed Rose Quarter Freeway Expansion, but must certainly start there.!	NEPA-1
961	7297	11/21/2022	Email	Amy	Murray		demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion	NEPA-1
1363	7298	11/21/2022	Email	Marilyn	Costamagna		Build Lids not Lanes! Approve a full EIS the studies alternatives to expansion.	ALT-1, NEPA-1
1364	7298	11/21/2022	Email	Marilyn	Costamagna		More freeways mean more air pollution, which as the potential to exacerbate the climate crisis . People movers are needed in the form of things like solar or battery powered public transportation rail systems and not freeways which promote the continued use of a system which transports very few people per vehicle that is dependent on fossil fuel to power the car.	INPT-1
944	7299	11/21/2022	Email	Misty	Earisman		We KNOW adding lanes will ADD congestion to our highways in the long term! Our communities and our planet at large cannot withstand assaults like this anymore. We need to be capping freeways and conducting fully transparent EIS reports so that taxpayers can know what their hard earned money is funding. Also, ODOTs track record is too terrible to trust them with this important project.	NEPA-1, PE-2
942	7300	11/21/2022	Email	Kathryn	Sundermann		Those of us who live here and breathe the air deserve to be protected from the pollution and disruption of the proposed freeway expansion. I want bike lanes and light rail, not more cars and trucks.	INPT-1
940	7301	11/21/2022	Email	Mariana	Lindsay		My 4-year-old kid just got diagnosed with asthma, we live blocks from I-5 right where you are planning to expand. I beat myself up for moving here, back to my childhood neighborhood, so that my kid could be raised by his family. Maybe it was my fault for raising him near a freeway, but also how do I get him away from a society that cares more about cars than breathing? Please please please, stop making more room for cars, our kids literally can't breathe. It's not worth it, they are worth more than this.	AQ-2, HLTH-1
937	7302	11/21/2022	Email		Chris		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: There needs to be a full Environmental Impact Statement to address the environmental impact.	NEPA-1
938	7302	11/21/2022	Email		Chris		Also, why not enclose the widened freeway, allowing for greenspace and development above. The current project seems analogous to building an subway without closing the top of the tunnel. We can do better than the current plan.	INPT-1
936	7303	11/27/2022	Email	David	Regan		More traffic lanes mean more pollution and roadway congestion, it's time to price the use of roads to time of day.	INPT-1
1548	7304	11/28/2022	Email		Michael		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I want my kids to be able to survive	INPT-1
1318	7305	11/28/2022	Email	Richard	Bayer		Because widening the freeway will create more traffic and more pollution. Those of us living in Portland don't want more pollution. Thank you.	INPT-1

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1565	7306	11/28/2022	Email	Megan	Person		Quality of living! In a moment when every year brings the hottest temperatures on record, every dime of public money spent on fossil fuel infrastructure further subsidizes the suffering we all experience under the impacts of climate destabilization.	INPT-1
1666	7307	11/28/2022	Email	Michael	Wolfe		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: As a lifelong Portlander and father of 2 young children, I ask ODOT to conduct a full EIS on the proposed Rose Quarter Freeway expansion. This is a harmful, misguided project and it must not be allowed to be railroaded through without all necessary scrutiny. The project represents an investment of over a billion dollars, and whose lifespan should be measured in decades. If, in decades, we need the freeway capacity that this project would add then we will have woefully fallen short of climate goals that we *must* meet. If we *don't* need the capacity, then we've wasted a billion dollars that could be better spent on climate friendly transportation solutions. This project is a billion dollar bet *against* our survival as a civilization.	COST-1, NEPA-1
1646	7308	11/28/2022	Email	Matt	Tuckerbaum		At the city and state level, the additional lanes will induce more demand for driving and increase our overall carbon emissions. ODOT must conduct another EIS so that Oregonians know exactly what the health and climate costs of this project would be.	NEPA-1, INDD-1, HLTH-1
1358	7309	11/29/2022	Email	Emmett	Copeland		It's time to find other transportation solutions.	INPT-1
1434	7310	11/29/2022	Email	Kristin	Gross		It's also been shown many times that widening a freeway doesn't reduce congestion, it only brings in more vehicle traffic. We need an EIS to show the true costs of widening I-5 at the Rose Quarter and how alternatives like congestion pricing could be a better option.	ALT-1, NEPA-1, INDD-1
1556	7311	11/29/2022	Email	Rob	Neyer		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Having studied the history of freeway construction, expansion, and (occasional) deconstruction in the United States, one thing becomes exceedingly clear: the majority of construction and expansion is ultimately seen as short-sighted, and deconstruction is both admired and envied. We cannot build our way out of the many issues created by freeways slicing through our cities.	INPT-1
1575	7312	11/29/2022	Email	Andrea	Post		I want to know exactly what the environmental impact of this project will be compared to alternatives. If the neighborhood asked for lids, why aren't they included?	NEPA-1
1824	7313	11/29/2022	Email	Phil	Moll		I demand ODOT conduct and Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion, so that the environmental impact is properly assessed. I support lids on the I-5 freeway, rather than expanding capacity.	NEPA-1
1820	7314	11/29/2022	Email	Scott	Hillson		More freeway lanes are bad for our city, bad for our health, and it's not the path to a healthy and equitable future.	INPT-1
1765	7315	11/29/2022	Email	Allyse	Heartwell		We need to cover the freeway and reclaim the space, yes, but *without* adding lanes. The current plan demands an EIS at the very least.	LID-2, NEPA-1
1766	7315	11/29/2022	Email	Allyse	Heartwell		The current plan demands an EIS at the very least. ODOT has proved time and again that they're not trustworthy partners acting in good faith. Their goals and priorities are not Portland's goals and priorities.	NEPA-1, PE-2
1851	7316	11/29/2022	Email	Walt	Hollands		There will clearly be an environmental impact from adding lanes and therefore many more cars to I-5. How big will that impact be? Is it worth it? We need an EIS to find out!	NEPA-1
1704	7317	11/29/2022	Email	Cale	Bickler		I want less cars, more freeway lanes means more cars. Stop adding lanes now.	INPT-1
1695	7318	11/29/2022	Email	Diane	Jonesy		Please ODOT conduct an Environmental Impact Statement as should have already been done, and please consider lids to help protect Portland's central core.	NEPA-1, INPT-1
1848	7319	11/29/2022	Email	Jeffrey	Ramsey		This project has the opportunity to correct a history of displacement and disconnection in this neighborhood, reconnecting our community through the caps proposed in the hybrid 3 plan. This would add green space to cool one of the hottest areas of the city, as well as add opportunities for housing and local businesses. All of which is not contingent on adding lanes to the freeway beneath, which I and so many in my community oppose.	LID-2
1849	7319	11/29/2022	Email	Jeffrey	Ramsey		I ask that a full Environmental Impact Assessment be conducting, which coalternatives which will create a healthier and safer Albina, not a louder and more polluted one.	ALT-1, NEPA-1
1850	7319	11/29/2022	Email	Jeffrey	Ramsey		Finally, I ask that this agency be more transparent on this publicly funded project which will impact tens of thousands of residents in its path. Rather than an attitude of "trust us" I ask that your agency share plans and projections on everything from traffic and congestion estimates to the design of the bridge across the Columbia. Without openness, I have no choice but to distrust your motives, which seem to be to ram this project through with more lanes no matter what the public thinks.	PE-2

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1714	7320	11/29/2022	Email	Alice	Corbin		Why in the name of all that is holy would they not conduct an EIS? Are they afraid of what the results would be? And that the only way to stuff this freeway expansion down the public's throat is to hide or ignore the effect that it would have on the neighborhood?	NEPA-1
1560	7321	11/29/2022	Email	Douglas	Ollerenshaw		I hope that ODOT will perform a full environmental impact study to fully quantify the impacts - on human health, on safety, on the environment - that a widened freeway would bring. I would urge ODOT to move forward with plans to cap the freeway without expanding capacity.	NEPA-1
1616	7322	11/29/2022	Email	Ted	Sarvata		Climate leaders don't widen freeways. We don't have many years left to slow climate change enough so humanity can survive. Widening freeways, as you know, induces more demand, meaning more people driving, and more emissions. Study it. You'll see. Be climate leaders.	INDD-1
1347	7323	11/30/2022	Email	Courtney	Campbell		We need to be considering expansion of public transit and other safer and environmentally friendly options. For the sake of our people and our planet, other steps need to be taken beyond existing harmful car culture.	COST-1
1475	7324	11/30/2022	Email	Andre	Jaurigui		We do not need to be expanding freeways but instead providing better options for public transportation. This city has the potential to have efficient and effective means of public transportation that would not only benefit the environment with the ongoing climate crisis, but also residents of Portland as they save money on not using automobiles. I urge you to listen to the messages of the public and take the current climate crisis into consideration.	COST-1
1307	7325	11/30/2022	Email	Eudaemone	Battilega		Odot has not been clear or transparent about this process and the impact of freeway expansions have NEVER helped ease congestion in the long run. If you are in doubt please look into the principle of induced demand. And surely, in this day,, when we are all concerned (or should be) about the very real consequences of climate change, furthering single car freeway travel is NOT the best solution. The best possible solution would be to create a lid and make Portland better for trains, busses, the max, and bikes. The only thing we absolutely DO NOT WANT is yet more cars and trucks. My husband bikes through this area for work. I just gave up my car for an electric bike. The thought of navigating this area makes this junction even more frightening.	INDD-1, INPT-1
1417	7326	11/30/2022	Email	Brandon	Goff		The data is clear, widening freeways leads to more vehicle miles traveled.	INDD-1
1418	7326	11/30/2022	Email	Brandon	Goff		Cap it and call it good, a billion dollars for another mile of freeway lane is an insane cost with no discernable benefit, but the caps could help mitigate the harm that was done when this freeway was built.	COST-1, LID-2
1663	7327	11/30/2022	Email	Evan	Ward		If this project fulfills its stated purpose, it will significantly increase the number of cars traveling through the Rose Quarter and surrounding residential neighborhoods. ODOT should prepare an environmental impact statement to analyze the possible environmental impact, and revise the project to reduce the impact if necessary.	NEPA-1
1496	7328	11/30/2022	Email	Dana	Keeler		Less than two years after Portland hit an all-time record high of 114 degrees Fahrenheit, ODOT wants to spend money encouraging more driving. This is beyond irresponsible. Our environment is in danger, and we need to make decisions and take actions to reduce our impact on the environment. Furthermore, by looking at freeway widening projects in other locations, we already know that adding lanes does not solve the problem of congestion. We need to invest in public transportation, not private transportation. ODOT must conduct an Environmental Impact Statement before this project goes further.	COST-1, NEPA-1
1275	7329	11/30/2022	Email	Dylan			It's such a shame that these projects so often disregard the very people it most directly effects - the people who live there. The biking and walking through the Rose quarter area is already very dangerous and disjointed, primarily thanks to the on and offramp chaos on both sides of Broadway. Please reconsider this project and do what's right for the people who live here - expanding the freeways hurts our community. We should be bringing this community together, not driving a bigger, car-shaped wedge through it. Thanks	INPT-1
1353	7330	11/30/2022	Email	Steve	Cheseborou gh		An urban freeway expansion is the opposite of what we should be doing now. Maybe an EIS will help ODOT come to its senses and cancel the expansion. Putting lids over the existing freeway, and turning them into spaces for rest and culture, is a fine idea, though! Thank you.	NEPA-1, INPT-1
1349	7331	11/30/2022	Email	Priscilla	Carlson		This is an important part of proceeding with any large project involving roads and freeways. It must happen.	NEPA-1
1411	7332	11/30/2022	Email		George		I can't breathe.	INPT-1
1506	7333	11/30/2022	Email	Peter	Laciano		I am writing to express my strong disappointment and disapproval with the Rose Quarter Freeway Expansion project as currently designed. Building a cover/lid over the existing highway and taking other measures to reconnect communities is critical and long overdue, but in the current plan ODOT is using these measures as cover for a major lane expansion project that will cost taxpayers millions, further exacerbates the climate crisis and air pollution, increase car volumes putting other road users at risk, and continue the shameful practice of highway building/expansion through vulnerable communities.	INPT-1

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1507	7333	11/30/2022	Email	Peter	Laciano		ODOT needs to complete a full Environmental Impact Statement and perform an honest, comprehensive analysis of alternative plans that address the climate crisis (which requires a reduction in VMT), road safety for all users, air pollution, and using taxpayer funds wisely. Other measures such as tolling should be prioritized first that can both reduce traffic, air pollution, carbon emissions, and increase safety to vulnerable road users.	ALT-1, NEPA-1
1388	7334	11/30/2022	Email	David	Farmer		I am concerned about the people breathing the exhaust. Please don't build unaffordable Caps. More lanes should be the priority. More lanes make less congestion and less pollution. More freight should go to Rail.	INPT-1
1503	7335	11/30/2022	Email	Peter	Kokopeli		I am writing concerning the proposed Rose Quarter Freeway Expansion. I urge ODOT to conduct a complete Environmental Impact Statement. The project should examine all options to adding lanes including lidding the current corridor, toll lanes and other transportation options.	ALT-1, NEPA-1
1504	7335	11/30/2022	Email	Peter	Kokopeli		Every effort should be made to maximize improvement to the local neighborhood by restoring street connections across the freeway.	INPT-1
1505	7335	11/30/2022	Email	Peter	Kokopeli		Lastly, ODOT must conduct the planning process in an open and forthright manner with the people of Oregon.	INPT-1
1618	7336	11/30/2022	Email	Dr. Adrienne	Schroeder		I thought we were supposed to be a walkable city. I thought we cared about kids, neighbors, and a sustainable future. Adding more freeways into a neighborhood that has already been destroyed by urban development seems like an extremely short-sighted and terrible idea. Please do an INDEPENDENT review and actually LOOK at the results please.	INPT-1
1317	7337	11/30/2022	Email	Nancy Betty	Baumeister		More lanes always means more car trips and that's bad for The neighborhood, Portland and the climate. Don't add lanes!	INDD-1
1346	7338	12/1/2022	Email	Lisa	Caballero		ODOT should be required to conduct an EIS because it will force them to consider options like congestion pricing. Freeway expansion can't be justified. We need to be transitioning away from automobiles (both combustion and electric) and toward sustainable modes of travel.	ALT-1, NEPA-1
1641	7339	12/1/2022	Email	Hannah	Theisen		crisis of tear through neighborhood commuters, it will just move them elsewhere. Please conduct a thorough Environmental Impact Study and make a better informed decision from those results. Your "passion" for community connection is severely lacking in this plan.	NEPA-1
1382	7340	12/1/2022	Email	Scott	Duncombe		As a resident of N/NE Portland - my family is downwind of the I-5 corridor. More lanes means more traffic which means more particulate, which research has found leads to premature death.	HLTH-1
1585	7341	12/1/2022	Email	Stephen	Riddle		An ODOT EIS is necessary to show the public that this proposed expansion will exacerbate the environmental problems such an expansion will cause. Expansion of the freeway here will only increase global warming in the area by increasing the Co2 released in the air.	NEPA-1
1586	7341	12/1/2022	Email	Stephen	Riddle		In addition such an expansion will not allow the Albina area of the city to rebuild the neighborhood destroyed by previous freeway development.	EJ-1
1831	7342	12/1/2022	Email	Damian	Hinman		I demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion.	NEPA-1
1667	7343	12/2/2022	Email	Peter	Wilcox		The Rose Quarter Freeway expansion is a major climate catastrophe. Any project with this much impact on Portlanders' lives and futures must conduct an EIS. And, buildable lids to reconnect the Albina neighborhoods and allow more house were promised and MUST be built!	INPT-1, NEPA-1
1668	7344	12/2/2022	Email	Kyle	Wells		I broadly support the idea of capping this freeway, but given the fact that it already has negative impacts on the air quality of surrounding neighborhoods, it is imperative that we have the fullest possible understanding of the environmental impacts that this freeway expansion would have. My understanding is that consultants ODOT	NEPA-1
1669	7344	12/2/2022	Email	Kyle	Wells		hired estimate that introducing tolling would likely cause the desired congestion reduction, and it seems massively more cost effective to just introduce tolling and then spend the money currently allocated for freeway expansion on the many ODOT-managed properties in the city of Portland that actually have a high volume of traffic deaths, like Powell.	INPT-1

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933	7345	12/2/2022	Email	John	Carr		I recently attended a public meeting to learn about the status of the Rose Quarter project. The team from ODOT spent the entirety of their presentation talking about restorative justice and what the mending of past harms would mean for the Albina neighborhood and community. I agree with these aims and goals. But when asked about whether there were other (less expensive, less harmful to air quality and climate) ways to accomplish this healing, ODOT retreated to the claim that this was a safety project first and foremost -- community benefits were a secondary concern. Why then was there no discussion at all of safety in ODOT's 40-minute presentation? To me, the reasons are clear: 1) this is actually a misguided congestion relief project, not a safety or restorative project and 2) if it were actually about safety, ODOT would have to reprioritize its other local roadways over this one. There hasn't been a traffic fatality on this part of I-5 in more than ten years. Meanwhile, ODOT owns numerous major roadways across the Portland region -- including Southeast Powell Boulevard near my home in SE Portland which has seen multiple fatalities this year alone.	PN-1
934	7345	12/2/2022	Email	John	Carr		A full environment assessment would force ODOT to be clearer about its goals, and it would restore trust that all options were being considered in the open. My hunch is that other tools would better handle the congestion piece, while the proposed spending would go a lot further to connect the Albina neighborhood, improve transit on surface streets, and make the ODOT roads that are truly hazardous safer.	INPT-1
931	7346	12/2/2022	Email	Jim	Schiffer		I do not live in Portland nor do I have anything to personally lose by the construction of this freeway expansion. Despite having been stuck in horrendous traffic in this area many times in the past, I am opposed to adding any more lanes to this freeway. This is because my daughter has everything to lose from it's expansion. Given how ODOT has avoided doing a proper environmental impact study, I can see that no-one in the project thinks that this expansion will do anything good for the environment and will die on those grounds. If we want to move our urban areas away from environmentally and financially unsustainable car dependency, we cannot expand any of our overbuilt freeways anymore. We should put lids and reconnect these areas damaged by this freeway, but adding more capacity will do nothing but harm our future. ODOT seems to be unable to change and adapt from the lessons we have learned in the past 70 years. At this point, ODOT seems like it is completely controlled by its Mobility Advisory Committee (MAC) completely controlled by freight advocates. ODOT's communication with the public on this project has been completely misleading.	INPT-1
1070	7347	12/2/2022	Email	V J			Carbon emissions are rising. People will die from climate catastrophe. It's on you leaders to create working alternatives. Highway builders are planet killers.	INPT-1
1069	7348	12/2/2022	Email	Kathryn Sue	Sheibley		I strongly urge that an environmental impact statement be conducted that actually addresses the real costs of more fossil fuel infrastructure and that it includes climate and community friendly options.	NEPA-1
1067	7349	12/2/2022	Email	Carver	Akiteru Oblander		I have significant concerns about this project proceeding without a full Environmental Impact Statement. Once this expansion is complete, the additional environmental pollution, as well as the expanded footprint of the highway, will be locked in for the foreseeable future. I think it's important to slow down and get this right, before incurring an environmental debt that tomorrow's Oregonians will pay.	NEPA-1
1068	7349	12/2/2022	Email	Carver	Akiteru Oblander		I am optimistic that putting lids over the highway can help begin to right some of the past historical wrongs that went into the creation of this highway in the first place. However, it is unclear to me why an effort to atone for a past injustice requires an expansion of the highway, thus doubling down on the mistakes of the past.	LID-2
1064	7350	12/3/2022	Email	Megan	Horst		1.?I am in full support of the proposed freeway caps over I-5 included in Hybrid 3. This is what ODOT owes the neighborhood, after polluting it for decades, and it should not come with strings attached.	LID-2
1065	7350	12/3/2022	Email	Megan	Horst		2.?There needs to be a full EIS to examine the impacts to people walking, biking, and getting around in wheelchairs in the area, and to greenhouse gas emissions and air pollution. Most importantly, we should be fully assessing the impacts to the health of children.	NEPA-1
1066	7350	12/3/2022	Email	Megan	Horst		3.?ODTO cannot be trusted with prioritizing the environment, health, or in spending money efficiently. In 2022, with everything we know about climate change, it is reckless to expand freeways and spend all the money on cars.	INPT-1

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1063	7351	12/4/2022	Email	Sabolch	Horvat		There are several reasons why, in the current state, I am opposed to the ODOT Rose Quarter Freeway project. As a resident who lives within a few miles of the project, I am extremely concerned about the lack of community involvement in the planning process. I have attended open houses with misleading information and hidden information. I have witnessed public officials, community leaders, and community organizations step away from this project in protest. And yet, I have not seen anything to rectify these concerns. In order to gain my support, ODOT would need to mend its torn relationships with the community, study alternatives to ease traffic congestion rather than lying that adding auxiliary lanes (and possibly additional lanes) are the only solution, and perhaps ODOT needs to have a change in leadership to demonstrate that community trust matters.	PE-2, PE-3
1062	7352	12/5/2022	Email	Alicia	Connolly		Transparency is vital to a government that works for and with the people it serves. Why are you afraid of accountability? Providing communities correct information about the impacts of the choices you are making is not optional. Your hesitation to partner with communities in good faith broadcasts your fear. Do better.	INPT-1
1061	7353	12/5/2022	Email	Gerhard	Pagenstecher		We need triple bottom line benefits, particularly with significant public capital projects. The EIS will help determine the cost side of the analysis to ensure the project design does not create externalities, environmental costs, that are socialized at resident expense. This cost analysis may, in turn, suggest alternative actions where the transportation allocation could meet triple bottom line objectives.	NEPA-1, COST-2
1744	7354	12/5/2022	Email	E.J.	Finneran		Expanding freeways is climate malpractice. We also know that the fastest way to improve traffic flow and get cleaner air is via tolling. https://hub.jhu.edu/2017/03/02/health-effects-for-children-sweden-traffic-tax/	INPT-1
1060	7355	12/5/2022	Email	Janice	Rose		It is a proven fact that the more lanes that are provided, the more traffic there is. It is systemic. read some history on the matter.	INDD-1
1059	7356	12/6/2022	Email	Alaina	Madison Keller		As a civil engineering student, I find the lack of ethical engineering by the Department of Transportation appalling. There are many potential solutions to congestion, but the expansion of freeways is not one of them. Expansion will increase pollution that will directly affect every single person in this city. There is an ethical obligation every person has to their community. ODOT should serve us. Ignoring the demands of the people and denying any record of environmental harm will directly lead to harm to real, living people. How is congestion relief more important than the health and safety of our community?	INPT-1
1055	7357	12/7/2022	Email	Cassie	Wilson	Sunrise Rural Oregon	As students studying these issues in school, we've learned it should be the standard for projects of this scale to go through a full Environmental Impact Statement and study alternatives because the cost and impacts of projects this size are so significant.	NEPA-1
1056	7357	12/7/2022	Email	Cassie	Wilson	Sunrise Rural Oregon	It's absurd that alternatives to expansion are not being studied and that ODOT can simultaneously claim that tolling isn't happening anytime soon yet be actively working with regional partners on plans for congestion pricing. Congestion pricing must be factored into the studies for this project.	ALT-1, TOLL-1
1057	7357	12/7/2022	Email	Cassie	Wilson	Sunrise Rural Oregon	ODOT can and absolutely should add lids over the freeway to begin to reconnect the Albina neighborhood, but additional freeway lanes should not be part of this project.	LID-2
1058	7357	12/7/2022	Email	Cassie	Wilson	Sunrise Rural Oregon	Additionally, freeway expansions are incredibly expensive and state infrastructure around the state is crumbling. Many rural communities rely on state highways and bridges as our main roads, yet they're some of the most deadly roads in the state. Studying alternatives to freeway expansion is the responsible thing to do when ODOT owns so many highways and bridges around the state that have been long neglected.	INPT-1
1054	7358	12/7/2022	Email	Alya	Peterson		I have scar tissue in my lungs, and already have a hard time breathing whenever I am in a car on any section of freeway in Portland and surrounding areas. I do not believe that additional freeway space would be a good idea for anyone, as our lungs are already affected by what infrastructure we have, especially those who live and work right beside the roads. Climate heating is already well underway and so many people around the world are calling for less greenhouse gasses used, fewer emissions, fewer cars. We need to be focusing on ways to reduce the pollutants in our air and expanding green spaces, more trees and plants and fungi, instead of more roads.	INPT-1
1053	7360	12/7/2022	Email	Shawne	Martinez		Why are you widening freeways when people are dying on your orphan highways like Route 141? No sidewalks, sporadic painted bike lanes and unsafe posted speed limits can all be improved for a fraction of the cost of expanding freeways. Prioritize people over cars. Expand public transit options, rose lanes, light rail. Give incentives for micromobility. Build MUPs. It seems like ODOT is promoting burning fossil fuels while extreme temperatures are breaking records each year. It's ok to admit you've been doing it wrong this whole time. We need to reduce car lanes, depave, and get people out of cars before it's too late.	INPT-1

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1052	7361	12/8/2022	Email		Jacob		The time is long past to stop expanding freeways. We need more interconnected public transport, walkable cities, and affordable housing near those resources. We don't need more car-centric design, we don't need to encourage more air pollution. Look at what works, not what big business interests want. THE PEOPLE don't want the "status quo" which is "more roads!"	INPT-1
1051	7362	12/8/2022	Email	Joan	Petit		The time is long past to stop expanding freeways. We need more interconnected public transport, walkable cities, and affordable housing near those resources. We don't need more car-centric design, we don't need to encourage more air pollution. Look at what works, not what big business interests want. THE PEOPLE don't want the "status quo" which is "more roads!"	INPT-1
2248	7362	12/8/2022	Email	Joan	Petit		I'm a resident of Eliot and a parent of children who have grown up far too close to ODOT's polluting highways, and it's well past time for ODOT to conduct a full Environmental Impact Statement (EIS) for the Rose Quarter Freeway Expansion. We won't and can't understand the full impact of this proposed project without an EIS. I am grateful to the excellent leaders of the Albina Vision Trust and the community members serving on the Historic Albina Advisory Board, but I am ashamed of ODOT for linking restorative justice with freeway building. We need lids, not lanes. It's time to separate restorative justice from building more polluting freeways. ODOT uses every tool in its arsenal -- disingenuous engagement with vulnerable communities, lies, slimy PR campaigns, and law breaking -- to work against the interests of Oregonians. Why is ODOT so committed to a project so opposed by Portlanders and Oregonians? This project is a debacle and a boondoggle. It's time for ODOT to act with integrity and transparency and conduct a full EIS and restore the Albina grid with lids, before building an inch of freeway.	ALT-1, LID-2, NEPA-1
1050	7363	11/21/2022	Email	Virginia	Feldman		I want less polluted air; I want restorative justice for people of color who are living closer to our freeways & their pollution than we more socially advantaged peoples--and it's about time we restored the justice of this injustice; and I want safer streets than we get by building one more freeway expansion with more cars on the roads. So I request an EIS for the proposed Rose Quarter expansion.	INPT-1, NEPA-1
1049	7364	11/21/2022	Email	Gerson	Robboy		Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: ODOT must conduct an environment impact statement for the Rose Quarter expansion, because such a statement would show that widening the freeway makes no sense, from the point of view of traffic reduction, the quality of neighborhoods, or the climate. From all these points of view, widening a freeway, especially this close to the center of the city, is an archaic idea. Some day eventually we will be moving more freight by train instead of trucks, and we will recover and reclaim the SE Portland waterfront and the N. Portland neighborhoods that are now blighted by I-5. To add more lanes now is a total waste of resources, will only increase the amount of traffic on I-5 and will contribute to the disaster of climate change.	NEPA-1
1046	7365	12/29/2022	Email	Henry	Morrison Hays-Wehle		I'm a Portlander and a medical student. As such, I'm deeply concerned about the proposed expansion's impact on students at Harriet Tubman Middle School, which the expanded freeway would come very close to. Pollution and poor air quality near major freeways have been linked to a variety of health issues, with the NIH including cancer, cardiovascular disease, respiratory diseases, diabetes mellitus, obesity, and reproductive, neurological, and immune system disorders as areas of concern. For children, poor air quality from major freeways has been linked (per the NIH, again) to increased risk of asthma, bronchitis, and recurrent absences from learning due to respiratory infections. As a medical student, I'm concerned about these long-term health impacts. No child should face long-term medical challenges because of our refusal to study the environmental impact of a construction project.	HLTH-1
1047	7365	12/29/2022	Email	Henry	Morrison Hays-Wehle		In opposition to the freeway expansion, the Portland Public Schools have pointed out that the neighborhoods Harriet Tubman Middle School serves, Eliot and Albina, are some of the most diverse in Portland, and have already suffered enormous impact through freeway and urban renewal projects in the last few decades, including environmental hazard and displacement. 73.5% of students at Harriet Tubman are considered historically underserved. The prioritization of increased convenience for car commuters at the expense of health in underserved communities is flatly racist. We must do better.	EJ-1
1048	7365	12/29/2022	Email	Henry	Morrison Hays-Wehle		City and state law insists on the study of environmental impact AND the application of an equity perspective in large-scale project planning. As a community, we owe the neighborhoods of Eliot and Albina and the students at Harriet Tubman a full EIS with a lens for equity to ensure that city and state policy will not exacerbate historical injustice and disparity.	NEPA-1
1044	7366	12/29/2022	Email	Lizzie	Martinez		Freeway Expansion. I believe we need to be putting our dollars into expanding access to public transportation options and options that do not encourage more driving of solo cars.	COST-1

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1045	7366	12/29/2022	Email	Lizzie	Martinez		I am writing to support ODOT conducting a full environmental impact statement. We need to explore all the options available for improving traffic in this area, in a way that also includes the desires and needs of pedestrians, bicyclists, commuters, and low-income community members. And this must center the voices of the African-American community members who have seen this area be gentrified and developed at the expense of the Black people who live there. It must also include the voices of students from Harriet Tubman school.	ALT-1, EJ-1, NEPA-1
1043	7367	12/29/2022	Email	Eli	Lehn		It's a waste of money. The funds will be better used to repair the roads we currently have. A huge chunk could go to TriMet. Hell you could pay everyone to get a bike and pay them to bike with a billion dollars. More bike + pedestrian infrastructure, less catering to California transplants	COST-1
1042	7368	12/29/2022	Email	Hannah	Althea		Freeway expansions don't fix congestion, and rather induce demand (causing more congestion) and displace wildlife and human life, and increase air and noise pollution. I demand you do a full EIS that includes how increased traffic would impact human lives, as well as any potential displacement.	ALT-1, INDD-1
1041	7369	12/29/2022	Email		Valorie		Just think about something else than priorities that require expenses and destruction, what about protecting and supporting the people who already live here? The length and impact of this project are ironically opposite of what it's purpose is. Slow down. We don't need more speed	INPT-1
1040	7370	12/29/2022	Email	Dan			Please put a lid on the expansion. That area would be so much better for the people living there.	LID-2
1039	7371	12/29/2022	Email	Jan	Wulling		Cuz I'm practical, and care about public dollars	INPT-1
1038	7372	12/29/2022	Email	Paul	Rippey		Dear ODOT. I think we all know that you all are not being transparent nor objective about I5 Rose Quarter, and you are ignoring the will of many many voters, and you are turning your back to the realities of induced demand. If any of that isn't true, please contact me. What makes me sad is that Oregon was once reputed to be a leader in the area of transportation, and now we're all about highways, at a time when many cities are realizing that the era of highways is ending. You guys could be absolute HEROES if you were to admit your arrogance (even a little!), conduct a FULL and OBJECTIVE EIS, study the successes of other cities, and sit down and objectively talk with other points of view.	INPT-1
1037	7373	12/29/2022	Email	Tyler	Jamieson		An environmental impact statement will provide us with data on what will actually be caused by expanding the freeway. With out doing these studies we will potentially create more traffic and pollution when we have the opportunity to make improvements through other means. We cannot trust ODOT to go through with this project with out conducting an environmental impact statement.	NEPA-1
1036	7374	12/29/2022	Email	AIDAN	O'REGAN		I am totally in favor of more freeway lanes in Portland	INPT-1
1035	7375	12/29/2022	Email	Reid	Fillman		We need to be working on more bike and public transit infrastructure. We are a major city yet lack proper transport options for those that want to reduce their carbon foot print.	COST-1
1033	7376	12/29/2022	Email	Claire	Couch		ODOT must conduct a full Environmental Impact Statement to fully understand the direct impacts this proposed freeway expansion would have to the neighborhood streets, our children's lungs, and the planet they stand to inherit.	NEPA-1
1034	7376	12/29/2022	Email	Claire	Couch		ODOT continues to officially insist that tolling is "not reasonably foreseeable" in the future and therefore should not be studied as an alternative to freeway widening – despite the fact that OTC Chair Bob Van Brocklin has said publicly that tolling is the only source of revenue that ODOT can possibly use to fill the funding gaps for this project. Numerous ODOT studies show that congestion pricing without widening the freeway would eliminate traffic congestion while also providing cleaner air for the neighborhood and lowering carbon emissions.	ALT-1, TOLL-1
1031	7377	12/29/2022	Email	Amy	Hunter		ODOT must conduct a full Environmental Impact Statement that truly studies whether additional lanes of toxic, polluting freeway at such exorbitant cost are truly necessary to reduce congestion.	NEPA-1
1032	7377	12/29/2022	Email	Amy	Hunter		ODOT has repeatedly, deliberately hid from the public crucial information necessary to understand the impacts this proposed freeway expansion will have on our community and city. Their continued efforts to avoid basic transparency and public accountability are unacceptable, and as a long-time Portland resident, I want to see reform at ODOT. The agency's claims that it cannot pursue alternatives to senseless freeway expansion are not in good faith.	PE-1, INPT-1
1030	7378	12/29/2022	Email	Kaylyn	Berry		We are currently living through the impacts of unmitigated climate change, toward the point of no return. If we want to be climate leaders in Oregon, we need to commit to not investing in fossil fuel infrastructure. At the very least, we need to be absolutely certain that our investments are not further harm our communities with more pollution. ODOT can't cut corners on this, and needs to go through the EIS process for the proposed Rose Quarter Freeway Expansion.	NEPA-1

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1027	7379	12/29/2022	Email	Trisha	Patterson	Portland: Neighbors Welcome	We believe that the proposed \$1.4 billion Rose Quarter Freeway Expansion will not help solve congestion long term, meet our local and state emissions goals, nor advance equity and restorative justice in the Albina neighborhood. We are therefore joining community partners including Neighbors for Clean Air and No More Freeways in demanding that ODOT conduct a full Environmental Impact Statement that studies alternatives to freeway expansion to address congestion, air pollution and traffic safety.	ALT-1, NEPA-1
1028	7379	12/29/2022	Email	Trisha	Patterson	Portland: Neighbors Welcome	An expansion that will cause additional carbon emissions and worsening air quality through the heart of Portland's historic Black neighborhood is unconscionable. It is time to start repairing the harm done to the neighborhood and get serious about Portland's, and the state's, climate goals.	AQ-2, HLTH-1
1029	7379	12/29/2022	Email	Trisha	Patterson	Portland: Neighbors Welcome	We ask for a full Environmental Impact Statement (EIS) concerning the proposed Rose Quarter freeway expansion. We add this letter to the litany of public testimony from many communities, and urge you to consider taking this action. We echo the demands made by Albina Vision Trust and the No More Freeways coalition, and add our support to an EIS that would study alternatives to expansion. What improvements could we make to Portland's sustainable transit infrastructure with the billions of dollars earmarked for this project? How many electric buses could be brought online, how many bike lanes expanded and protected, how many crosswalks enhanced for pedestrian safety? A full EIS should take these alternatives into consideration, evaluate the efficacy of the project's proposed lane caps in mitigating additional air pollution, and evaluate whether this project achieves the best and highest use of taxpayer dollars.	ALT-1, NEPA-1
1026	7380	12/29/2022	Email	Lucia	[Redacted]		I'm 16 years old and I watch cities be turned into roads and landscapes be turned into smog. I watch 3 year olds spend the entire summer inside due to fires and heat. I have hope that my city will consider our lives today and the lives of future generations. I have hope that you, ODOT will face the facts about the Rose Quarter Freeway Expansion through an EIS.	NEPA-1
1025	7381	12/29/2022	Email	Eva	Ringstrom		It is absolutely critical to conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion. Moving forward "as is," without this EIS, is negligent.	NEPA-1
1023	7382	12/29/2022	Email	Becky Jo	Johnson		Put in a bike/MAX bridge expansion and cap what is there.	INPT-1
1024	7382	12/29/2022	Email	Becky Jo	Johnson		It takes a single google search to come up with dozens of studies on links between highways and leukemia/childhood leukemia, not to mention our earth is screaming for climate action.	INPT-1
1022	7384	12/30/2022	Email	Serenity	Ebert		I don't trust ODOT to have the best interests of Oregonians at heart. They have repeatedly demonstrated a disregard for the well being of people, and for the environment. I demand that ODOT conduct a full Environmental Impact Statement for their proposed Rose Quarter Freeway Expansion. Hold ODOT accountable.	NEPA-1
1021	7391	12/30/2022	Email	Saige	Wilde		I demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion as pollution is a huge concern. We should not be focusing on more cars, we need focus on alternative modes of transportation.	ALT-1, NEPA-1
1020	7393	12/30/2022	Email	Cole	Boileau		This city always says they care about the environment and the health of their citizens. Yet, when doing a task that could do both, it wants to skip it. That is two-faced behavior at its finest. I want the City to prove this is beneficial to its citizens, while not sacrificing their health.	INPT-1
1017	7394	12/30/2022	Email	Naomi	Tsai		I'm a Portlander and a medical student. As such, I'm deeply concerned about the proposed expansion's impact on students at Harriet Tubman Middle School, which the expanded freeway would come very close to. Pollution and poor air quality near major freeways have been linked to a variety of health issues, with the NIH including cancer, cardiovascular disease, respiratory diseases, diabetes mellitus, obesity, and reproductive, neurological, and immune system disorders as areas of concern. For children, poor air quality from major freeways has been linked (per the NIH, again) to increased risk of asthma, bronchitis, and recurrent absences from learning due to respiratory infections. As a medical student, I'm concerned about these long-term health impacts. No child should face long-term medical challenges because of our refusal to study the environmental impact of a construction project.	AQ-2, HLTH-1
1018	7394	12/30/2022	Email	Naomi	Tsai		In opposition to the freeway expansion, the Portland Public Schools have pointed out that the neighborhoods Harriet Tubman Middle School serves, Eliot and Albina, are some of the most diverse in Portland, and have already suffered enormous impact through freeway and urban renewal projects in the last few decades, including environmental hazard and displacement. 73.5% of students at Harriet Tubman are considered historically underserved. The prioritization of increased convenience for car commuters at the expense of health in underserved communities is flatly racist. We must do better.	AQ-2, HLTH-1

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1019	7394	12/30/2022	Email	Naomi	Tsai		As a community, we owe the neighborhoods of Eliot and Albina and the students at Harriet Tubman a full EIS with a lens for equity to ensure that city and state policy will not exacerbate historical injustice and disparity.	NEPA-1
1016	7395	12/30/2022	Email	Anne	Montemayor		Because we should not be expanding our freeways.	INPT-1
1015	7396	12/30/2022	Email	Nick	Mediati		It's a little absurd that we are the midst of climate collapse, and yet, we have to plead with our public officials to not make things worse with freeway expansion. An EIS is the bare minimum you can do before you commit climate arson.	NEPA-1
1012	7397	12/30/2022	Email	Lisa	Caballero		ODOT should not build additional lanes through the Rose quarter. A full EIS should be conducted and as well as a study on the effects of congestion pricing.	ALT-1, NEPA-1
1013	7397	12/30/2022	Email	Lisa	Caballero		[- fix arterial highways in Portland (TV Highway, Barbur Boulevard, Powell Boulevard, McLoughlin) or transfer them to local control	INPT-1
1014	7397	12/30/2022	Email	Lisa	Caballero		[- close excessive freeway on- and off-ramps that disrupt surface streets and render the surrounding blocks dangerous for pedestrians and cyclists	INPT-1
1011	7398	12/30/2022	Email	Parke	Eldred		They don't need to do anything but add lanes, and the sooner, the better....	INPT-1
1010	7399	12/30/2022	Email	Colin	Gibson		Portland just experienced the highest number of pedestrian fatalities since 1948, and we continue to face the effects of climate change, both spurred on by our continued car-centric policies. We need solutions that improve safety, reduce congestion, and don't lock us into car dependence.	INPT-1
1008	7400	12/30/2022	Email	Susan	Millhauser		An EIS needs to be conducted by ODOT to fully understand all of the potential environmental costs, impacts, and benefits of the proposed I-5 Rose Quarter Freeway Expansion project.	NEPA-1
1009	7400	12/30/2022	Email	Susan	Millhauser		A more detailed and rigorous EIS is appropriate, including detailed analysis of alternatives and rigorous and meaningful public input, with particular emphasis on Portland's Black community.	ALT-1, EJ-1, NEPA-1
1007	7401	12/30/2022	Email	Brenda	Snyder		We need to build for a sustainable future, not repeat mistakes of the past. We need a full EIS to give us to true environmental cost of this project.	NEPA-1
1004	7403	12/30/2022	Email	Sydney	McCarthy		I write regarding the proposed Rose Quarter Freeway Expansion project, specifically to ask that an adequate EIS be performed before the project proceeds further. I appreciate the opportunity to do so during this public comment period.	NEPA-1
1005	7403	12/30/2022	Email	Sydney	McCarthy		I'm a Portlander and a medical student. As such, I'm deeply concerned about the proposed expansion's impact on students at Harriet Tubman Middle School, which the expanded freeway would come very close to. Pollution and poor air quality near major freeways have been linked to a variety of health issues, with the NIH including cancer, cardiovascular disease, respiratory diseases, diabetes mellitus, obesity, and reproductive, neurological, and immune system disorders as areas of concern. For children, poor air quality from major freeways has been linked (per the NIH, again) to increased risk of asthma, bronchitis, and recurrent absences from learning due to respiratory infections. As a medical student, I'm concerned about these long-term health impacts. No child should face long-term medical challenges because of our refusal to study the environmental impact of a construction project.	AQ-2, HLTH-1
1006	7403	12/30/2022	Email	Sydney	McCarthy		In opposition to the freeway expansion, the Portland Public Schools have pointed out that the neighborhoods Harriet Tubman Middle School serves, Eliot and Albina, are some of the most diverse in Portland, and have already suffered enormous impact through freeway and urban renewal projects in the last few decades, including environmental hazard and displacement. 73.5% of students at Harriet Tubman are considered historically underserved. The prioritization of increased convenience for car commuters at the expense of health in underserved communities is flatly racist. We must do better. City and state law insists on the study of environmental impact AND the application of an equity perspective in large-scale project planning. As a community, we owe the neighborhoods of Eliot and Albina and the students at Harriet Tubman a full EIS with a lens for equity to ensure that city and state policy will not exacerbate historical injustice and disparity.	EJ-1, NEPA-1

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1003	7404	12/30/2022	Email	Samantha	Alderman		The responsibilities of local government specifically require that a community's resources and vulnerabilities be safeguarded and well managed. It is for this reason that society ever decided to hand these privileges to an independent counsel in the form of government-- so that outside interests would find it more difficult to take advantage of common resources and spaces belonging to the public. Expanding the Freeway in the Rose Quarter violates this core responsibility of local government. The majority of citizens are against the fundamental changes that this expansion would result in. Generational churn has produced new citizens that are more concerned with environmental impact than convenience or speed. Americans have proven time and time again that we can overcome any difficult situation we are handed, and expansion to the freeway is simply an antiquated cop out that doesn't seek to find a long term solution to a long term problem. We can find a better solution than this, and patting ourselves on the back for such short foresight is a mistake the politicians involved will not be forgotten for. Please use your wisdom to impress those younger generations who will have to live their entire lives with mistakes that are more expensive to fix than they were to make if this moves forward.	INPT-1
1002	7405	12/30/2022	Email	Jaron	Heard		Because we should not be expanding freeways, we should be investing in transportation solutions that positively impact our climate and environment.	INPT-1
1001	7406	12/30/2022	Email	Steve	Piercy		No more fucking freeways. You know why. Knock that shit off.	INPT-1
2249	7407	12/30/2022	Email	Carmen	Melore		This is a regressive tax that directly affects working class people. People should not have to pay to have access to publicly funded roads. We need to focus on public transportation improvements. This will reduce the traffic and encourage more people to use public transportation. This city is at a brink of collapse why divide it even more	INPT-1
1000	7408	12/30/2022	Email	Riley	Appelgren		The Rose Quarter is home to the most peaceful part of my life- the Albina Cooperative Garden. This place has provided community, sustenance, and peace throughout the pandemic to myself, nearly 50 other members, and countless volunteers and neighbors. To expand the nearby freeway without considering the environment seems unthinkable. We need to reevaluate our priorities in Oregon on how valuable land is used - will it be for people to grow and nurture the community, or will it be paved over again and again for cars?	INPT-1
1453	7419	1/2/2023	Email	Josh	Hetrick		ODOT must conduct a full Environmental Impact Statement (EIS) for the I-5 Rose Quarter Project. A project of this magnitude requires more thorough consideration than provided by the Environmental Assessment (EA). In particular, it must thoroughly and fairly consider alternatives to expanding freeway lanes that would better serve the project's stated safety and emissions goals.	ALT-1, NEPA-1
1454	7419	1/2/2023	Email	Josh	Hetrick		ODOT's estimations in the EA are flawed and incomplete, but even by their own estimations this proposal will have minimal impact to safety, congestion, and emissions in the project area. For example, ODOT assumes free-flowing traffic as a near-constant, ignoring induced demands and the impact of nearby bottlenecks in the road system. Even if that were somehow true (flying in the face of observed evidence from every other urban freeway expansion, including those done previously by ODOT), they only project that 2% of improved emissions would be due to their proposed changes. Yet they claim an overall emissions improvement of over 20% - burying in the fine print that most of their projected gains would come from improved fuel efficiency. This project has no claim over fuel standards and has no business taking credit for them. With this kind of analysis, the community is right to be skeptical and deserves better.	INDD-1
1455	7419	1/2/2023	Email	Josh	Hetrick		Buildable caps over the highway in the Rose Quarter are welcome, but this does not require expansion of highway lanes. There's no technical reason why capping the freeway has to be coupled with lane expansion. ODOT has simply never considered or studied that as an option. If the project intends to fulfill its obligations to restorative justice, restoring the community that the highway destroyed in the first place should be priority number one. Instead, ODOT has consistently used this part of the project as a bargaining chip and short- changed its potential.	LID-2
1456	7419	1/2/2023	Email	Josh	Hetrick		We must also recognize the climate crisis we are in, and reject new fossil fuel infrastructure. The opportunity cost of this project is enormous; these funds should be invested in a sustainable, safe transportation system. More freeway lanes are a bad investment for our state finances and our future.	COST-1
1457	7420	1/2/2023	Email	Josh	Hetrick	Brooklyn Action Corps Neighborhood Association	* The Environmental Assessment does not sufficiently consider all of the project's impacts. The EA doesn't include the study of alternatives to highway expansion, including congestion pricing without adding lanes. A full Environmental Impact Statement (EIS) is necessary to comprehensively identify all aspects of this massive proposal.	ALT-1, NEPA-1

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1458	7420	1/2/2023	Email	Josh	Hetrick	Brooklyn Action Corps Neighborhood Association	* Buildable caps over the highway in the Rose Quarter are welcome, but this does not require expansion of highway lanes. There's no technical reason why capping the freeway has to be coupled with lane expansion. ODOT has simply never considered or studied that as an option.	LID-2
1459	7420	1/2/2023	Email	Josh	Hetrick	Brooklyn Action Corps Neighborhood Association	* Instead of spending billions widening freeways, focus on improving safety on ODOT roads. In the last 18 months alone in the Brooklyn neighborhood, multiple people have died on Powell and McLoughlin Blvds (both ODOT roads). In the face of a surge in road user deaths, the opportunity cost of this project is far too high when the money could be better spent to save lives. The freeways in the Rose Quarter area are relatively safe and the level of funds being spent are not warranted.	COST-1
1460	7420	1/2/2023	Email	Josh	Hetrick	Brooklyn Action Corps Neighborhood Association	* ODOT has not been sufficiently transparent, truthful, or responsive. Important project details have been obscured or hidden from the public, and were only revealed after continued action and pressure from community members. In response to deaths on ODOT-maintained roads in our neighborhood, the Brooklyn Action Corps reached out to ODOT multiple times in hopes of improving safety and avoiding further needless deaths and injuries. ODOT never even answered our letters.	PE-2
1461	7420	1/2/2023	Email	Josh	Hetrick	Brooklyn Action Corps Neighborhood Association	Given these concerns, the Brooklyn neighborhood continues to oppose this project as proposed and demands a full EIS.	NEPA-1
1508	7421	1/2/2023	Email	John	Lansing		The expansion of the Interstate 5 through the urban center downtown Portland is in direct opposition to the regions climate goals and viability of other modes of transportation. The degree that this project will negatively impact air and sound pollution in the surrounding neighborhood is not well understood and raises serious equitably issues.	CC-1, CC-2
1563	7422	1/2/2023	Email	Alexandra	Parker		We cannot afford to expand our freeways during this time. Our climate is getting worse. Fires are raging. We could use this money to fund a green future with expansion of public transit, bike lanes and trains. We need a green future. We cannot keep living in a fantasyland in which "one more lane will fix it." We owe it to ourselves and our children and our children's children to do this right, right now. We cannot wait twenty or forty or sixty more years to fix this. At the very least ODOT can conduct an Environmental Impact Statement. Please ODOT do the right thing. Oregon could be a climate leader if we actually give it our all. Do the right thing. Thank you.	COST-1
1647	7423	1/2/2023	Email	Cathy	Tuttle		I support a freeway lid and absolutely no freeway lane expansion.	LID-2
1648	7423	1/2/2023	Email	Cathy	Tuttle		Please complete an EIS and look at alternatives that better support life.	ALT-1, NEPA-1
1474	7424	1/2/2023	Email	Riley	Hutchings		This highway will further pollute a neighborhood with little benefit to the neighbors. In the long term, highway expansions lead to more highway usage and the highways become just as crowded as they were pre- expansion. Please build more/further reaching public transportation to reduce car usage instead!	COST-1
1573	7425	1/2/2023	Email	Monika	Pitchford		I am concerned expansion will impact everyone living near the highway not just through emissions but also noise pollution.	AQ-2, HLTH-1
1574	7425	1/2/2023	Email	Monika	Pitchford		We need to cap and shrink highways. The funds should go to a rail and electric bus network.	COST-1
1670	7426	1/2/2023	Email	William	Wheatley		Spending \$1.45 billion+ without fully investigating the impacts and possible alternatives is totally irresponsible and unacceptable. The money would be much better spent repairing existing infrastructure and investing in alternative transportation options with tolling/congestion pricing used to improve traffic and reduce pollution.	ALT-1, COST-1
1383	7427	1/2/2023	Email	Robert	Duvoisin		I am writing to express my opposition to the proposed Rose Quarter freeway expansion. I'm particularly dismayed over ODOT's lack of transparency with regard to this project, including incomplete and misleading information on traffic projections, an inadequate analysis by the Peer Review Panel, and what appears deception about the true width of the proposed freeway.	DES-2, PE-2
1384	7427	1/2/2023	Email	Robert	Duvoisin		It also troubles me that ODOT has not considered tolling or congestion pricing as an alternative to freeway expansion.	ALT-1
1385	7427	1/2/2023	Email	Robert	Duvoisin		ODOT should be required to conduct a full Environmental Impact Statement and consider the impact of congestion pricing on freeway volumes before proceeding with this project. Especially given that we are in a climate urgency.	ALT-1
1386	7427	1/2/2023	Email	Robert	Duvoisin		Spending perhaps 1 billion dollars to relieve congestion for a few hours a day is a real waste considering what could be done instead to improve safety on high crash corridors and elsewhere in our city.	COST-1

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1300	7428	1/2/2023	Email	Karen	Austin		I and many others demand that ODOT conduct a full Environmental Impact Statement to understand the direct impacts this proposed freeway expansion would have to the neighborhood streets, our children's lungs, and the planet they stand to inherit. This EIS should fully follow standards established by the National Environmental Protection Act (NEPA). And discuss and assess options that would also allow the public to travel through this area without the same hazardous impacts.	ALT-1, NEPA-1
1301	7428	1/2/2023	Email	Karen	Austin		We do not have much time ODOT to reduce our climate emissions without increasing the deadly storms and heatwaves that come with a destabilized atmosphere. The EIS should cover climate change impacts and help citizens to use lower to no-carbon transportation options. And once the EIS is completed it is only reasonable that ODOT choose the option with the lowest carbon footprint!	ALT-1, NEPA-1
1521	7429	1/2/2023	Email	Travis	Loden		Lane expansion does not solve the problem and only makes more problems down the line.	INPT-1
1639	7430	1/2/2023	Email	Janna	Tessman		I demand an Environmental Impact Statement for the proposed Rose Quarter Freeway expansion. We have ramps that go to nowhere and should be making room for housing, pedestrians, walkable and bikeable mass transit.	NEPA-1, INPT-1
1479	7431	1/2/2023	Email	M	Jones		An EIS is necessary, and ODOT keeps trying to weasel out on having one conducted, because ODOT and everyone else all know that the EIS will prove that the expansion is not only unnecessary and damaging to our communities and health but also just plain bad for the environment.	NEPA-1
1571	7432	1/2/2023	Email	Cory	Pinckard		ODOT is insisting on failed urban planning practices over sustainable transportation and our lives! They need to be forensically audited for bribes; they are blatantly derelict in their civic duties, and are clearly unfit for service.	INPT-1
1602	7433	1/2/2023	Email	Paul	Runge		I'm writing to share my opposition to this project's inclusion of freeway auxiliary lanes and any freeway widening that would facilitate the addition of lanes in the future. I support moving forward with a project scope that includes multimodal connectivity investments and highway caps without freeway widening. A support conducting a full Environmental Issue Statement, due to the issues I lay out below.	ALT-1, NEPA-1
1603	7433	1/2/2023	Email	Paul	Runge		A foundational issue is that none of the purpose, need, and goal statements for the project (executive summary, pages 3-4) are environmental in nature. Per Governor Brown's EO 20-04, Oregon has a goal of 80% GHG emissions reductions below 1990 levels by 2050. Yet Oregon's Department of Transportation—which oversees facilities and investments for the transportation sector, the sector that contributes most to Oregon's emissions—is not including any clearly environmental goals in the Rose Quarter improvements, one of its marquee projects. This approach does not match Oregon's stated intentions.	CC-2
1604	7433	1/2/2023	Email	Paul	Runge		The failure to include environment among project purposes and goals sets the project up to deemphasize environmental protection and Oregon's climate-change mitigation goals. Induced and latent demand, the key forces that could cause freeway expansion to increase GHG emissions, are not mentioned by name in the entire Climate Change Supplemental Technical Report. They are not mentioned in the EA executive summary. They are not mentioned in the Climate Change section of the online open house. Of the above mentioned documents, ODOT only acknowledges these forces on pages 104-105 of the Supplement EA, finding that the project area will see a 14% increase in VMT by 2045 due to latent demand.	CC-2, INDD-1
1605	7433	1/2/2023	Email	Paul	Runge		First, it is problematic that this contentious project theme appears to be hidden away 100 pages into the EA, while being seemingly unmentioned in the Climate Change Technical Report, the Executive Summary, and the online open house. As an urban planner, I hesitate to criticize my colleagues, especially with limited evidence given that it's practically impossible to read in depth and digest the hundreds of pages of technical materials that comprise this project's documentation.	INPT-1
1606	7433	1/2/2023	Email	Paul	Runge		However, I will say this: I believe this EA and project at large is making an error in judgment by deemphasizing environment and stifling the discussion of contrary ideas.	NEPA-1

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1607	7433	1/2/2023	Email	Paul	Runge		Second, I question the extent to which induced and latent demand have been adequately explored. The Supplemental EA states, "The Revised Build Alternative would not affect land use in ways that are contrary to planned land use and would not have growth inducing impacts that are contrary to planned land use" (page 56). Seemingly as evidence, that paragraph further describes the RBA's alignment with high density mixed use development in Portland and compliance with Portland's zoning code and design review. What this passage does not acknowledge is that investments in the core of a transportation network could have impacts on reliability, speed, and perceived costs of driving felt at the urban fringes. If, for example, the RQ project marginally improves car travel times and experience for users from Clark County, the principle of induced demand would indicate it would promote development at those urban fringes, supplementary to or substituting for more urban development. Yes, this may be "planned land use" in the sense that it conforms with zoning in Clark County. But if it saps development activity from places like inner Portland where people have opportunities to drive less, it will promote VMT and emissions. This idea, that investments in one place could have impacts miles away at the urban edge, appears underexplored in this document. As long as that is true, one of the core environmental impacts of the project will remain unassessed. This is an argument in favor of a full Environmental Impact Statement.	ALT-1, INDD-1
1608	7433	1/2/2023	Email	Paul	Runge		I'll close by mentioning that the Census recently announced its estimate that the state of Oregon lost population in 2022 for the first time in over 30 years. Shrinking population damages the revenues government relies on to invest and provide services. Can we really afford to spend over a billion dollars at a moment like this on a project that won't decrease vehicle emissions and VMT (per Climate Change section of online open house)? Can we afford to accept as fact traffic modeling assumptions that assume a population growth path currently under question? I don't think so. The opportunity cost of this project is extraordinary. Oregonians shouldn't pay it.	COST-1
1299	7434	1/2/2023	Email		Aurelia		Because of induced demand, more lanes will bring more traffic, which will cause more pollution. ODOT is saying that capping the freeway will reduce the pollution, but it is possible to cap the freeway without widening it.	INDD-1, LID-2
1471	7435	1/2/2023	Email	Zana	Hristic		ODOT continued efforts to avoid basic transparency and public accountability are unacceptable. ODOT claims that cannot pursue alternatives to senseless freeway expansion are not in good faith.	INPT-1, PE-2
1472	7435	1/2/2023	Email	Zana	Hristic		I am concern about the dangerous impacts of the additional lanes of freeway and the congestion it will bring to our streets, the air pollution it will bring to our lungs, and the carbon emissions that it will add to our alarmingly warming planet. The damage to our community and our city will be irreversible.	INPT-1
1440	7436	1/2/2023	Email	Bill	Harris		Please proceed with additional study of the effects of expansion of the Rose Quarter freeway. We need this immense amount of money to be spent to help reduce release of greenhouse gas by construction which facilitates alternative and electrical transportation. Tolling is the first step in reducing the number of trips by internal combustion engines.	ALT-1, NEPA-1
1522	7437	1/2/2023	Email	Danielle	Maillard	Oregon Walks	ODOT's own analysis of the I-5 Rose Quarter Improvement Project is in direct conflict with its own stated safety and equity goals. The Supplemental Environmental Assessment (SEA) claims that the relocation of the I-5 SB off ramp (NE Wheeler/N Ramsay/N Williams and N Vancouver) will increase the length and complexity of crossings, thereby reducing pedestrian safety. Additionally, the SEA claims "increased potential for pedestrian auto conflict due to the placement of the I-5 SB off-ramp and updated turning movements." At a time when Portland is suffering through record rates of pedestrian deaths, it is astonishing we would consider a project that puts more pedestrians in danger. This freeway project is a direct threat to the living and a disgrace to those who have died by traffic fatalities on ODOT's roads.	PN-1
1523	7437	1/2/2023	Email	Danielle	Maillard	Oregon Walks	As we wrote in our letter to you in 2019, it is imperative that ODOT conduct a full Environmental Impact Statement to fully understand the impacts freeway expansion would have on our streets, our water, and in our childrens' lungs. Considering the climate crisis and our understanding of the deleterious impacts of vehicular emissions, it is truly unbelievable that ODOT is not deeply interested and invested in fully understanding the environmental impacts of this project. Whatever decision is made about this project, can we not, at the very least, be fully aware of the environmental damage to which we are committing?	NEPA-1
1524	7437	1/2/2023	Email	Danielle	Maillard	Oregon Walks	Rather than further invest in single occupancy vehicles, we support ODOT in looking for solutions for traffic congestion that do not further displace residents and hinder people's ability to live, work, play, and move without using a vehicle. On behalf of future generations, ODOT must pursue options other than freeway expansion to reduce congestion.	ALT-1, INPT-1

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1525	7437	1/2/2023	Email	Danielle	Maillard	Oregon Walks	The consequences of freeway construction on communities are vast, but they are not irreversible. ODOT has the opportunity to reject the false notion that freeway expansion solves traffic congestion. We have seen time and again that induced demand is inevitable when roadways become wider. With more lanes comes more vehicles. The Rose Quarter Freeway Expansion will absolutely inhibit goals of reducing carbon emissions.	INDD-1
1526	7437	1/2/2023	Email	Danielle	Maillard	Oregon Walks	Oregon Walks supports the proposed freeway cap over I-5. We support continued investment in the Albina neighborhood, including the freeway lids, affordable housing, and safer streets, without the additional cars, air pollution, and threats to pedestrians that come with investing in single occupancy vehicles. We support a vision that improves connectivity, centers community, and repairs the wrongs of previous freeway construction. We support using creative tools like congestion pricing and investment in active transportation and transit to reduce vehicular congestion. To achieve this, ODOT must leave behind additional lane miles for I-5. In short, we support the lid, but not the lanes.	INPT-1, LID-2
1572	7438	1/2/2023	Email	Cory	Pinckard		. Build us some more commuter rail already!!	INPT-1
1550	7439	1/2/2023	Email	Tim	Mongin		I am but one of many bicycle commuters who is exposed to horrible air quality and aggressive drivers flying on or off I-5 at the Rose Quarter twice daily. Is a solution needed? Yes, but it by no means involves expanding I-5 for even more polluting traffic. The people of Portland deserve better. We need to cap the freeway in order to make the area safe for all Oregonians, not just those behind a 4,000lb vehicle. A freeway cap is an important step in fixing a project which destroyed Portland's historic Black cultural center. Instead of creating barriers to divide the community with an I-5 expansion, build projects which bring people together. Cap the freeway! If you want a big project, expand the I-5 freeway caps to cover the entire mess ODOT created along the Eastbank Esplanade.	INPT-1, LID-2
1392	7440	1/2/2023	Email	Jason	Fifield		I don't believe that ODOT has been transparent or forthcoming in their process thus far. Therefore, it is essential that an Environmental Impact Statement is conducted for the proposed Rose Quarter Freeway Expansion so we, as Portlanders, will have a better understanding of the result this project would bring to our city. Portland has greatly benefited from a reduction in freeways and freeway lanes. This has made it a more walkable and liveable city that allows for transit to occur at a human scale much more than in most other cities in the US.	NEPA-1
1393	7440	1/2/2023	Email	Jason	Fifield		Covering I-5 in the Rose Quarter area could be a benefit, but adding lanes to I-5 will only increase traffic, increase pollution, and have a detrimental impact to the Rose Quarter area.	LID-2
1394	7440	1/2/2023	Email	Jason	Fifield		Adding lanes to freeways encourages more traffic and results in more gridlock. Cities from Seattle to Houston, to Los Angeles have demonstrated this many times over. That is not what we need in Portland.	INDD-1
1489	7441	1/2/2023	Email	Tony	Jordan		We must stop making the same mistakes and a full EIS for the Rose Quarter expansion is needed to expose this project for one that we simply cannot afford -- in treasure or impact.	NEPA-1
1490	7441	1/2/2023	Email	Tony	Jordan		ODOT cannot be trusted to be honest with us about the high cost of highway expansion. We should cover the freeway (honestly we should fill it with sand) without any expansions and stitch the neighborhood back together in a way that promotes walkability and equity.	INPT-1
1326	7442	1/2/2023	Email	Linore	Blackstone		Oh for goodness sake, why do you continue to press for such freeway expansion when you surely know better. What is your ethic? Why target manage? Some of you in ODOT must be pressing for commitment to this earth, its life...Surely? Or am I just another of those pesky voices out there who fail to understand that progress means exploitation and invasion and using up. I despair	INPT-1
1671	7443	1/2/2023	Email	Brian	Smith		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion? ODOT has never been fully transparent in previous environmental impact assessments, never based them on realistic data, and never properly taken into account the impact of alternatives such as congestion tolling on traffic usage.	NEPA-1, PE-2
1672	7443	1/2/2023	Email	Brian	Smith		I support the proposed building-bearing lids that will help restore the harm done to the neighborhood when the highway was initially created, but can't support any freeway widening, capacity increase, or other traffic flow improvement that is claimed to be neither a widening or capacity increase until the health impacts and climate impacts are properly accounted for.	LID-2
1673	7443	1/2/2023	Email	Brian	Smith		My son, who grew up just a couple blocks from I-84 close to the proposed I-5 widening location, has asthma. Can I prove causation in his particular case? No, but study after study has clearly shown the linkage between freeway proximity and a host of health issues. Even if all road traffic were emission free, the impacts of tire dust, vehicle fires and other associated pollutants is a very real danger. There will probably never be a stream where salmon could swim right where the proposed project is, but it would sure be nice if the nearby Willamette river had just a little less pollution to contend with. (See study strongly linking tire dust to creeks uninhabitable by salmon.)	INPT-1

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1558	7444	1/2/2023	Email	Daniel	Nunes		Expanding freeways will negatively impact the health of all living things in the vicinity, but particularly the humans who live in the neighborhoods adjacent. The notion that adding lanes will reduce emissions somehow is preposterous.	AQ-2, HLTH-1
1674	7445	1/2/2023	Email	Alice	West		Our climate is in crisis. Portland has more and more days with air stagnation and unhealthy levels of air pollution. Expanding the freeway that runs next to homes and schools without doing an environmental impact survey is negligent at best. Thank you for putting the long term interests of Portland and our well being first. The freeway should not be expanded. Investing in public transit and other ways of moving people is the way forward.	INPT-1, COST-1
1584	7446	1/2/2023	Email	Tina	Ricks		The Rose Quarter freeway expansion is all about satisfying people who live elsewhere and corporate freight interests on the backs of real people who live in the city. I live in Beaverton, and these proposed lanes are ostensibly for me to more easily drive my car anywhere I want to go in metro Portland. The cost is the planet and the livability of the city. We have enough freeways. We need more frequent buses and MAX trains, and higher pay to retain drivers. We need protected, connected bike lanes. Conduct a full, honest EIS, and implement what you learn. This project should go the way of Portland's Mt. Hood Freeway that never happened.	INPT-1, NEPA-1
1466	7447	1/2/2023	Email	Stasia	Honnold		Climate change is real, and burning fossil fuels is one of the biggest drivers of climate change. If we are to be true climate leaders, we need to discourage single-occupancy driving, encourage alternate modes of transportation, and invest in a sustainable future for our region. Expanding a freeway is not any of these things.	INPT-1
1467	7447	1/2/2023	Email	Stasia	Honnold		As an immediate solution, congestion pricing should be looked at as a more viable option to deal with the current traffic on I-5 than expanding it.	ALT-1, INPT-1
1468	7447	1/2/2023	Email	Stasia	Honnold		More long term, we should be spending our money on truly making Portland a city where people don't feel like they need to drive by bettering our transit, bicycle, and walking options.	COST-1
1469	7447	1/2/2023	Email	Stasia	Honnold		Conduct a full environmental impact statement, listen to the data, and listen to those of us who care about the world we live in and the impact our decisions have on the future.	NEPA-1
1462	7448	1/2/2023	Email	Jacob	Hoffman-Andrews		Road emissions are one of the biggest sources of particulate emissions and carbon emissions in our city and our state, and those emissions have a terrible impact of the health of our children. That impact falls disproportionately on people of color. ODOT must conduct a full Environmental Impact Statement on this expansion.	NEPA-1
1463	7448	1/2/2023	Email	Jacob	Hoffman-Andrews		Putting caps over the existing freeway to allow reconnecting the existing street grid is an excellent idea, but it should not be tied to expanding the freeway. We can, and should, reconnect the street grid without adding lanes of traffic.	LID-2
1464	7448	1/2/2023	Email	Jacob	Hoffman-Andrews		Among many other deceptions, ODOT concealed the true width of the expansion they are planning, and repeatedly claimed the project is not a freeway expansion, which is "objectively misleading" (according to Metro, and also according to anyone who understands the plain meaning of words).	DES-2, PE-2
1631	7449	1/2/2023	Email	Beth	Stebbins		If more lanes only lead to more traffic, there must be a better way.	INPT-1
1654	7450	1/2/2023	Email	Claire	Vlach	Oregon Walks	My dismay turned to incredulity when I read the Supplemental Environmental assessment. ODOT claims that safety is their number one priority, but in ODOT's own words, the Revised Build Alternative will 1) close two crosswalks, when best practices state that all legs of an intersection should be open to pedestrians; 2) "create difficult crossing for pedestrians" (p. 96) at Williams and Weidler, and 3) include "increased potential for pedestrian auto conflict." (p. 97). It is completely unconscionable for ODOT to propose a project that they know will create life and safety hazards for people walking in the area.	PN-1, SAF-1
1655	7450	1/2/2023	Email	Claire	Vlach	Oregon Walks	However, widening the freeway is not necessary to building the caps-- instead, it will make it both more difficult and more expensive. The caps and other neighborhood improvements should be made without the freeway widening, to begin to mitigate the harm ODOT caused when the freeway was originally built.	LID-2
1656	7450	1/2/2023	Email	Claire	Vlach	Oregon Walks	Due to all of these issues, ODOT should be required to perform a full study of the project's impacts in the form of an EIS.	NEPA-1
1688	7451	1/2/2023	Email	Jeffrey	Yasskin		1. It was inappropriate to run the comment period from Thanksgiving to New Years. This doesn't give independent organizations enough time to review the details and check ODOT's work.	PE-3
1689	7451	1/2/2023	Email	Jeffrey	Yasskin		2. The executive summary asserts that "Without the Project, congestion on I-5 and in the vicinity of the Broadway/Weidler interchange would continue to worsen." This ignores that ODOT is working on adding congestion pricing as part of its Regional Mobility Pricing Project. The fact that the EA doesn't even mention congestion pricing as an alternative means it can't have accurately modeled the impact of the No Build option, and ODOT needs to redraft the EA to include congestion pricing as part of all of the alternatives.	ALT-1, TOLL-1

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1690	7451	1/2/2023	Email	Jeffrey	Yasskin		3. The EA asserts that expanding the highway would both reduce congestion and "not substantially improve highway capacity" (page 34). This is impossible, since congestion is caused by traffic demand exceeding capacity, and the project doesn't propose to do anything to reduce demand. This error calls into question the EA's claim that the project won't increase GHG Emissions and other pollution.	CC-2
1691	7451	1/2/2023	Email	Jeffrey	Yasskin		4. The allocation of \$1.5B to the construction of this project means that money isn't available to improve safety in other locations. It's inappropriate to pretend that "No Build" at this location means we don't get any safety improvements. Instead, the analysis of the No Build option should look at the likely range of other safety improvements that would be possible with the same money. One recent example is that ODOT is resisting spending money on improving safety along Powell Blvd because they're spending it all on this project.	COST-1
1692	7451	1/2/2023	Email	Jeffrey	Yasskin		5. Pages 96-97 discuss "increased potential for pedestrian auto conflict". This is inconsistent with the top-line claim that "conditions for pedestrians and cyclists would generally improve in the API".	SAF-1
1693	7451	1/2/2023	Email	Jeffrey	Yasskin		6. The EA pretends that the highway cover, with its benefits for landuse and active transit connectivity, is only possible if the rest of the proposed highway expansion is built. This is not true, and the EA should analyze the possibility of building just the cover without the increased lanes.	ALT-1, LID-2
1694	7451	1/2/2023	Email	Jeffrey	Yasskin		6. This project is complex enough that ODOT should do a full EIS instead of the abbreviated EA.	NEPA-1
1632	7452	1/2/2023	Email	Emily	Stebbins		ODOT should conduct a full Environmental Impact Statement before expanding the freeway at the Rose Quarter.	NEPA-1
1498	7453	1/2/2023	Email	Gwendolyn	King		Expanding freeways is bad for people's health and safety and contributes to global warming because it leads to more cars on the road via induced demand. We're in a climate crisis and it is horrifying to me that a freeway expansion would even be considered. We need fewer people driving, not more, if we want to avoid more global disaster. Already, pollution negatively impacts the health of Portlanders who live, work, and go to school along I-5. Expanding the freeway will worsen this.	INDD-1, HLTH-1
1290	7454	1/2/2023	Email	Jacob	Apenes		As a car-free Portlander, I demand we build a more walkable, less polluted city. Especially living in Northeast Portland, developing a cap over the I-5 freeway would substantially connect my neighborhoods in a way unseen since the Federal-Aid Freeway Act of 1956.	LID-2
1291	7454	1/2/2023	Email	Jacob	Apenes		I-5 does not need more lanes running through my city. Not only will this have minimal to no impact on traffic decongestion, but may increase traffic over time via induced demand. As we look to solve the climate crisis, extra cars on our streets will only make the solution more difficult to attain. Additionally, car pollution hurts my lungs, will hurt my children's lungs, and cause adverse effects for years to come.	INDD-1
1292	7454	1/2/2023	Email	Jacob	Apenes		Please build a lid on I-5. Please also have ODOT conduct an Environmental Impact Statement on the proposed Rose Quarter Freeway Expansion. We know car pollution is bad; this EIS is necessary.	ALT-1, LID-2
1350	7455	1/2/2023	Email	Chris	Chaplin		I believe ODOT must conduct a full Environmental Impact Statement to fully understand the direct impacts this proposed freeway expansion would have to the neighborhood streets, our children's lungs, and the planet they stand to inherit.	NEPA-1
1351	7455	1/2/2023	Email	Chris	Chaplin		While ODOT continues to officially insist that tolling is "not reasonably foreseeable" in the future and therefore should not be studied as an alternative to freeway widening, I know that OTC Chair Bob Van Brocklin has said publicly that tolling is the only source of revenue that ODOT can possibly use to fill the funding gaps for this project. Numerous ODOT studies show that congestion pricing without widening the freeway would eliminate traffic congestion while also providing cleaner air for the neighborhood and lowering carbon emissions	ALT-1, TOLL-1
1352	7455	1/2/2023	Email	Chris	Chaplin		I believe ODOT must conduct a full Environmental Impact Statement that truly studies whether these additional lanes of toxic, polluting freeway at such exorbitant cost are truly necessary to reduce congestion. And, whether the goal of "reducing congestion" is really a worthy goal to pursue given the myriad, *much* more serious problems awaiting us all if we do not immediately and drastically curb carbon emissions. At our current trajectory, measures like this one that would seek to widen freeways and incentivize *even more* carbon emission is doing little more than greasing the pathway to our collective demise.	NEPA-1
1832	7456	1/3/2023	Email	Joe	Rowe		My opinion based on this evidence is that the Oregon Department of Transportation is involved in patterns of bad faith operations. After attending 15 years of meetings in Salem Oregon none of my questions have been answered with honesty or detail. ODOT has been involved in criminal obscurification as they have burned through \$400 million to plan two urban freeways that will cost us up to \$10 billion in bonds, delays and legal battles.	PE-2
1833	7456	1/3/2023	Email	Joe	Rowe		I urge ODOT to extend the current Rose Quarter Freeway comment period ending on January 4th 2022 to April 1, 2021.	PE-3

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1834	7456	1/3/2023	Email	Joe	Rowe		1. ODOT sent me a postal mail flier at my home address. The header on the flier is written in all CAPS: "PROVIDE YOUR FEEDBACK ON THE SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT" 1. Logic would say flier should have had two QR codes pointing to: * The online Supplemental Environmental Assessment. * The email or online tools to submit comments 2. There are no clear or reasonable steps to get to the online document 3. The only clear option is visiting <redacted> to find the document 4. It took me 10 minutes and 8 clicks to get from the QR code to the actual document. It is very unlikely a majority of people will succeed. 5. The ODOT Postal Flier is a barrier to finding the Supplemental Environmental Assessment online. * The flier with the dead end QR code * The QR code takes me to a one page document * In that document there is only one link, users must click "see our FAQ's" * That link takes me to a 9 page document here:https://web.archive.org/web/20221204022455/https://www.i5rosequarter.org/pdfs/project_documents/RQ_FAQs_final_remediated.pdf (archived) * The first link on those marketing pages is page 8, to a subcontracting plan here:https://i5rosequarter.org/pdfs/project_documents/CH%202_Reconciled_Diversity_Subcontracting%20Plan_041222_APPROVED.pdf dead end * Finally on page 9 there is a link to www.i5rosequarter.org * Scroll down a page on the web, you see "Go to Supplemental Environmental Assessment Documents " * You can then click "Supplemental Environmental Assessment" * I then see 154 pages of the correct document: Megan Channell and KEITH LYNCH * In conclusion, and worth repeating, The QR codes should simply go * The document here:https://www.i5rosequarter.org/pdfs/sea/supplemental_environmental_assessment_508.pdf the Supplemental Environmental Review 154 pages. * The link for feedback here: https://odotopenhouse.org/i5-rose-quarter-sea	PE-1
1835	7456	1/3/2023	Email	Joe	Rowe		6. ODOT sent me email and I've provided a redacted copy * ODOT email has no direct links to the Supplemental Environmental Assessment. * There is no link to the form to provide feedback * There are no clear steps * I must click "Learn more" on the email	PE-1
1836	7456	1/3/2023	Email	Joe	Rowe		* I am looking for a Supplemental Environmental Assessment. I read the following paragraph: "After the 2019 publication, the Oregon Transportation Commission directed an Independent Cover Assessment which looked at changes to the highway cover design. Based on design refinements and community feedback, a single, larger highway cover capable of supporting up to six-story buildings was proposed for the project. The Supplemental EA looks closely at those design changes, now called the Proposed Hybrid 3 Cover Concept." 1. I guess and click: "Independent Cover Assessment" 2. I must then wait a very long time for a 60 page document 3. Dead end - This is not the correct document, most people will not know this 60 page document is not the 154 page document they need to comment upon.	PE-1
1837	7456	1/3/2023	Email	Joe	Rowe		4. Instead the user must find a link in the middle: "read our FAQs" 5. That takes you to a 9 page document 6. On the last page of that 9 page document the user must find the link to www.i5rosequarter.org 7. Scroll down a page on the web, you see "Go to Supplemental Environmental Assessment Documents " 8. You can then click "Supplemental Environmental Assessment" 9. Once you read the assessment you can find your way back to i5rosequarter.org 10. Then you can submit your comments is under "open house" 11. Click open house and scroll and see the words "how to comment and next steps" 12. The 154 page document loads	PE-1
1838	7456	1/3/2023	Email	Joe	Rowe		13. In conclusion, and worth repeating, The email letter should have links to * The Supplemental Environmental Review document * The link for online open house feedback - The evidence above is a pattern of lies and obfuscation by ODOT.	INPT-1, PE-2
1839	7456	1/3/2023	Email	Joe	Rowe		The supplemental EA is invalid and incomplete and we need a full environmental assessment with full disclosure of traffic analysis and details on the inputs into the VISSIM software modeling.	NEPA-1, PE-2, TRAF-2, TRAF-3
1840	7456	1/3/2023	Email	Joe	Rowe		[- ODOT has never provided the data and methods behind their computer simulations. ODOT uses VISSIM software to simulate positive results from the billions spent on this project. We know from engineering history that adding lanes will induce more congestion. Global transportation history shows that widening a large congested system at one point always moves the congestion up or down the road. This game of whack a mole pushes the congestion back into the new construction area shortly after completion. The issue at hand: Any independent engineer should have access to the data and settings of that simulation and run it independently with the same results. I have spent years asking ODOT to show how they calculate the measurable outcomes they say will come from this \$3 billion project. I've never been given an answer. The assessment appendix on traffic is provided, but it has no link to the source data.	PE-2, TRAF-2, TRAF-3

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1841	7456	1/3/2023	Email	Joe	Rowe		The climate change supplemental assessment in the appendix does mention "induced demand". Induced demand is the most well known impact that harms our climate when urban freeways are expanded or improved. The construction induces much more demand than if the project was never started. If the climate change supplement to the SEA mentioned "induced demand" I would believe that we would be on a pathway to understanding the true environmental impacts. Induced demand is mentioned only twice in all of the documents listed in the project library. It was not mentioned in the 2019 SEA and Joe Cortright complained about that critical omission and the omissions remain in 2023. Other members of the public have mentioned induced demand more than ODOT	INDD-1
1842	7456	1/3/2023	Email	Joe	Rowe		I've provided many reasons the public needs full EIS. We learn nothing from a simulation constrained to just the construction area. We learn nothing from a simulation that is not transparent. Any simulated extra capacity has nowhere to go downstream.	NEPA-1, TRAF-2, TRAF-3
1843	7456	1/3/2023	Email	Joe	Rowe		This daily halted traffic is seen at exit 302C Northbound every evening just North of Exit 302C. Page 26 of 154 states "A new NB auxiliary lane would be added to connect the I-84 WB on-ramp to the N Greeley Avenue off-ramp" Translated: ODOT is adding a new lane to the existing 4 lanes of Interstate 5 Northbound. Then at exit 302C these 5 lanes are reduced to 2 lanes for Interstate 5. The other 3 lanes branch off to the Interstate 405 bridge headed West.	INPT-1
1844	7456	1/3/2023	Email	Joe	Rowe		Let's examine page 269 from this very old 600 page ODOT document. You can see my traffic analysis VISSIM question has never been answered. The answer has never been emailed to me, it has never been put into any ODOT document. My question was deleted by ODOT but archived here: https://web.archive.org/web/20211128164313/https://www.i5rosequarter.org/wp-content/uploads/2020/11/App.-I_I5RQ_FINAL_CSR.pdf and here: https://drive.google.com/file/d/1f_CzYiZGs53-mXK4_FCOmZG4q4jJtcxW/view?usp=sharing . A full EIS would provide detail to answer my questions about VISSIM and in my slide show.	TRAF-6, NEPA-1
1845	7456	1/3/2023	Email	Joe	Rowe		The supplemental environmental assessment has nothing in writing that housing can be built on the lid of a freeway or that humans could endure that for any length of time.	LU-1
1846	7456	1/3/2023	Email	Joe	Rowe		If the project exceeds budgets how will environmental protection be preserved or cut? The SEA and the climate change supplement have no detail about how the environmental factors will fare if funding is lost or budgets are exceeded.	COST-3
1847	7456	1/3/2023	Email	Joe	Rowe		I have provided adequate evidence as to why the 2022 SEA and subordinate supplements are incomplete and have not addressed critical and major environmental concerns. I demand ODOT and the FHA produce a full Environmental Impact Statement as this is the intent of the lawmakers of the Federal NEPA law.	NEPA-1
1657	7457	1/3/2023	Email	Robert	Walker		It is a major project with many moving parts and largely unknown consequences. Most perniciously, a failure to fully isolate the full environmental impacts should be the minimum available for citizens before such a mass investment in a freeway future is undertaken.	NEPA-1
1566	7458	1/3/2023	Email	Sam	Peters		I demand ODOT conduct an Environmental Impact Statement for the proposed rose Quarter Freeway Expansion because this freeway will relieve traffic congestion and contribute to environmental pollution.	NEPA-1
1567	7458	1/3/2023	Email	Sam	Peters		This project also displaces a middle school that serves a historically Black neighborhood.	INPT-1
1829	7459	1/3/2023	Email	Tegan	Valo	B-Line Urban Delivery	we hope that ODOT will do the same by producing a full Environmental Impact Statement that considers alternatives to the construction of new freeway lanes.	ALT-1, NEPA-1
1830	7459	1/3/2023	Email	Tegan	Valo	B-Line Urban Delivery	However, we believe that the best way to improve the efficiency of trucks (and all vehicles) through the I-5 corridor is not to spend \$1.4 billion on expanding freeway lanes, auxiliary or otherwise. Constructing new lanes has been well-documented to gradually increase vehicle miles traveled by inducing more demand for driving, which only contributes further to climate change and the epidemic of traffic fatalities that our community faces. We should be focused on reducing congestion by developing smart improvements to our pedestrian, cycling, and public transit systems to encourage more movement throughout the city without the need to drive.	INDD-1, COST-1
1494	7460	1/2/2023	Email	Daniel	Kapsch		With climate change and extremes ever more prevalent, we need a proper assessment of the environmental impacts of this freeway expansion project. To skip this step seems counterintuitive to how we need to proceed with projects such as this.	NEPA-1
1452	7461	1/3/2023	Email	Todd	Henion		Endless evidence show more lanes = more cars. We do not want more cars. Yes, I find it that simple. Please solve our transportation not the car problem	INPT-1

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1561	7462	1/3/2023	Email	Maria	Opie		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: We need to keep our community as livable as possible. What is more important - increasing the number of cars and trucks that roll through and muck up our neighborhood or the people who live in the neighborhood? Give us a break ODOT! Stop paving over paradise! Try something different. Move into the future smartly instead of the same old, same old.	INPT-1
1480	7463	1/3/2023	Email	Keith	Jones	Friends of Green Loop	While we support key elements of the Hybrid Op on 3 design concept, especially the expanded freeway covers extending north from Weidler, we do not support the project as currently proposed.	LID-2
1481	7463	1/3/2023	Email	Keith	Jones	Friends of Green Loop	We appreciate that the Green Loop was discussed during the ICA process and are excited that its implementation has been considered for the next steps of work. That being said, we do not support the project with the Green Loop as included with the Hybrid Op on 3 design concept. Our concerns/comments can be grouped into the following categories:	INPT-1
1482	7463	1/3/2023	Email	Keith	Jones	Friends of Green Loop	<p>1. CONSISTENCY WITH ADOPTED CITY POLICY</p> <p>The project has failed to address its purpose and need. The Central City 2035 Plan, adopted in the Spring of 2018, includes multiple documents that clearly describe the character and intent of the Green Loop. Per the documents, the vision for the Green Loop is to create a “six-mile linear park” that links Central City places, destinations and attractions in a way that is comfortable for walking, jogging, rolling or riding, for people of all ages and abilities. It is not intended to remove or replace existing active transportation infrastructure on city streets or thoroughfares, rather, it is intended to create a new alternative pathway that supports activity and growth in all parts of the Central City.</p> <p>Adopted Central City 2035 documents also clearly describe the preferred east-west alignment for the Green Loop in this segment. Consistent with its envisioned quieter, park-like character, the Green Loop is shown on streets that run parallel (and nearby) to existing busier arterials and main streets. Maps incorporated in Volume 5B “Implementation – the Green Loop” as well as numerous diagrams from Volume 1 “Goals and Policies” identify NE Clackamas/N Ramsay as the preferred east-west route through the Albina/Lloyd/Rose Quarter segment. Clackamas and Ramsay make sense as the Green Loop for multiple reasons. First, Clackamas is a low-volume, local street that runs through the large “Central Lloyd” redevelopment area which could one day accommodate thousands of new housing units and jobs. Second, Clackamas currently has traffic signals at another high-volume-and-speeds couplet, the north-south Martin Luther King Jr./Grand pair of streets.</p> <p>On the other side of the freeway, Ramsay runs south of, and parallel to, B/W and functions as a critical event management space due to its relatively low traffic volumes. A Green Loop alignment on Ramsay would connect walkers, joggers, rollers and riders more directly to events, while also “putting more eyes” on the large Veterans Memorial Coliseum plaza, a large and underutilized public open space at the center of the campus.</p>	ACT-2, INPT-1
1483	7463	1/3/2023	Email	Keith	Jones	Friends of Green Loop	Hybrid Option 3 proposes to locate the Green Loop on the busy Broadway/Weidler couplet, which is in direct conflict with adopted city policy.	FAC-1, ACT-2
1484	7463	1/3/2023	Email	Keith	Jones	Friends of Green Loop	<p>2. CHANGES FROM PREVIOUS ENVIRONMENTAL ASSESSMENT</p> <p>The project has failed to address its purpose and need. One of the most notable changes of the Hybrid Option 3 design concept from the previous “Build” alternative and EA is the relocation of the I-5 SB ramp terminal from N Vancouver/Broadway to the Ramsay/Wheeler/Williams intersection. The relocation of this ramp terminal to this intersection places it just north of, and adjacent to, the existing I-5 SB on ramp terminal. This proposed ramp relocation has dramatically reduced the amount of space available for new connections like the previously proposed Clackamas Crossing pedestrian/bicycle bridge (CCB) that would actually improve pedestrian and bicycle safety in the interchange area.</p> <p>As a result, the Hybrid Option 3 design concept no longer includes the Clackamas Crossing pedestrian/bicycle bridge. The CCB restored one of the six community connections lost between Broadway and Irving when the freeway was built in the late 1960s. It offered a new low-stress connection across the freeway similar to the recently-opened Earl Blumenauer Bridge’s alternative to the Martin Luther King Jr./Grand Avenue couplet across the I-84 Freeway. The CCB connection would be accessed by the low-volume streets of NE Clackamas and Ramsay linking the Green Loop running north-south along NE 7th Avenue to the Broadway Bridge across the Willamette River.</p>	ACT-1, FAC-1, PN-1

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1485	7463	1/3/2023	Email	Keith	Jones	Friends of Green Loop	Many of the supporting technical reports supporting the SEA reference how Hybrid Option 3 is affecting access in the area according to a variety of different potential routes. Most of the references note that the SEA does not improve the existing access conditions for pedestrians, bicyclists or other active transportation users as the CCB is no longer proposed as a part of the project.	FAC-1
1486	7463	1/3/2023	Email	Keith	Jones	Friends of Green Loop	<p>3. GREEN LOOP ALIGNMENT ON BROADWAY/WEIDLER</p> <p>The project has failed to address its purpose and need. By design and as previously described, the preferred alignment of the Green Loop is along quieter, low-volume streets that would appeal to a broader range of “Sunday Parkways” types of people. The Green Loop will offer an alternative to faster-moving, and generally one-way, commuter-oriented bike lanes on the busier corridors. While we appreciate that the Green Loop was discussed as part of the ICA effort that developed the Hybrid Option 3 concept, we are opposed to the proposal to locate the Green Loop on the Broadway/Weidler couplet.</p> <p>The Broadway/Weidler couplet (B/W) is among the Central City’s busiest traffic corridors, featuring some 60,000 motor vehicles a day across the two streets. Per the Central City 2035 Plan, the Green Loop’s preferred alignment is the low-volume street of NE Clackamas to the south which, in comparison, features some 600 motor vehicles a day. In addition, B/W’s posted maximum vehicle speed limit is 30mph, while on Clackamas which is classified as a local access street, the posted maximum speed is 20mph or less. A segment of the Green Loop on the high volume and velocity B/W would be dramatically inconsistent with the rest of the alignment that is planned for much quieter streets like SE 6th Avenue, SW 9th/Park Avenue West or NW Park Avenue.</p> <p>As B/W is a two-street “couplet” corridor, a Green Loop alignment using both streets would lack the easy intuition (and subsequent comfort) of a 2-way design on a single, low-volume street, consistent with the rest of the 6-mile alignment. The Hybrid Option 3 design concept incorporates I-5 Freeway ramp terminals at the intersections of Broadway/Williams, and at the intersections of Weidler with both Williams and Victoria along this segment of B/W. There is no other segment of the Green Loop that requires crossing multiple freeway ramp terminals at grade along a high-volume couplet like B/W.</p>	ACT-1
1487	7463	1/3/2023	Email	Keith	Jones	Friends of Green Loop	<p>4. POTENTIAL ADDITIONAL SPACE REQUIREMENTS</p> <p>The project has failed to address its purpose and need. Locating the Green Loop on the busy Broadway/Weidler couplet presents spatial challenges. B/W are one of the Central City’s busiest traffic corridors serving thousands of motor vehicles every day. In addition, B/W already include multimodal transportation facilities including Portland Streetcar, bus lines and bike lanes. Broadway, which is the historic main street, is wider at some 70 feet than Weidler, which was added later to form the couplet pair and is roughly 60 feet wide.</p> <p>The incorporation of the Green Loop on the two streets would require the repurposing of existing street space or functions (travel lanes, on-street parking, etc. or combinations thereof). This additional width would contribute to expanded pedestrian and rolling areas for wide, safe spaces for wheels like scooters, roller skates or bicycles and a buffer strip that could accommodate trees. The additional space would effectively widen the sidewalk space on one side of each street (Broadway and Weidler) from 15 feet to something more like 25, although the specific design is yet to be determined. The width would be necessary due to the high vehicle volumes and speeds on both streets and the physical space required to safely and effectively separate users from the traffic.</p> <p>If it is undesirable or infeasible to repurpose existing space in the public right-of-way, additional area from adjacent private properties would be necessary to create the comfort consistent with the Green Loop. Impacts to private properties along B/W could affect their redevelopment options and economic potential for the community.</p> <p>The SEA is not clear on what the route to the Broadway Bridge would be for the Green Loop from NE 7th Avenue. It appears that the project proposes a route from 7th Avenue to Clackamas, up NE 2nd to B/W, through the interchange area and onto the Broadway Bridge. This alignment could affect up to 9 blocks or 18 frontages along the corridor with the potential impacts described above. Adopted alignments calling for Clackamas or Ramsay to the Broadway Bridge would impact only one block (and possibly none) of the B/W corridor.</p> <p>The SEA’s proposal to align the Green Loop on B/W adds complexity and uncertainty to what is already a complex and unsafe area for pedestrians and bicyclists. The previous EA proposed the Clackamas Crossing Bridge and proposed a new, intuitive and attractive new connection across the freeway and interchange area in a location that desperately needs one.</p>	FAC-1, INPT-1, PN-1

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1488	7463	1/3/2023	Email	Keith	Jones	Friends of Green Loop	<p>Finally, the SEA itself demonstrates how it is not addressing the project's purpose and need. The language of the SEA, as well as that of its supporting technical reports, clearly indicate the negative impacts for pedestrians, joggers, rollers and bicyclists by removing the Clackamas Crossing pedestrian/bicycle bridge from the project. A project of this scope and scale, one that will build new infrastructure affecting the community for generations to come, must do better than the status quo or the "No-Build Alternative."</p> <p>Below is just one excerpt from page 47 of the "Active Transportation Supplemental Technical Report" dated September 2022:</p> <p>"Cumulative Impacts Major design changes in the Revised Build Alternative such as the omission of the Clackamas Bicycle and Pedestrian Bridge and the implementation of the I-5 southbound offramp at N Williams Avenue have changed route-based conditions compared to the Build and No-Build Alternatives. As a whole, route directness in the API is would be similar to the No-Build Alternative but worse than the Build Alternative without the Clackamas Bridge." (emphasis added)</p> <p>We appreciate the opportunity to comment on this significant project for the city, region and most importantly, the local community. We appreciate that the Green Loop was considered during the ICA process and planned with the Hybrid Option 3 concept. That being said, we do not support the Hybrid Option 3 design concept as currently proposed, as it and the SEA fail to meet key pedestrian and bicycle safety objectives of the project's purpose and need. We are hopeful that previously studied, tested and evaluated elements of the previous EA – most notably the Clackamas Crossing Bridge – will be reconsidered and re-incorporated within the project moving forward.</p>	ACT-1, FAC-1, PN-1
1473	7464	1/3/2023	Email	Samantha	Hughes		Please conduct an environmental survey. Consider the evidence that widening freeways doesn't reduce congestion or emissions. Consider the alternative modes of transportation that can serve everyone, instead of catering first and foremost to motorists. Build a liveable future instead of building counterproductive infrastructure.	INPT-1
1276	7466	1/3/2023	Email		Alex		Freeways do not belong in the center of cities. Certainly existing ones do not deserve more lanes. We can't meet our current maintenance bill and our infrastructure is crumbling. We have to make due on our promises and maintain what we have.	INPT-1
1640	7467	1/3/2023	Email	Nora	Stern		I do not support expansion of the I5 corridor through Portland. We cannot afford to increase our carbon emissions in this time of climate crisis. We need to expand public transportation to the full extent possible, and cap the freeways to minimize pollution.	INPT-1
1610	7468	1/3/2023	Email	Jeremy	Salmon		Living in NE Portland for the past 18 years has made me sensitive to air pollution and traffic concerns in this area. A full EIS needs to be performed for this expansion, and putting lids over the lanes would be a better alternative to adding yet more roadway.	ALT-1, LID-2, NEPA-1
1555	7469	1/3/2023	Email	Bobbee	Murr		This freeway, if built, will increase GG rather than decrease vehicular traffic. Most drivers drive ICE-powered vehicles. Its existence will violate the Oregon State's and Portland's declared GG reduction plan.	CC-1, CC-2
1277	7470	1/3/2023	Email	Doug	Allen	AORTA	Throughout the development of this project, we have repeatedly submitted testimony and comments. In June of 2012, we submitted a letter to the N/NE Quadrant Stakeholder Advisory Committee, asking that the freeway not be widened, recommending instead that a north-south transit alternative be considered. That letter is attached.	INPT-1
1278	7470	1/3/2023	Email	Doug	Allen	AORTA	Despite claims that a large number of alternatives were considered in the period leading up to finalization of the N/NE Quadrant Plan, transit and tolling-only alternatives were not considered, even though such alternatives have the greatest potential for reducing VMT, GHG emissions, and other pollutants, producing significant environmental benefits compared with the chosen build alternative	ALT-1, NEPA-1
1279	7470	1/3/2023	Email	Doug	Allen	AORTA	We submitted comments on the February 2019 EA for this project, once again pointing out that the EA failed to consider transit alternatives, which should 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. These alternatives to I-5 expansion have still not been considered in the Supplemental EA.	ALT-1, INPT-1
1280	7470	1/3/2023	Email	Doug	Allen	AORTA	We noted that the February 2019 EA did not properly consider the cumulative impacts of construction projects on I-5 and connecting freeway segments, such as the East Marquam Interchange Ramps Project, which built additional lanes on I-5 between the Marquam Bridge and I-84. This and other defects in the February 2019 EA have still not been properly addressed in either the November 2020 Revised EA or the Supplemental EA.	CI-1

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1281	7470	1/3/2023	Email	Doug	Allen	AORTA	We subsequently testified to the Oregon Transportation Commission in January 2020, when they were considering whether to direct ODOT to do an EIS or not. Again, we asked for a full EIS with proper scoping of alternatives, to include those with less impact on the environment.	ALT-1, NEPA-1
1282	7470	1/3/2023	Email	Doug	Allen	AORTA	It is clear now that pricing (tolling) is an integral part of the project. HB 3055 (2021) spreads the money originally earmarked for this project by HB 2017 (2017) to several projects, all of which are under-funded, but sets up a system of short-term borrowing along with toll-backed bonds to fund these projects. All of these projects, along with the associated tolling, need to be analyzed in a single EIS that includes proper scoping to consider transit and/or no-roadway-expansion alternatives.	ALT-1, TOLL-1, NEPA-1
1283	7470	1/3/2023	Email	Doug	Allen	AORTA	Greenhouse gas emissions are a cumulative, ongoing impact of both the build and no- build options. A congestion-pricing alternative for the region has the potential over multiple years of vastly reducing the GHG emissions of the transportation sector. GHG reductions are required in Oregon to meet environmental goals	ALT-1, CC-1, CC-2
1284	7470	1/3/2023	Email	Doug	Allen	AORTA	The regional congestion-pricing EIS needs to consider all of the freeways in the Portland region, and consider funding increased transit service. The opportunity cost of diverting toll revenue to unnecessary construction should be evaluated.	TOLL-2
1285	7470	1/3/2023	Email	Doug	Allen	AORTA	Consultants to ODOT's Value Pricing Policy Advisory Committee in 2018 indicated that if congestion pricing were implemented, the Rose Quarter project would not be needed, because pricing would provide the capacity equivalent of an additional travel lane.	ALT-1
1286	7470	1/3/2023	Email	Doug	Allen	AORTA	Section "3.1.2 Project Alternatives" starting on page 9 (page 15/600 of the pdf), responds to comments about the inadequate analysis of alternatives. The response essentially blames the original 2012 process for coming up with the then-current plan (which has subsequently been modified). That process, and the steps that led up to it, were not a NEPA process. ODOT had a plan, and the City of Portland attempted to improve that plan. ODOT threatened the area around the project with development restrictions if the City didn't go along. No proper scoping of alternatives occurred at that time.	ALT-1, NEPA-1
1675	7471	1/3/2023	Website	Beth	Winter		I'm concerned that the impacts of this project, 1-5 & I-205 tolling and the Interstate Bridge replacement all happening essentially at the same time are not able to be fully addressed in an EA and this project should move forward with full draft and final environmental impact statements to fully capture the needs, wants, expectations and future impacts of this project.	NEPA-1, NEPA-2
1652	7472	1/3/2023	Website	Yashar	Vasef		I live two blocks from the interstate and am appalled that this project is bypassing a full environmental review and that you essentially forced out the initial community advisory body to mass resignations due to your unwillingness to be responsive to real concerns from the community. Your proposal will literally further poison the air that I and my neighbors breathe.	NEPA-1
1653	7472	1/3/2023	Website	Yashar	Vasef		I can. ODOT has positioned itself as a major barrier to meaningful climate action from government. There will be consequences.	INPT-1
1405	7475	1/3/2023	Email	Rob	Galanakis		If there is congestion during commutes, toll and improve other options (no Portland resident should be driving into downtown Portland). Toll to reduce all other congestion too. This expansion just adds capacity, which will get quickly overwhelmed by induced demand and have the same result as every other freeway expansion- debt and environmental destruction.	ALT-1, TOLL-2
1406	7475	1/3/2023	Email	Rob	Galanakis		If equity is the concern, just install the freeway caps without widening the freeway, and with minimal surface street disruption. There are also tremendous concerns these caps are even viable, since development on the caps will be extremely expensive- they may sit empty for decades.	LID-2

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1591	7476	1/3/2023	Email	Eliot	Rose	Metro	ODOT's approach to the EA is driven by federal regulations and policies. As such, the Climate section of the Supplemental EA focuses on federal climate policies when describing the relevant regulatory framework. Its findings are consistent with the original EA's finding, which has confirmed by an expert review panel, that I5RQ results in no significant climate impacts when viewed through this regulatory framework. At the same time, recent analyses of Oregon's GHG emissions have concluded transportation agencies need to significantly reduce VMT, in addition to implementing federal and state clean vehicle and fuel programs, for the state to meet its climate goals. Metro formally adopted a Climate Smart Strategy in 2014 that calls for the reduction of GHG from the transportation sector. The State of Oregon also adopted the ClimateFriendly and Equitable Communities (CFEC) rulemaking. These policies are not part of the regulatory framework described in the Climate section of the Supplemental EA, but they will nonetheless shape how both the I5RQ project and the 2023 update to the Regional Transportation Plan (RTP) update addresses Oregon's climate goals. As I5RQ and the 2023 Regional Transportation Plan update progress in tandem, we encourage ODOT to work with Metro and other transportation agencies in the Portland region to implement these important climate policies.	CC-2
1592	7476	1/3/2023	Email	Eliot	Rose	Metro	The Portland Metro area is working together to implement congestion pricing with the leadership of ODOT through the Regional Mobility Pricing Project (RMPP). The RMPP creates a major opportunity to manage transportation demand in the region in a way that both generates revenues and reduces demand from single-occupancy vehicles. We understand that ODOT plans to conduct separate environmental review processes for RMPP. Given this, we appreciate the inclusion of Appendix D of the Traffic section, which includes a sensitivity analysis of how pricing and the I5RQ project could impact traffic volumes and travel speeds. Though informational and preliminary, this appendix contains encouraging findings, including that the RMPP has the potential to significantly lower travel demand on I5RQ below what is anticipated. in the EA, and that when implemented together the RMPP and I5RQ significantly reduce delay in the project area. We request that ODOT clarify how the impact of pricing on demand, travel speeds, as well as other outcomes, will be further analyzed, and how the results of this analysis will inform the design of I5RQ as the project progresses.	TOLL-1
1327	7477	1/3/2023	Email	Susan	Bladholm		You have mega projects on the drawing board, and I ask you to take a new look at these projects and be honest about how they will impact air quality and induce more car capacity. Do the EIS- it's a best practice. While your credibility and legacy are at stake, our collective health and safety for many generations to come is at stake as well. Please don't let your legacy be that of continuing to pollute our air. Safety is your second listed value; please live up to it.	NEPA-1
1328	7477	1/3/2023	Email	Susan	Bladholm		As you are aware, 40% of Greenhouse Gas Emissions are caused by transportation—and you have the opportunity to invest in new and active transit to get cars off the roadways to help with traffic congestion and free up roadways for freight mobility. Excellence is one of your values- how are you driving excellence through innovation?	CC-2
1329	7477	1/3/2023	Email	Susan	Bladholm		I am advocating for a new green mode of transit steeped in social and environmental equity while advancing climate resilience, supporting disadvantaged communities, and bringing innovation to our region. Equity is also listed as one of your values.	INPT-1
1330	7477	1/3/2023	Email	Susan	Bladholm		Frog Ferry can stand up a ferry service within two years on the Willamette River from the Cathedral Park dock to the RiverPlace dock in downtown Portland. Your mission statement is to "provide a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive." Please live up to that promise and your values.	INPT-1
1348	7478	1/3/2023	Email	Annabel	Cantor		I am not interested in governmental funds going to support a slapdash project whose full impacts have not been properly considered. A full EIS is necessary, especially because this government likes to talk the talk about environmentalism, but that seems to go out the window when a project like this is on the table. People deserve more information about this project.	NEPA-1
1638	7479	1/3/2023	Email	Rev. Daniel	T. Rose		We cannot afford to continue down the path we are currently treading. I am formally voicing my objection to the freeway expansion and for a FULL environmental impact statement to be done. Thank you for your time and consideration.	NEPA-1
1519	7480	1/3/2023	Email	Alison	Lucas		Crossing over the highway, no matter where we do it, is a pinch point and one of the most challenging parts of our ride. We and all our neighbors deserve good air quality, fewer auto lanes going through our neighborhoods, safer bike routes, and a full EIS for ODOT's project.	INPT-1, NEPA-1

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1520	7480	1/3/2023	Email	Alison	Lucas		This ODOT project will increase emissions where we live, work, study, and play. Our community should be investing in alternative and carbon free modes of transport, not more highway lanes.	COST-1
1476	7481	1/3/2023	Email	Kiel	Johnson	BikeLoud PDX	BikeLoud PDX strongly demands that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter project if the project includes widening the footprint of the freeway. We are concerned that a larger freeway will make riding a bicycle worse in Portland and result in a decrease in the number of people riding bicycles in Portland. This would result in more congestion and demand for car space around the region.	NEPA-1
1477	7481	1/3/2023	Email	Kiel	Johnson	BikeLoud PDX	Our current freeway system is one of the main obstacles for a comfortable and connected bicycle network. We are especially concerned about the latest proposed designs which would off ramp cars onto the Williams corridor. This is the most important street for connecting our bicycle network to NE and N Portland. Those designs would make riding a bike from NE and N Portland more dangerous. We ask ODOT to engage with the bicycling community to find solutions that will make it easier to ride a bicycle for transportation in Portland. Conducting an Environmental Impact Statement is an important part of that engagement.	ACT-1
1627	7483	1/3/2023	Email	Piper	Smith		Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I believe adding more lanes to 1-5, with a euphemism or not, is in fundamental opposition to fighting climate change. So many studies have shown that additional lanes lead to additional traffic, NOT less idling. It's long past time to move beyond car dependence and ever-widening roads. Oregon should lead the way.	INPT-1
1398	7484	1/3/2023	Website	David	G		I am concerned that adding lanes, even auxillary lanes, will induce demand and create faster/less safe traffic and ultimately increase greenhouse gas emissions and other pollution associated with motor vehicles.	INDD-1
1399	7484	1/3/2023	Website	David	G		I think slower speeds within City limits is acceptable, and safety could be improved by removing ramps entirely. I do not support widening I-5 through the Rose Quarter.	INPT-1
1400	7484	1/3/2023	Website	David	G		I support constructing a buildable cap over I-5. Restoring the Right-of-Way grid and developing new businesses and residences above the freeway is a laudable goal, but the details are critically important. Complete street urban design principals must be prioritized over efficiency of traffic movements.	INPT-1, LID-2
1401	7484	1/3/2023	Website	David	G		On and off ramps should be one lane only, and should join the grid at 90-degree angles, no sliplanes! Motor vehicle lanes should be as narrow as possible 10'-11' max. Street corner curb radii should be as small as possible 20'-25'. Bike networks should be safe, simple and direct with no weaving of highway or local traffic. Pedestrian infrastructure must be prioritized: wide sidewalks, short crossing distances (use curb extensions where possible), low, pedestrian-scale lighting, and street trees. In areas not suspended over the freeway, planting strips between the sidewalk and the roadway should be 6' wide minimum and be planted with large, drought-tolerant/climate-adapted species such as Cork Oak. Planting strips on structure over the highway will need to be 36-48" deep minimum and 4'-6' wide.	INPT-1
1402	7484	1/3/2023	Website	David	G		Trees should be medium-sized or smaller, and a permanent irrigation system must included paid for in perpetuity by tolls and maintained by ODOT.	INPT-1
1551	7486	1/3/2023	Website	Michael	Monroe-Loop		I suspect, unfortunately, this Supplemental Environmental Assessment is a foregone conclusion. Regardless, I would like to state my preference for the No-Build Alternative. There is no doubt that the current Rose Quarter interstate design is less than ideal. Unfortunately, as evidenced by recent court proceedings, the Oregon Department of Transportation (ODOT) has been less than transparent with regards to the cost of the project as well as the weighing of public feedback, especially criticism of the project. ODOT seems remarkably dismissive, despite ample evidence, of acknowledged realities such as induced demand, tolling as a viable means of reducing congestion, as well as the simple inefficiencies of freeway construction whether in land lost to right of way, capital cost to construct such a project, or the wasteful subsidies needed for maintenance on the finished product.	INPT-1, PE-8
1552	7486	1/3/2023	Website	Michael	Monroe-Loop		To that last point, our national freeway system no longer pays for itself in maintenance alone, yet ODOT is proposing a project that is billed at one billion dollars conservatively just in capital cost to redesign less than two miles of freeway. That is an inefficient use of public funds spent on an inefficient form of transportation.	COST-1

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1553	7486	1/3/2023	Website	Michael	Monroe-Loop		<p>I am doubtful the solution as presented will resolve the wider transportation issues facing the region, let alone the modest aims and issues identified within the scope of the project itself. I could be supportive of such a project if it included a stated and accountable pledge by ODOT to pare down highway funding and move forward with a transition to passenger and commuter rail projects throughout the state such as making the Oregon Passenger Rail Corridor Investment project a funding priority. It should be telling that other states have already identified commuter passenger rail as a long term and viable transportation solution for their major metropolitan statistical areas (MSA's) such as Washington (Sounder), Utah (Front Runner), New Mexico (Rail Runner), Virginia (Virginia Railway Express) and Illinois (Metra). Vancouver BC also has commuter passenger rail (West Coast Express). Portland has the Westside Express Service however it is a stand-alone system and due to the equipment selected, cannot be integrated into the wider Amtrak passenger network without extensive platform redesigns and different Amtrak equipment across that whole network – an unrealistic solution and one that effectively prevents the expansion of WES in the region. Commuter rail should run reliably between Portland and Salem at a minimum serving multiple smaller communities in-between. With proper vision, state involvement and partnership with local railroads, Union Pacific, Burlington Northern Santa Fe, and Genesee & Wyoming's Portland & Western, there already exists extensive infrastructure to build upon if the state would just fund such a project.</p> <p>Unfortunately, this project demonstrates ODOT's lack of a comprehensive vision and worst that it is trapped in a box – a victim of the highway industrial complex. Build more freeways, put more cars on the freeways, build more freeways, spending ever greater sums of money to keep those highways and freeways operable to the point no other options can be afforded. ODOT needs to be planning ahead and diversifying our regional transportation options. Other states are decades ahead of Oregon in transportation planning. Oregon needs to catch up. The Rose Quarter project alone is not the way to do it.</p>	COST-1
1554	7488	1/4/2023	Email	Steven	Morris		<p>Shouldn't all projects like this require an EIS? A real one? I Work in a different field of civil engineering and construction but the decision making process is just as important there, and decisions require the fullest context and breadth of relevant information possible in order to execute well. Not performing an EIS isn't far off from not performing checks on the seismic resilience of a building during permitting process. Sure, the project will move faster and be more expensive than it would be if we started today, but when the big one hits (and it will) who is harmed by that building collapsing? The residents. As climate change continues (and it will) who is harmed by projects such as these? The residents. By ignoring these factors, any engineer that works on these projects is in direct violation of the ASCE code of ethics that has governed a resilient civil engineering field for many years. The tenets of the code in the social section are as follows: a. first and foremost, protect the health, safety, and welfare of the public; b. enhance the quality of life for humanity; c. express professional opinions truthfully and only when founded on adequate knowledge and honest conviction; d. have zero tolerance for bribery, fraud, and corruption in all forms, and report violations to the proper authorities; e. endeavor to be of service in civic affairs; f. treat all persons with respect, dignity, and fairness, and reject all forms of discrimination and harassment; g. acknowledge the diverse historical, social, and cultural needs of the community, and incorporate these considerations in their work; h. consider the capabilities, limitations, and implications of current and emerging technologies when part of their work; and i. report misconduct to the appropriate authorities where necessary to protect the health, safety, and welfare of the public. I won't go through these point by point (though I could, engineering ethics courses are no joke when taken seriously) but by proceeding without an EIS and arguably by proceeding with the plan as it is now at all, ODOT, PBOT, and the engineers that assist on this project are not upholding their commitment to the profession's code of ethics.</p>	NEPA-1
1512	7489	1/4/2023	Email	Carrie	Leonard		<p>I am asking that ODOT take this opportunity to do a a full Environmental Assessment of the impacts of building axillary lanes OR invest their allocated funding in housing, alternate transportation infrastructure, or simply congestion pricing to address the congestion issues. As a climate scientist, I'd really love to see the trade space that lays out the pros and cons of the environmental and social impact of the various options.</p>	ALT-1, NEPA-1
1513	7489	1/4/2023	Email	Carrie	Leonard		<p>It is also time for bold, brave leaders to step up and identify policy and statute that are in the way of taking the appropriate action to solve the congestion & pricing problem before us. Rather than accepting these 150 year old statues as inviolable, I am asking those with the power, skill, and acumen to change the system to not repeat the past.</p>	INPT-1

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1514	7489	1/4/2023	Email	Carrie	Leonard		Finally, I am asking that the term "auto-pedestrian conflict" be appropriately framed as the probability of increased injury and death for those outside of vehicles in the newly designed space. The people include babies, older folks, and a person out for their lunchtime run who's lives will be ended or physically and financially changed forever by design decisions that are known to increase these interactions. It is ethically irresponsible to make these interactions bland "auto-pedestrian conflicts".	INPT-1
1436	7490	1/4/2023	Email	Lorreina	Guyett		If you want to improve transportation, I would recommend focusing on public transportation and putting more funding into programs that will assist the most vulnerable.	COST-1
1437	7490	1/4/2023	Email	Lorreina	Guyett		The fact that an EIS hasn't been done and there are still plans to expand the freeway is irresponsible and indicative of a lack of consideration to the most vulnerable people in our community.	NEPA-1
1396	7491	1/4/2023	Email	Benjamin	Fryback		As a student and up and coming transportation professional, it is absolutely paramount that the state and public know the extraordinary impacts this massive freeway expansion will have on the region. Many studies over the past century have shown that increased capacity does not reduce traffic, the area will remain congested, and emissions will increase. The corridor is already safe. One of the safest portions of highway on I-5. That said, I can't ride my bike on any one of ODOTs state highways in the Portland metro without passing white crosses and flowers memorializing those who have died due to state inaction on safety in those regions. This is a terrible way to spend almost 2 billion dollars.	INPT-1
1495	7492	1/4/2023	Email	Yonas	Kassie	EECRC	I am grateful and excited to hear what changes you are brining in to our Quarter as well as Our City, County and State in General. I also appreciate for the effort to include all. However, I have small suggestion. I am speaking from the experience . I work as a social worker assisting and empowering Refugees and immigrants community, especially African. Our participation in such big projects are by far less or not at all . I am talking about over 30,000 in Oregon. More than 25,000 in Tri county , 20,000, in Portland and my estimation is more than 5 ,000 at the Rose quarter. My point is please include these underrepresented community through there CBOs . I am more than happy to work as cultural liaison for Amharic, Tigrigna and Oromo Speaking community. I have also friend who serves Swahili speaking and Somali speaking refugees and immigrants.	INPT-1
1644	7493	1/4/2023	Email	Nick	Trapani		As a Portland resident it deeply concerns me that ODOT's proposed \$1.45 billion Rose Quarter Freeway Expansion is even being considered without an environmental assessment. Cities should not expand freeways, they should expand more pedestrian and public transit. If anything the city should bury the freeways and connect old neighborhoods together like Boston.	INPT-1
1767	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	We appreciate the Independent Cover Assessment process and the strong expression of community support for the Hybrid 3 design. No More Freeways supports the intent of Hybrid 3 to reconnect a neighborhood that was destroyed by racist highway planning practices.	LID-2
1768	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	Nonetheless we remain convinced that the proposed \$1.45 billion I-5 Rose Quarter Project violates the National Environmental Policy Act (NEPA) and requires further analysis in a full Environmental Impact Statement (EIS). We do not believe that the promise of restoration of the Albina neighborhood should come with strings - or auxiliary lanes - attached.	LID-2, NEPA-1
1769	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	1. Significant analysis removed from project website We object that the Independent Cover Assessment (ICA) website (www.albinahighwaycovers.com) was taken down, and only a portion of the documents contained on that website were transferred to the project website. The full set of documents should be available as part of the SEA.2	PE-2
1770	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	2. Insufficient opportunity for public comment We object to the public comment period occurring over a series of major holidays including Thanksgiving, Hanukkah, Christmas, Kwanzaa and New Years, limiting the ability of members of the public to effectively review and comment on the SEA. We requested that an extension of the comment period be provided, but none has. This appears to NFM/NCA to be a deliberate attempt on the part of the agencies to limit public participation in the SEA process, which is contrary to the intent of NEPA.	PE-3

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1771	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	3. Width of proposed facility insufficiently disclosed ODOT/FHWA have still failed to disclose the actual width of the structure they are building, and to fully analyze the traffic volumes that would be accommodated if the wider roadway that it is proposing to build is ultimately striped for 10 or 12 lanes of traffic. As No More Freeways has testified to the Oregon Transportation Commission, ODOT appears to have purposely concealed the true width of the roadway it proposed to build.3 It appears to No More Freeways that ODOT is attempting to evade environmental review of what is really a 10-12 lane roadway by claiming that it is merely including overly large "shoulders" and "egress" areas. Yet once built, those areas can (and almost certainly will at some point) be transformed into general purpose lanes by simply painting new lines on the then constructed roadway. This is clearly not an accidental design choice. Many commentators have raised this issue previously, but the EA and SEA do not address it. ODOT is plainly planning for the possibility of a 10-12 lane freeway. ODOT needs to disclose, and analyze the impacts, what it is actually proposing. That is the key reason for a NEPA analysis, to let the decision maker(s) know what the potential impacts really are of each alternative or option being considered.	DES-2
1772	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	4. Failure to examine a narrower and lower cost facility ODOT/FHWA have so far failed to examine the lessened environmental effects of building a narrower roadway. ODOT's own consultants said that the roadway could be 40 feet narrower than designed by ODOT, and still provide adequate automobile capacity.5 Also shown in Figure 18 of the Independent Cover Assessment Cost and Constructability Report, in the lower diagram, is an alternative cross section that could achieve over 40 feet in total cover width potential reduction for the RQIP. This conceptual cross section is consistent with the FHWA guidance referenced above, as well as consistent with current practice for highways with cover structures or tunnels.	ALT-1, INPT-1
1773	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	5. Failure to analyze effects on Lillis-Albina Park ODOT/FHWA fail to disclose or examine the effects of its proposed sound wall on the use and enjoyment of Lillis-Albina Park. The construction of a 1000 foot long, multi-story sound wall along the Western edge of the park would most likely impair the views of the City of Portland and the West Hills from Lillis-Albina Park. This constitutes a constructive use of Park property. ODOT/FHWA have not properly disclosed this impact, or provided the necessary opportunity for public comment, nor done the necessary analysis of impacts under Section 4(f). Nor has Portland Bureau of Parks and Recreation has made a finding that such a wall would constitute an allegedly "de minimis" impact on the Park. We note that viewpoint CC-NO4 from the Portland Zoning code title 33.4806 appears to be proximate to the proposed sound wall.	4F-1, VIS-2
1774	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	From p.46 of the SEA: "There are two viewpoints located at the western edge of Lillis-Albina Park that feature I-5 in the foreground and a view of the Fremont Bridge and Forest Park through the trees, with glimpses of the Willamette River and Pearl District also visible (City of Portland 2020). Noise Wall 2, if built, could block all or a portion of I-5 that is visible from these viewpoints. ODOT will work with the City of Portland through the final design process to mitigate impacts of the Revised Build Alternative on the view." The impacts described cannot be waived away. They must be analyzed in an EIS.7	VIS-2
1775	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	6. Inaccurate and insufficient traffic projections ODOT/FHWA have not prepared true and accurate traffic projections for the I-5 Rose Quarter project. Instead of using regional travel demand modeling, ODOT has used an out-dated, 40 year old methodology for adjusting existing traffic data. Even though the agency and its partners have undertaken multiple additional studies which show very different results, ODOT has ignored the results of those studies, and in the EA and SEA continues to rely on a TOAS report generated in 2015. ODOT has failed to base its EA and SEA environmental and traffic analysis on more recent model estimates including: <ul style="list-style-type: none"> • It's own 2018 analysis of value pricing, which produced different and much lower no-build estimates of traffic for I-58 • Metro's 2018 Kate regional travel demand model9 which is based on more recent data and a more precise methodology than ODOT's TOAS report • ODOT's own "tolling sensitivity analysis memo" (included in the Traffic AnalysisSupplemental Technical Report) which indicates that traffic in the No-build scenariowould be much lower than indicated in the EA or SEA analyses10. 	TRAF-2

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1776	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	In addition, the project's SEA fails to respond to the criticisms levied in the No More Freeways expert panel report ¹¹ on traffic modeling from 2019. • No average daily traffic (ADT) data. • The nature of the 2015 and 2045 transportation networks are not specified • Volumes are inexplicably inflated from current levels • Projections inconsistent with other ODOT projections developed contemporaneously • Static trip assignment exaggerates no-build traffic • Hidden assumptions and inputs • Improper extrapolation of 2040 models to 2045 • Manual addition of trips to projections • Unrealistic headways in traffic analysis • Issues with Syncro modeling. • Assumed Columbia River Crossing in no-build Using outdated projections when more recent ones are available is a direct violation of NEPA standards. ¹² [w]hile NEPA does not require an agency to update its population forecasts whenever new forecasts become available, it ordinarily may not rely on outdated forecasts when it sets out to prepare an EIS even though more recent forecasts from the agency's own experts are readily available. Defendants' decision to do so here was error....Defendants cannot rely on the fact that they discussed the issue in the [post-FEIS] traffic sensitivity analysis] to excuse their failure to directly address it in the FEIS because the TSA was not subject to public comment.	TRAF-8
1777	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	7. Failure to use appropriate analysis methods ODOT has failed to follow its own procedures, and those prescribed by the NCHRP in preparing and documenting its traffic estimates. Both the NCHRP handbook and ODOT's own "AnalysisProcedures Manual" require that traffic volume estimates be documented in a way that reveals any weaknesses and allows third parties to fully understand assumptions, and duplicate. ODOT has failed to disclose at least the following weaknesses and at least the following critical information: ODOT asserts that its travel figures are "based on" the Metro Travel Demand Model, but have failed to provide detailed sources or calculations showing how their figures were arrived at, instead asserting that they have followed some unspecified procedures contained in a 40-yearold guide to traffic projections (NCHRP 255). This is revealed in the project's 2019 memorandum on reasonably foreseeable future actions, which describes the project's travel figures as being derived as follows: 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 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 (Metro 2014) (Citation in original, emphasis added). What it appears Metro actually did was take vintage 2014 traffic counts and simply inflate them using an unspecified growth factor taken from Metro's 2014 travel demand model. NCHRP 255 was developed to provide analysts with a simple manual ¹³ (i.e. pre-computer) method of extrapolating the results of regional travel demand models to areas or time periods not directly forecast in the model.	TRAF-3
1778	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	ODOT failed to follow either the practices spelled out in the professional literature for applying such methods or its own Analysis Procedures Manual ¹⁴ . Both of these call for providing spreadsheets or similar written calculations showing input data, describing assumptions, and generally enabling a third party to understand and replicate the calculations.	TRAF-3

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1779	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	The material provided in the traffic technical report is so cryptic, truncated and incomplete that it is impossible to observe key outputs or determine how they were produced. This is not merely sloppy work. This is a clear violation of professional practice in modeling. ODOT's own Analysis Procedures Manual ¹⁵ (which spells out how ODOT will analyze traffic data to plan for highway projects like the Rose Quarter, states that the details need to be fully displayed:6.2.3 DocumentationIt is critical that after every step in the DHV [design hour volume] process that all of the assumptions and factors are carefully documented, preferably on the graphical figures themselves. While the existing year volume development is relatively similar across types of studies, the future year volume development can go in a number of different directions with varying amounts of documentation needed. Growth factors, trip generation, land use changes are some of the items that need to be documented. If all is documented then anyone can easily review the work or pick up on it quickly without questioning what the assumptions were. The documentation figures will eventually end up in the final report or in the technical appendix. The volume documentation should include: <ul style="list-style-type: none"> Figures/spreadsheets showing starting volumes (30 HV) Figures/spreadsheets showing growth factors, cumulative analysis factors, or travel demand model post-processing. Figures/spreadsheets showing unbalanced DHV Figure(s) showing balanced future year DHV. See Exhibit 6-1 Notes on how future volumes were developed: <ul style="list-style-type: none"> If historic trends were used, cite the source. If the cumulative method was used, include a land use map, information that documents trip generation, distribution, assignment, in-process trips, and through movement (or background) growth. If a travel demand model was used, post-processing methods should be specified, model scenario assumptions described, and the base and future year model runs should be attached 	TRAF-3
1780	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	This is also essential to personal integrity in forecasting. The American Association of State Highway and Transportation Officials publishes a manual to guide its member agencies (including ODOT) in the preparation of highway forecasts. It has specific direction on personal integrity in forecasting. National Cooperative Highway Research Project Report, "Analytical Travel Forecasting Approaches for Project-Level Planning and Design," NCHRP Report #76516 – which ODOT claims provides its methodology– states: It is critical that the analyst maintain personal integrity. Integrity can be maintained by working closely with management and colleagues to provide a truthful forecast, including a frank discussion of the forecast's limitations. Providing transparency in methods, computations, and results is essential. . . . The analyst should document the key assumptions that underlie a forecast and conduct validation tests, sensitivity tests, and scenario tests—making sure that the results of those tests are available to anyone who wants to know more about potential errors in the forecasts.	TRAF-3
1781	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	8. Failure to fully analyze impacts of road pricing ODOT/FHWA have failed to incorporate the effects of road pricing ¹⁷ (including the Regional Mobility Pricing Program, tolling for the IBR project and tolling on I-205) in its analysis of future traffic levels in the "No-Build" future. This overstates traffic, congestion and pollution in the No-build and under-estimates the added traffic due to the "Build" scenario. ODOT falsely and incorrectly claimed that pricing is not "reasonably foreseeable" on the basis that a specific pricing project is not included in the 2018 Regional Transportation Plan (RTP). But the evidence that pricing is integral to this project is overwhelming. Quoting the standard asserted in the SEA (Appendix B): The Environmental Protection Agency's Consideration of Cumulative Impacts In EPA Review of NEPA Documents (EPA 1999) states that "... analysis should ... incorporate information based on the planning documents of other federal agencies, and state and local governments."	TOLL-1, TRAF-2, TRAF-12

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1782	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	The decision to exclude pricing from the SEA flies in the face of overwhelming evidence: • House Bill 201718 (2017) directed (2) No later than December 31, 2018, the commission shall seek approval from the Federal Highway Administration, if required by federal law, to implement value pricing as described in this section. (3) After seeking and receiving approval from the Federal Highway Administration, the commission shall implement value pricing to reduce traffic congestion. Value pricing may include, but is not limited to, variable time-of-day pricing. The commission shall implement value pricing in the following locations: (a) On Interstate 205, beginning at the Washington state line and ending where it intersects with Interstate 5 in this state.(b) On Interstate 5, beginning at the Washington state line and ending where it intersects with Interstate 205. • Oregon submitted an application for Value Pricing to FHWA in 201819 • House Bill 305520 (2021) refines direction for a tolling program and provides a revenue source for costs to implement a toll program. • The chair of the Oregon Transportation Commission, Robert Van Brocklin in remarks on multiple occasions.At the March 10th Commission meeting:21“I think it comes down kind of to this simple conclusion which is if we don’t have tolling I don’t see an alternative funding mechanism to do any of these. I don’t think we have the resources to build the Abernethy Bridge, the Rose Quarter project or the InterstateBridge without tolling.”At the April 29th, 2022 Commission meeting:22“I guess I will just say a couple of things one is I think that since reading House Bill 2017 when I first came on the commission and realizing we had 30 million dollars initially dedicated exclusively to Rose Quarter after House Bill 3055 last year that money became available, became more flexible in terms of our regional program but tolling has always been the primary financing tool and our ability to succeed with tolling in all of the ways we’ve discussed. It being equitable, it being having a demand management effect, it also being implemented is the fulcrum for really being able to do this program and so we have to get that right...” • The 2018 RTP includes this policy direction:23“In combination with increased transit service, consider use of congestion pricing to manage congestion and raise revenue when one or more lanes are being added to throughways.”	TOLL-1, TRAF-12
1783	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	Given this preponderance of evidence for pricing in the project corridor ODOT should not only include analysis of pricing impacts in the SEA but should consider a pricing-only alternative to the widening of the freeway.	ALT-1
1784	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	We also note that between the EA and the SEA ODOT has shifted their criteria for “reasonably foreseeable pricing” from the presence of a pricing project in the RTP project list, to the inclusion of a Preliminary Engineering and Right of Way element in the RTP. This appears to be an example of an agency trying to justify a decision that it has already made, not an analysis that a decision maker can review and reasonably evaluate. ODOT’s slippery slope efforts to avoid evaluating road pricing is neither objective, or in keeping with the reality of the current situation.	TOLL-1
1785	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	9. Shifting and inconsistent rationale regarding pricing analysis ODOT has presented shifting and inconsistent rationales for not treating tolling as a “reasonably foreseeable.” As noted above, tolling was enacted by the Oregon Legislature in 2017, well before this project’s 2019 EA. In the 2019 EA, ODOT asserted that tolling could not be regarded as a “reasonably foreseeable” action because it was not included in the 2014 Regional Transportation Plan, and project termini had not been defined. In the 2022, SEA, ODOT has changed its story, and acknowledges that tolling is included in the RTP, but now asserts that tolling is not reasonably foreseeable because the RTP doesn’t contain a project that involves “right of way and design” phases. ODOT claims that this is “consistent with federal guidance on reasonably foreseeable actions,” but cites no such guidance. In the response to comments on the 2019 EA, ODOT claimed: As discussed in Section 2.4 of the EA, congestion pricing (also referred to as value pricing or tolling) is subject to a separate ODOT study. Congestion pricing was not considered to be reasonably foreseeable in the analysis presented in this EA because of the potential termini for value pricing in the I-5 corridor had not been determined and was not included in the fiscally constrained list of projects in the 2014 RTP at the time the EA and related technical reports were prepared.24 In the 2022, SEA, ODOT now claims In 2018, the planning and environmental phases of the tolling project were added to the RTP, but consistent with federal guidance on reasonably foreseeable actions, these projects are not included as RFFAs for the Supplemental EA because theROW and design phases are not included in the RTP and the regional travel demand model. As outlined, this approach makes no sense and is inconsistent with multiple plans, statements, and policy directives.	TOLL-1

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1786	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	10. Insufficient analysis of alternatives ODOT/FHWA failed to consider any number of alternatives to widening of the freeway. Alternatives analysis is the heart of NEPA and ODOT/FHWA need to consider a robust set of alternatives. Since the community has made clear, and State Government has accepted, that capping the freeway is a primary value of this project, options which keep the freeway narrower would greatly reduce the costs of the caps. Among the alternatives ODOT should have considered: • Pricing-only management of congestion • Pricing plus caps • A transit alternative to manage travel demand in the corridor • Transit plus caps • Caps plus selective widening of shoulders, which ODOT's consultant ARUP suggested in their analysis of the design26 • Closing of one or more ramps (since insufficient interchange spacing is identified as a root causes of traffic issues in the area)	ALT-1
1787	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	11. Failure to analyze impacts of out-of-direction travel created by new design ODOT failed to include an analysis of the environmental, social and safety effects of additional driving in the Rose Quarter area due to the relocation of the I-5 southbound on ramp from N. Broadway to N. Wheeler.	BWI-4
1788	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	12. Segmentation & Failure to analyze cumulative impacts ODOT/FHWA have illegally partitioned its widening of I-5 in Portland into two separate projects: (1) the Interstate Bridge Replacement; and (2) the I-5 Rose Quarter project. The environmental reviews prepared for each of these projects assume the existence of the other project in the "No-Build" circumstance. Neither project's analysis includes a true "No-build" scenario in which neither project is built. That fact alone demonstrates that the two projects are not independent or separate projects. They are linked or interdependent. They need to be analyzed as one project. Because in the absence of added capacity from either project, traffic would not physically be able to increase, ODOT has over-estimated the traffic volumes and congestion in the artificially and inaccurate "No Build" scenario presented separately in each environmental document. At the larger regional scale ODOT has defined an "Urban Mobility Strategy"27 that includes several projects already underway and four additional highway expansions including the Rose Quarter project, the Interstate Bridge Replacement Project, widening of a 7-mile segment of I-205 and widening of the Boone Bridge over the Willamette River. The Mobility Strategy also includes two tolling efforts intended to fund in full in part these highway expansions. ODOT's apparent strategy is to perform an EA on each component in a discrete manner. This subverts the intent of NEPA. The region deserves an EIS on the entire collection of projects including real alternatives to management mobility in the region, including congestion pricing and transit alternatives. ODOT/FHWA cannot lawfully escape from analyzing the cumulative impacts of all these projects. According to FHWA regulations, any action evaluated under NEPA as a categorical exclusion ("CE"), environmental assessment ("EA"), or environmental impact statement ("EIS") must: (1) connect logical termini and be of sufficient length to address environmental matters, (2) have independent utility or significance, and (3) not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. 23 C.F.R. § 771.111(f). Independent utility or significance represents that an action is usable and is a "reasonable expenditure even if no additional transportation improvements in the area are made". 23. C.F.R. § 771.111(f)(2). Additionally, the CEQ regulations state that agencies evaluate "proposals or parts of proposals that are related to each other closely enough to be, in effect, a single course of action." 40 C.F.R. § 1502.4(a). Yet in the SEA (and the underlying EA) ODOT/FHWA have tried to pretend that the Rose Quarter freeway expansion and the IBR have no connection to each other. Clearly they do, or they would not each rely on the existence of the other in their traffic analysis. NFM/NCA is concerned that FHWA may have recently adopted a practice (or policy) of trying to illegally segment freeway expansion projects. An example in the case of I-35 in Texas.28 Such an approach is unlawful. See e.g., Thomas v. Peterson, 753 F.2d 754 (9th. Cir. 1985) and its progeny.	NEPA-2, TRAF-4

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1789	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	<p>13. Failure to acknowledge or analyze the impacts of induced demand ODOT/FHWA have failed to incorporate best available science on induced travel in its traffic modeling. Extensive published scientific research has demonstrated the concept of induced travel, also known as the "fundamental law of road congestion."²⁹ The best available science shows that there is a unit elasticity of vehicle travel with respect to road capacity in urban areas. A one percent increase in road capacity tends to produce a one percent increase in vehicle travel. ODOT's traffic estimates contain no provision for incorporating induced travel into their calculations, and therefore underestimate traffic levels in the "build" scenario. As a result, the ODOT analysis overstates the traffic flow benefits of the project, and understates the costs from increased driving, pollution and crashes. A recent review of transportation models used by state highway departments concluded that these models fail to include provisions for estimating induced travel and this causes them to underestimate the environmental effects of highway expansion projects. Despite strong evidence, the "induced travel" effect is often ignored, underestimated, or misestimated in the planning process, particularly in the assessment of the environmental impacts of roadway capacity expansions. Underestimating induced travel will generally lead to overestimation of the traffic congestion relief benefits a highway expansion project might generate, along with underestimation of its environmental impacts. A major reason that induced travel tends to be underplayed in environmental analyses is that travel demand models do not typically include all of the feedback loops necessary to accurately predict the induced travel effect.³⁰ ODOT has officially adopted an "Analysis Procedures Manual," which, without evidence, dismisses the scientific evidence on induced demand and prohibits consideration of induced travel in Oregon transportation modeling.³¹ This "flat earth" approach to transportation modeling violates NEPA's requirement that agencies use the best available science in reaching their determinations. Other state transportation departments have adopted explicit provisions for analyzing induced demand, with techniques developed on the scientific literature and with models subjected to independent expert peer review. ODOT's denial of induced demand, and failure to include it in its analysis violates NEPA's requirement that analysis be scientifically rigorous. CEQ regulations provide: Agencies shall ensure the professional integrity, including scientific integrity, of the discussions and analyses in environmental documents. Agencies shall make use of reliable existing data and resources. Agencies may make use of any reliable data sources, such as remotely gathered information or statistical models. They shall identify any methodologies used and shall make explicit reference to the scientific and other sources relied upon for conclusions in the statement. Agencies may place discussion of methodology in an appendix. Agencies are not required to undertake new scientific and technical research to inform their analyses. Nothing in this section is intended to prohibit agencies from compliance with the requirements of other statutes pertaining to scientific and technical research. 40 CFR §167.1502.23 (Emphasis added).</p>	INDD-1

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1790	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	14. Failure to demonstrate "reasonably available" funding ODOT has failed to demonstrate that funding is "reasonably available" for the I-5 Rose Quarter freeway widening project, which is required by FHWA regulations prior to the issuance of a Record of Decision. The original allocation of revenue to this project has been made available to several other projects via House Bill 3055. As a result, only a fraction of the original funding will be applied to this project. That is why the Transportation Commission has admitted tolling is necessary to pay for this project. In addition the cost of the project has ballooned to as much as \$1.45 billion according ODOT estimates. The EA and SEA contain no indication of how this cost will be financed. The Regional Transportation Plan also does not identify funding for this project, as required by FWHA regulations. The Federal Highway Administration's policies adopted in 2008, and clarified in 2011 provide that prior to entering into a Record Of Decision, FHWA must find that funding for the entire project is reasonably available. In pertinent part, this policy provides as follows: Before the FHWA can sign the final NEPA decision (i.e., ROD, FONSI, or CE), the proposed Project ("Project") as defined in the NEPA document must meet the following specific criteria: For Metropolitan Planning Areas (within a MPO): o The Project or phases of the Project within the time horizon of the MTP must be included in the fiscally constrained MTP, and other phases of the Project and the associated costs beyond the MTP horizon must be referenced in the Plan. ³³ The policy goes on to define what is meant by "reasonably available": The term "reasonably available" in this guidance is synonymous with "reasonably anticipated to be available" and "reasonably expected to be available". Determining whether a future funding source is "reasonably available" requires a judgment decision. Two important considerations in determining whether an assumption is "reasonable" are (a) evidence of review and support of the new revenue assumption by State and local officials and (b) documentation of the rationale and procedural steps to be taken with milestone dates for securing the funds. For example, a new tax for transportation purposes requiring local and/or State legislation and/or support from the Governor is reasonable if there is clear evidence of sufficient support (both governmental and public) to enact the new tax, and a strategy exists for securing those approvals within the time period for implementing specific projects. ³⁴ Significantly, the 2011 FHWA Supplement clearly acknowledges that these requirements are not merely "policy," they are mandatory requirements imposed by Federal statutes and regulations. 2011 FHWA Suppl. at pages 1 and 2, citing 23 U.S.C. § 167; 134(j)(3)(D), 23 U.S.C. § 167; 135 (g)(4)(E), 23 C.F.R. § 450.324(h)-(i). In 2017, FHWA further clarified and reiterated this policy: funding for a subsequent phase of the project (e.g., final design, right-of-way (ROW) acquisition, or construction) must be shown in the STIP/TIP before FHWA can sign a Record of Decision (ROD), Finding of No Significant Impact (FONSI), or approve the Categorical Exclusion (CE). The STIP should include all sources of revenue for a project and can only include projects for which full funding can reasonably be anticipated to be available. For projects in metropolitan planning areas, estimated full project costs need to be shown in the MTP. In the 2018 Regional Transportation Plan, the Rose Quarter project is budgeted at \$375 Million.	COST-4
1791	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	15. Manipulation of Public Comment Record ODOT staff have falsely summarized public comment and altered documents to conceal public opposition to the I-5 Rose Quarter project. An Oregon Judge ruled that ODOT violated the state's public records law in manipulating documents that were supposed to outline the comments made on the 2019 EA. ³⁷ "This is not a game. It's about accountability, accountability to the people of Oregon... And it really undermines the public's trust in the public records request process."	INPT-1, PE-8
1792	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	16. Incorrect crash estimate method ODOT incorrectly applied a crash estimation method called "ISATe" to calculate crashes on I-5. The "ISATe" tool is only valid on roadways that do not have ramp-meters installed. ³⁹ This portion of I-5 is ramp-metered, which according to ODOT research has already produced a 40% reduction in crashes. ⁴⁰	SAF-3

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1793	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	17. Failure to comply with Executive Order On March 10th, 2020 Oregon Governor Brown issued Executive Order 20-0441 directing all state agencies, including ODOT to “exercise any and all authority and discretion” to facilitate the greenhouse gas (GHG) emission targets of the order, including a 45% reduction below 1990 levels by 2035. Given that transportation is responsible for roughly 40% of the state’s GHG emissions and those emissions are growing, there is no hope of attaining these goals unless all major capital projects contribute significantly to these GHG reduction efforts. Rose Quarter is likely to be the second largest capital expenditure by ODOT, with only the Interstate Bridge Replacement costing more. Yet the SEA freely admits that the build scenario not only fails to reduce GHG emissions but in fact increases them over the no-build by at least 1%. We believe even this 1% number underestimates the impacts of induced demand, but in any case the project clearly flaunts the direction of the executive order.	CC-2
1794	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	18. Failure to significantly improve transit That notion that we would spend over a billion dollars on an urban transportation project and provide no noticeable improvement for transit is a huge disappointment. Indeed, the fact that some transit connections will actually be slowed confirms that ODOT’s only real interest is in moving as many automobiles as quickly as they can.	COST-1
1795	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	19. Degradation of active transportation safety and increase in stress The relocation of the I-5 southbound off-ramp creates a host of issues for people walking and biking, as well as automobile users as documented in “The Rose Quarter’s Big U-Turn: Deadman’s Curve?” ⁴² In addition the “Level of Traffic Stress” (LTS) metric used in the SEA is highly subjective and the rating of most intersections at Level 1 is not credible. Many of these concerns are documented in a comment letter from Portland’s Bicycle Advisory Committee. ⁴³	ACT-1, ACT-4
1796	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	20. Failure to adequately analyze impacts of buildable highway covers The motivation for the Independent Cover Assessment was to reconnect the Albina community by providing buildable freeway covers in a connected street grid. While the SEA shows the street grid, it gives no hints on how to actually build atop the caps and only documents temporary uses of the highway covers. Without knowing what can be built, the impacts of the project cannot be accurately assessed, which is the entire point of NEPA.	LU-1
1797	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	21. Failure to re-scope Purpose and Need to match new design direction While No More Freeways firmly supports the objective of buildable covers over the highway, this is a significant change in the project and it would be more appropriate to re-scope the Purpose and Need for the project and conduct a full EIS rather than a Supplemental EA.	PN-2
1798	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	22. Inconsistent and conflicting claims about safety ODOT has made inconsistent and conflicting claims about the importance of lane and shoulder widths to safety. In regards to the overall project, ODOT has asserted that wider lanes and shoulders will reduce crashes by 50 percent. But in revisions to the project since its 2019 EA, ODOT has determined that it can narrow both the lanes and the shoulders on the existing 1,000 foot long viaduct section at the Southern end of the project, and that doing so will have virtually no impact on crash rates or safety. The calculations contained in the project’s predictive safety analysis also disprove claims made in the EA that the project will reduce crashes by 60 percent. According to the predictive safety analysis, crashes will decline just 10 percent compared to the “No-Build” alternative. Moreover, the dollar value of crash losses relative to the cost of this construction project is trivial. ODOT’s predictive safety analysis estimates this project will reduce annual crash costs by about \$400,000 per year. For a project that costs as much as \$1.45 billion, this means the cost of the project exceeds the net present value of crash losses by a factor of 200: You have to spend \$200 on the freeway to reduce crash losses by \$1. This is a cost-benefit ratio that is about 2,000 times worse than other ODOT safety projects.	SAF-4

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1799	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	<p>23. Project is controversial The November 2020 FONSI and Revised Environmental Assessment (REA) provoked considerable public controversy and objection from elected officials. In response, the Oregon Transportation Commission (OTC) engaged in a public process to review objections, and consider alternative paths, including the possibility of completing an EIS. The magnitude of the project and level of public controversy surrounding it should have triggered an EIS, not another FONSI. The OTC chose to stick with the EA/FONSI, while engaging consultants committees to consider alternatives. Intervention by Oregon Governor Kate Brown led to alteration of the project and FHWA rescinding the prior Record Of Decision. Project leaders still chose to proceed with a "supplemental environmental analysis" rather than an EIS. ODOT and FHWA may believe that even if reasonable alternatives would have much less impact than either the chosen project or the no-build alternative, the decision to do an EA is a "loophole" that allows them to consider only the chosen project and the no-build, and ignore reasonable alternatives. This point of view is set forth in Appendix I, page 11, of the Nov. 2020 FONSI and Revised EA: "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)." We testified at the January 23, 2020 OTC meeting⁴⁴ that ODOT needed to conduct a full EIS. Others also testified at that meeting to the same effect. At that meeting, Portland City Commissioner Chloe Eudaly, in charge of the Portland Bureau of Transportation, refers to continuing controversy (starting at 4:53:30 of video). She says inclusion of the Rose Quarter Project in the Central City 2035 Plan was contingent on the project including congestion pricing. Subsequently, Metro Council President Lynn Peterson (starting at 5:02:15 of video) speaks about ODOT's failure to account for cumulative impacts because they didn't do an EIS, referring to "shortcuts" in the process and the failure to do corridor planning. She represents the Metro Council position that congestion pricing needs to be in place prior to any work on the project (at 5:07:54). At the April 2, 2020 OTC meeting⁴⁵, the OTC decided not to do an EIS. At time 2:47:40, OTC Chair Robert Van Brocklin sets forth his rationalization that this is a special project because it was ordered by the Oregon Legislature, and they have no choice about doing it. He ignores the fact that NEPA is a federal requirement, and the Oregon Legislature has no authority to limit consideration of alternatives. From Chair Van Brocklin's remarks, it appears that the OTC has deliberately chosen to do an EA as a way of avoiding the "scoping" process required for an EIS. Commissioners Van Brocklin and Smith say they haven't seen anything in the record to suggest an EIS is required. At 3:09:15, Commissioners approve proceeding without an EIS. The EA relies on a simple comparison of the long-term yearly impacts of the build vs. no-build alternatives, and concludes that they are not significantly different. This fails to meet NEPA standards by not considering other alternatives, particularly transit and pricing alternatives, that could well result in significant VMT reductions and much lower yearly and cumulative impacts. Both short-term and long-term effects are relevant. There is no denying the significant disruptions that will occur during construction, including shutting down the Portland Streetcar and sending buses on detours, as well as diversion of motor vehicle traffic. ODOT's own consultants to the Value Pricing Policy Advisory Committee (VPPAC) said that if congestion pricing were implemented on I-5, the Rose Quarter Project would be unnecessary, because pricing would provide the equivalent of an extra lane. See video of Feb. 28, 2018 VPPAC meeting.⁴⁶ VPPAC member Jana Jarvis, President of Oregon Trucking Associations, asked Chris Swensen of WSP whether their analysis assumed construction of the Rose Quarter freeway widening. He says it did, but at time 1:10:38, he continues his reply with the observation that in essence, the widening is not needed if value pricing is in place to optimize freeway operation. The 2017 Oregon Legislature, in HB 2017 Section 121, 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 met the "mega-project" criterion under the original cost estimate of \$450 to \$500 million (in 2017 dollars), and more so with today's estimates, meaning there are significant opportunity costs, in terms of environmental impact, from not considering alternatives. Current yearly greenhouse gas emissions in just the defined project area are roughly 530,000 metric tons CO2 equivalent, and are globally cumulative, according to the Climate Change Supplemental Technical Report. Every year of either the build or no-build alternatives adds to the global burden of climate change. Alternatives that reduce VMT would be significant in terms of meeting required regional GHG reductions, and reducing other pollutants, such as particulates.</p>	NEPA-1

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1800	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	24. Conflict with FHWA direction The proposal to expand the Rose Quarter freeway violated Federal Highway Administration guidelines that call for no expansion of general purpose freeway lanes. The agencies 2021 guidance on use of funds under the Bipartisan Infrastructure Law (which is a possible source of funding for this project) provides: ". . . in most cases, Federal-aid highway and Federal Lands funding resources available through the BIL, should be used to repair and maintain existing transportation infrastructure before making new investments in highway expansions for additional general purpose capacity."47 As noted above, ODOT has designed an overly wide roadway that can be re-striped to accommodate additional travel lanes in addition to those illustrated in the project's EA.	ALT-2
1801	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	25. Inconsistent traffic projections between projects ODOT has failed to reconcile its traffic projections for the I-5 Rose Quarter project with more recent traffic projections for the I-5 Interstate Bridge Replacement/Columbia River Crossing Project, which will charge tolls that will dramatically reduce the level of traffic on I-5, and invalidate the environmental analysis undertaken as part of the EA and SEA. Work on the I-5 Bridge Replacement is now proceeding, and ODOT asserts the project is reasonably foreseeable and ought to be addressed in the EA. A key part of the I-5 bridge project is tolling. As a partner in this project, Metro has prepared traffic forecasts showing how tolling I-5 will affect traffic volumes. Metro has, at the direction of ODOT, prepared forecasts that include one-way peak hour I-5 tolls of \$2.54 to \$5.69 (values expressed in 2022\$). Metro's travel demand model predicts that tolls in excess of \$4.00 would permanently reduce traffic levels on I-5 to less than their current volumes.	TRAF-4
1802	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	26. Lack of historical traffic data ODOT failed to provide any historic data on travel trends on I-5, or analyze these trends. The ODOT traffic technical report omits any explicit mention of actual projected future daily traffic volumes, making it impossible to see the growth rate ODOT is relying on in making its projections and analyzing possible impacts. We have deduced from material contained in the project's supplemental predictive safety analysis49 that ODOT is anticipating a 0.68 percent rate of traffic growth between 2019 and 204550 That is not consistent with historical trends for this freeway segment. Traffic on this portion of I-5 has been declining for the past 25 years, at an annual rate of 0.55 percent per year.	TRAF-5
1803	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	27. Improper or inadequate traffic model calibration ODOT has failed to calibrate its traffic modeling as mandated in FHWA NEPA Guidance. Travel models are known to have errors and inaccuracies. In order to minimize such errors, FHWA guidance51 directs states preparing NEPA documents to validate their traffic modeling. In the context of a NEPA study, it is important for the study team to focus any calibration and validation efforts that they undertake on the study area. Typically, a regional travel demand model will have been adequately calibrated and validated at least at a regional level prior to adoption. While it is important for the study team to critically review the documentation of this effort, it is suggested that more emphasis be placed on checks at the study area level. It is suggested that the study team scale their calibration and validation effort according to the scale of the analysis, such as its geographic scope. Calibration A meaningful calibration effort would include: . . . • Comparison of modeled traffic volumes with traffic counts both for individual roadway segments and at more aggregate levels such as throughout the study area ODOT's failure to undertake this required calibration of Metro's model is material because the Metro Model over-predicts peak hour north-bound travel on this section of I-5. This information is contained in Metro's own model validation result. The traffic screenline corresponding to the I-5 Rose Quarter project is "Cutline E-16". According to Metro's validation report52, the Metro model overestimates PM peak hour northbound traffic at this cutline by 18 percent (Table 15). This over-estimation of traffic leads the model to predict more congestion than actually occurs, and means that the benefits of the project are exaggerated, and its environmental effects are understated.	TRAF-6
1804	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	No More Freeways reiterates our insistence that the full impact of this growing project can only be understood in the context of a full Environmental Impact Statement.	NEPA-1
1805	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	The most appropriate course is a full EIS for ODOT's multiple projects on the I-5 corridor, or even more appropriately, for the entire set of projects envisioned in ODOT's Urban Mobility Strategy. ODOT's insistence that any investment in restoring this neighborhood be coupled with the addition of new freeway lanes (and the attendant air pollution and climate chaos that go with such an addition) suggests that ODOT's stated interest in restorative justice is coldly transactional and performative. It's disappointing and hypocritical that ODOT's promises to fix historic wrongs, apparently come with strings - or what the agency Orwellianly refers to as "auxiliary lanes" - attached.	NEPA-1, INPT-1

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1806	7494	1/4/2023	Email	Chris	Smith	No More Freeways PDX	A full Environmental Impact Statement that studies alternatives to freeway expansion will provide the Albina community greater flexibility and self-determination to honor a tragic past by building a resilient, thriving neighborhood designed to tackle current problems and imagine a bolder, brighter future free from the constraints of a tragic past.	ALT-1, NEPA-1
655	7495	1/4/2023	Email	Erin	Blenkiron		Impact on the people in the community is priority #1! This includes air and noise pollution at the top of the list, followed by access to transportation (for all- those with disabilities and low income should be prioritized) and pedestrian and cyclist access to green ways and other safe infrastructure. Adding highways impedes all of these and creates more pollution and destruction to the health of our most at risk people. Harriet Tubman students and the Black community have been particularly harmed by the highways initial construction. This expansion would bring more harm. Capping the existing highway and investing in efficient public transport would reduce pollution, congestion, and further harms to vulnerable communities.	AQ-2, HLTH-1
653	7496	1/4/2023	Email	Andrew	Neerman		As a small business owner with a small child, I am profoundly concerned about the growing biodiversity and climate crises and wish that ODOT would start building for the future, not the 1950's. ODOT has been caught lying and obfuscating repeatedly during this process (and many others, including the CRC, which I also oppose as currently proposed) and for that reason the citizens of Portland –and especially those of us in inner N/NE who live near the proposed expansion– know that we cannot trust the agency.	INPT-1
654	7496	1/4/2023	Email	Andrew	Neerman		This is a terrible, even shameful, project to be pushing in these dire times, seemingly done because of ODOT's longstanding bias towards cars and because of the amount of Federal dollars that will be pulled into the region. I thus believe that ODOT should conduct a full EIS so that we can take a deep dive into alternatives like tolling. In my opinion, we should be studying the *removal* of I-5 from the east bank of the Willamette, not inducing more demand for fossil-fuels-based freeway travel by adding capacity to the freeway. Remember when Portland was known for being one of the most "progressive" cities in the nation, if not the world, in the realm of transportation planning? Only a few decades ago? The widespread public resistance to this project should act as a clarion call that we need to get back to walking the talk. This is a deeply un-democratic project and it has been from day one, complete with racist overtones and a deaf ear to facts and data. The previous comment period generated comments that were 90% in opposition. Find your moral compass, ODOT, and do an EIS.	NEPA-1
652	7497	1/4/2023	Email	Daniel	Reimer		Tailpipe emissions, alongside tire wear that is responsible for most of the particulate pollution, and carcinogenic brake dust, are reasons there should not be additional highway lanes. This proposal would make the area less friendly to anyone outside a car, cause more pollution, and further divide the neighborhood that was originally destroyed by I-5 construction. There is no racial restorative justice in freeway expansions.	AQ-2, HLTH-1
2250	7498	1/4/2023	Email	Ell	Bradshaw		Supplemental EA public comment period: Lids not Lanes and a full EIS for Rose Quarter	ALT-1, NEPA-1
651	7499	1/4/2023	Email	Merrilee	Newman		As a resident and homeowner in the Eliot neighborhood I am very much against the I5 "Improvement" project. It will add to already unacceptable street traffic conditions in this area. Additionally the air quality here is already highly degraded. The proposed improvement is an insult to the residences whose neighborhood was torn apart by the original insensitive location of the freeway.	INPT-1
650	7500	1/4/2023	Email	Audrey	Groce		I ask that you please reconsider moving forward with the proposed Rose Quarter Freeway Expansion. This is not the time to be expanding our freeways. Oregon needs to be a climate leader, and adding additional lanes to the freeway is an expensive and short sighted solution that will only increase pollution and will only temporarily reduce traffic. I urge you to conduct a full EIS that explores other options to expansion in order to reduce congestion. Tolls would be a good place to start. With the recent uptick in traffic deaths in the city, your focus is better served on making our streets safer, not creating more high speed corridors for cars.	ALT-1, NEPA-1
1576	7501	1/4/2023	Email	Roin	Ray		The citizens of the neighborhoods that will be affected most by this expansion have historically been sidelined and no EIS this time will repeat these past mistakes In addition, these neighborhoods are already dealing with increased heavy metals pollution (stained glass manufacturers), and toxic chemicals present in greater concentrations due to I-5. Expanding I-5 will increase, not decrease these hazards. We all deserve better, and to treat others better. A thorough EIS is a small start.	NEPA-1

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1568	7502	1/4/2023	Email	Joshua	Phillips		As a person under 25, an Oregonian, someone who works in education, and someone who frequently commutes by Freeway, I am urging ODOT to conduct a FULL environmental impact assessment of the Rose Quarter Freeway expansion project. This project has some benefits, but in its current form it is an unacceptable burden that Oregon cannot afford to take on. It will directly INCREASE greenhouse gas emissions by making freeway commuting a more convenient and viable (yet still congested) option for more people. This means more fossil fuels burnt. Listen to everyday oregonians and conduct a full Impact statement.	NEPA-1
1438	7503	1/4/2023	Email	Mick	Hangland-Skill		USDOT themselves say that freeway expansions do not work; they do nothing to reduce congestion and instead induce more demand. ODOT must conduct an EIS for the proposed Rose Quarter expansion, then also explore what congestion pricing can do to actually reduce congestion and demand.	ALT-1, NEPA-1
1439	7503	1/4/2023	Email	Mick	Hangland-Skill		That money should then be used to invest in public transit, which is a true solution to both our traffic and environmental woes.	COST-1
1419	7504	1/4/2023	Email	Piera	Greathouse		As a long-time resident of NE Portland, I write today to advocate for the necessity of an Environmental Impact Statement on the proposed Rose Quarter Freeway Expansion. Before moving forward with any plan to create additional infrastructure supporting increased traffic in this historically marginalized community, we must have an honest assessment of the consequences to local air quality, climate related emissions, and pedestrian / bicycle safety.	NEPA-1
1294	7505	1/4/2023	Email	Kerry	Aszklar		I am writing as a multimodal transportation Portlander to demand that ODOT conduct an Environmental Impact Statement for the Rose Quarter Freeway Expansion.	NEPA-1
1295	7505	1/4/2023	Email	Kerry	Aszklar		This mega project does not look at alternatives sufficiently to warrant this highway expansion, including tolling, frequent and high speed public transportation, and walking and bicycling improvements.	ALT-1, NEPA-1
1296	7505	1/4/2023	Email	Kerry	Aszklar		We need to invest in better options so that those who truly need to use Interstate 5 for travel (freight) can benefit from removing single occupancy vehicles from the highway and make local trips more feasible and easier.	COST-1
1297	7505	1/4/2023	Email	Kerry	Aszklar		This project also needs to invest in the lids over the highway to rebuild a broken street network in a neighborhood robbed of a bright a thriving future decades ago. Please conduct a full EIS.	ALT-1, LID-2
1564	7506	1/4/2023	Email	Tyler	Pell		Spending over one billion dollars of taxpayer money on unsustainable and dangerous transportation infrastructure without a thorough analysis of the impact on our communities is irresponsible verging on negligent. Portlanders are proud of our legacy of prioritizing livability over short-sighted automobile centric boondoggles. We removed roadways like Harbor Drive and fought the Mt. Hood freeway project--doubling down on highway expansion now in light of all we know about climate impact and induced demand doesn't make any sense. We demand an Environmental Impact Statement on the proposed Rose Quarter Freeway Expansion.	NEPA-1
1333	7507	1/4/2023	Email	Iva	Borrelo		A freeway expansion in portland is a devastating idea. We don't need more car access, but rather better public transportation on the roads we currently have. Not only would a large freeway further disrupt the landscape and natural habitat, it would contribute to worse air quality. I am a 19 year old who has lived in Portland my entire life. I live fairly close to them and have noticed the air quality worsen over the course of my childhood. One of my best friends moved to another state and out of this neighborhood because of asthma issues related to poor air quality here in Portland. I think it would be a a very big mistake to expand the freeway.	INPT-1
1338	7508	1/4/2023	Email	Ell	Bradshaw		Any EIS and survey of options that dismisses actual climate-positive strategies like tolling and congestion pricing out of hand is a farce. Study after study has shown that more often that not, more lanes just induces more demand, and we end up spending huge amounts of resources to achieve negligible reduction in congestion and dramatically increased emissions.	INPT-1
1339	7508	1/4/2023	Email	Ell	Bradshaw		We need to putting all the resources we can into building a transit system that is convenient and reliable enough that it's the obvious alternative to private vehicles, not building more freeways to reward individuals for towing their ever-growing 2000-pound personal transport pods with them everywhere they go.	COST-1
1340	7508	1/4/2023	Email	Ell	Bradshaw		The budget for this freeway expansion could easily fund multiple years of fare-free TriMet, or speed the timetable of crucial expansions like the Southwest Corridor or increased service. At a time of proposed fare increases and service cuts, it's ludicrous to be allocating resources to expanding freeways yet again.	COST-1
1341	7508	1/4/2023	Email	Ell	Bradshaw		Oregon also has some catching up to do in its historic freeway injustices. ODOT should enact the Hybrid 3 plan to put a lid on the freeway through Albina without tying it to expansion. We need to work towards long-overdue restoration of the neighborhoods that were destroyed by racist, classist freeway routing decisions of the past, without holding that project hostage to climate-backwards expansions.	LID-2

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1342	7508	1/4/2023	Email	Ell	Bradshaw		ODOT should conduct an thorough Environmental Impact Statement for the freeway expansion that considers all options, and stop trying to speed through a deeply unpopular expansion while dismissing climate-positive solutions out of hand.	ALT-1, CC-1, NEPA-1
1658	7509	1/4/2023	Email	Hazel	Walrod		I am writing to request you conduct an environmental impact statement that addresses the true cost this expansion would have on the people of Portland.	COST-1, NEPA-1
1659	7509	1/4/2023	Email	Hazel	Walrod		Portland is supposed to be a bike-friendly city and yet this plan would endanger bikers if Williams became a through-way for drivers, and more of our streets were narrowed to make room for the freeway.	INPT-1
1660	7509	1/4/2023	Email	Hazel	Walrod		Instead of expanding the freeway, congestion could be solved by increasing public transportation infrastructure like building more MAX lines and bus routes, and reducing or eliminating fares.	COST-1
1661	7509	1/4/2023	Email	Hazel	Walrod		If you have money to consider a freeway expansion, then bolster public transport and patch up the roads in the area like Prescott where there are hazardous potholes!!!	COST-1
1662	7509	1/4/2023	Email	Hazel	Walrod		I hope you will take what I have said into account (although I doubt you will) when you draft a COMPLETE, ACCURATE, AND THOROUGH environmental impact statement as community advocates for the neighborhoods you are destroying have urged you to do.	NEPA-1
1630	7510	1/4/2023	Email	molly	stanton		ODOF should conduct an environmental impact statement for the proposed Rose Quarter Freeway Expansion to ensure the safety of portland residences, both human as well as animal and plant. Freeways cause many environmental as well as financial impacts that need to be fully explored before we can explore the idea of making new freeways.	NEPA-1
1302	7511	1/4/2023	Email	Catherine	B.		I reside in the neighborhood and drive, bus and bike. The more I learn about this project, the more apprehensive I become about how this will impact our climate and my community. I would like ODOT to research all the options with the least impacts and conduct a full EIS. Thank you.	NEPA-1
2252	7512	1/4/2023	Email	Ell	Bradshaw		Supplemental EA public comment period: Lids not Lanes and a full EIS for Rose Quarter	ALT-1, NEPA-1
1626	7513	1/4/2023	Email	Harlan	Shober		People have been trying to get your attention about the problem of "induced demand" for some time. It does seem to be a real thing. So, let's take it seriously. In this time of global warming – or , less politely, catastrophic climate destabilization – we all have to avoid making things worse. We need to adopt a "WW II level of urgency" to re-directing resources. More of the same isn't the right thing to do. In Barak Obama's inner circle, the byword was "Don't do stupid stuff," or words to that effect. Climate leaders don't build freeways.	INDD-1
1628	7514	1/4/2023	Email	Mary Lou	Soscia		Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: This freeway expansion will benefit limited people and will greatly harm underserved populations and young people through increased air pollutants crested from construction dust and increased highway traffic. There are many other ways to solve traffic congestion rather than build more roads, a 1960s solution to a 2023!problem.	INPT-1
1465	7515	1/4/2023	Email	Marj	Hogan		Conducting an EIS is common sense. The public has a right to know the full impact of the proposed project, and to understand possible alternatives. It's in ODOT's best interest to show that the department can be transparent and honest with those who live, work, pay taxes, go to school, and commute in this corridor.	NEPA-1
1645	7516	1/4/2023	Email	Katya	Tripp		Portland does not have good air quality to begin with and we need to do ans environmental impact study for this proposed expansion	NEPA-1
1617	7517	1/4/2023	Email	David	Sawchak		Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Basically anything to stall this project. It's dodged accountability, already backpedaling on initial promises, does not seem to offer a clear traffic benefit, and seems to be continually greenlit despite overwhelming public opposition. Improving the I5 crossing at the Columbia would also improve traffic, futureproof critical infrastructure, and is a far better allocation of State/Federal funds.	INPT-1
1441	7518	1/4/2023	Email	Nate	Harris		My black grandmothers family home was destroyed for the construction of the hospital in the Albina neighborhood when she was a child. The block that her family, as well as dozens of other black families once lived on is now home to an empty, overgrown grass lot. Every time we drive by it's a slap in the face - a reminder of the homes and generational wealth so many were robbed of when forced to move. The construction of this freeway will be yet another slap in the face. While Portland politicians put on a mask of progressiveness, this reckless plan shows that not much has changed.	EJ-1
1596	7519	1/4/2023	Email	Paxton	Rothwell		1. Conduct a full Environmental Impact Statement for this project	NEPA-1
1597	7519	1/4/2023	Email	Paxton	Rothwell		2. Evaluate how the regional toll initiative will reduce travel in the area	ALT-1

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1598	7519	1/4/2023	Email	Paxton	Rothwell		3. Direct long haul truckers to use I-205 through the Portland region	INPT-1
1599	7519	1/4/2023	Email	Paxton	Rothwell		4. Limit access to I-5 in order to help solve your short merge problem: * Close the exit ramp to Broadway/Weidler from NB I-5 * Close the entrance ramp to SB I-5 from Wheeler Ave	INPT-1
1600	7519	1/4/2023	Email	Paxton	Rothwell		5. Cap I-5 as is. Design these caps to hold at least three story buildings. Rebuild the street grid atop these caps so that this area can grow into a neighborhood worth living in.	INPT-1
1601	7519	1/4/2023	Email	Paxton	Rothwell		6. Study options for tunneling I-84 under the Willamette and downtown so that it can connect to US-26. This connection will relieve most traffic on the I-5/84 interchange.	INPT-1
1387	7520	1/4/2023	Email	Jacob	dwelle		We know and understand the impacts that freeway expansion has on our communities. Money would be better spent on increasing access to greener solutions, like trains, protected bike lanes, and further infrastructure. We must reduce our dependence on cars - this proposal to expand the freeways would do the opposite. Don't invest in something which we will need to divest from in the future.	COST-1
1510	7521	1/4/2023	Email	Nora	Lehmann		I'm a mom of two young children, and we live in the I5 corridor in the Humboldt neighborhood. It enrages me that ODOT is hellbent on expanding the freeway before trying congestion pricing, which numerous studies have shown would eliminate traffic congestion, while also providing cleaner air for our neighborhood and lowering carbon emissions!	ALT-1
1511	7521	1/4/2023	Email	Nora	Lehmann		If ODOT wants to borrow—what is the grand total up to now, anyway? Like, a gazillion dollars at this point?—to pay for building more polluting, planet-heating freeway lanes, they *must* be required to conduct a full Environmental Impact Statement to prove that this is truly the only possible way to reduce congestion.	NEPA-1
1622	7522	1/4/2023	Email	Mark	Sexton		The project has changed so much - and is so damaging to pedestrians and bicyclists - that a new EIS is necessary.	NEPA-1
1623	7522	1/4/2023	Email	Mark	Sexton		And there needs to be an assessment if the goals could be achieved simply by imposing tolls.	ALT-1, TOLL-1
1676	7524	1/4/2023	Email	Kyle	Wells		I would just like to briefly express my objection to this project, and particularly the design of freeway on/off ramps on N. Williams. This is an unacceptable design from the perspective of bicyclist safety and would make a heavily trafficked bike corridor much less safe. ODOT has a horrible track record of safe infrastructure for vulnerable road users and this design continues the wrong-headed practices that have recently contributed to the death of at least one cyclist in Portland recently, as well as the hugely disproportionate number of pedestrian deaths that occur on ODOT managed properties.	ACT-1, SAF-1
1677	7524	1/4/2023	Email	Kyle	Wells		My understanding is that ODOT's own contractors have done analysis that shows that congestion pricing would likely solve congestion on I-5 without additional freeway lanes, from a cost-management perspective this also seems greatly preferable to freeway expansion. If ODOT is truly concerned about safety, they should take those cost savings and use them to improve any of the many ODOT managed properties (like Powell) where there are actually many deaths.	ALT-1, COST-1
1303	7525	1/4/2023	Email	Sarah	Baker		I demand an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion, because we are facing a Climate Catastrophe. And once that statement tells us what we already know, that widening freeways does nothing for traffic but line the pockets of developers and fill the lungs of our community members with pollution, I demand that our cities leaders spend our precious tax dollars on climate solutions that make a real difference for our collective future.	COST-1
1681	7526	1/4/2023	Website	David	Whitaker		The Revised Build Alternative does not make it safer for vulnerable users to bicycle through the Rose Quarter area. Modifications to bicycle infrastructure within the project area will result in a significant negative impact on the human environment. A substantial majority of Portland-area bike crashes have taken place at intersections (84% between 2010 and 2015). The Revised Build Alternative will add an intersection at the connection with the I-5 SB off ramp and N Williams, will route more traffic through the intersection at the connection with the I-5 NB ramp and NE Weidler and will route significantly more traffic through the intersection of N Williams and N Weidler. In fact, it will add double right-hand turn lanes at 4 new locations and retain the existing 2 double right-hand turn lanes. The project proposes to mitigate the impact of additional traffic and the additional intersection by adding widened and raised bike lanes.	ACT-1, SAF-1

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1682	7526	1/4/2023	Website	David	Whitaker		However, in section 6.2.2.3 of the project's 2019 Transportation Safety Technical Report its stated that the "...addition of protected bike lanes could introduce right-hook collision potential for bicyclists (at intersections) absent sufficient sight distance, intersection geometry, and operations." So, the proposed mitigation measures have a high potential to make it more dangerous to travel by bicycle through the project area, especially since many of the drivers of trucks and automobiles will be unfamiliar with the area since they will only occasionally use the area for events taking place at the Rose Quarter, and or making deliveries to the Lower Albina Industrial area.	SAF-1
1500	7527	1/4/2023	Website	Lowell	Kissling		Despite ODOT's insistence that they are only building an auxiliary lane through the rose quarter, their own plans reveal that they plan to double the width of the freeway footprint in the project area. Once the I- 5 bridge project and its 5 miles of highway expansion north of the rose quarter is complete, it will be all too easy for ODOT to convert the oversized shoulders they are currently including in the rose quarter project into additional lanes. This is a massive expansion being thinly veiled as a single "auxiliary" lane in each direction.	DES-2
1501	7527	1/4/2023	Website	Lowell	Kissling		ODOT's suggestion that emissions will be reduced by expanding the freeway is preposterous, as has been proven by literally every freeway expansion that has been built over the past 70 years.	INPT-1
1502	7527	1/4/2023	Website	Lowell	Kissling		ODOT is shirking responsible planning by refusing to conduct a full EIS that could reveal real and effective alternatives for alleviating congestion in the rose quarter. It is entirely possible to cap I-5 through the rose quarter and alleviate congestion without adding a single lane, "auxiliary" or not.	INPT-1
1761	7528	1/4/2023	Website	David	Whitaker		Poorly planned connection of the Green Loop. The SEA Executive Summary states that the Revised Build Alternative would improve conditions for pedestrians and cyclists by increasing physical separation between motorized and non-motorized users, sidewalk gap closures, and reduction in the complexity of intersections. However, this alternative proposes to add 3 new double right-hand turn lanes intersections along the planned route of the Green Loop, which will follow both Broadway and Weidler. These double right-hand turn intersections are intimidating intersections to cycle though. I don't like to bike down NE Broadway because it makes me nervous to bike through the existing double right-turn intersection at the on-ramp to I-5 northbound. In fact, the Multimodal Risk/Safety Assessment developed for the project states that "existing complex intersection features with higher bicycle/pedestrian risk potential include slip lanes and double turn lanes." While some of these risk factors may be addressed through signal timing, these conditions create uncomfortable conflict points for cyclists like myself and pedestrians too.	ACT-1, SAF-1
1762	7528	1/4/2023	Website	David	Whitaker		A primary goal of the Green Loop is to attract less confident cyclists to ride in the central city. Removal of the Clackamas Bicycle and Pedestrian Bridge from the Revised Build Alternative will eliminate a key link of the Green Loop that would allow a low stress connection along the Green Loop and between the Rose Quarter and the Lloyd District. It is important to add the Clackamas Bicycle and Pedestrian Bridge back into the project.	FAC-1
1763	7529	1/4/2023	Website	David	Whitaker		The SEA analysis does not adequately address serious crashes, which is inconsistent with federal, state, and regional policies to eliminate serious crashes. As indicated in EA 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 these fatalities or describe how the alternatives would address preventing fatalities of this type in the future.	SAF-2
1754	7530	1/4/2023	Website	David	Whitaker		The claim that the project will improve the safety of adjacent surface streets (pg ES-3) is false. One example of this false claim is the increase in truck and car traffic that will be routed onto N Williams from the new I-5 southbound ramp. The conceptual design full roll plots for the project show the radius of curvature for intersections at the I-5 SB ramp and at N Weidler as wide, sweeping turns that will allow for faster movement by cars and trucks and longer crossing distances for cyclists and pedestrians.	BWI-2
1755	7530	1/4/2023	Website	David	Whitaker		The Active Transportation Supplemental Technical Report states on page 23 – "The relocation of the I-5 southbound offramp at the intersection of NE Wheeler Avenue/ N Ramsay Way/ N Williams Avenue (formerly NE Wheeler) & N Vancouver Avenue under the Revised Build Alternative would increase the length and complexity of crossings and reduce safety for northbound cyclists and pedestrians on N Williams Avenue south of N/NE Weidler Street compared to the Build and No-Build Alternatives".	ACT-1, SAF-1

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1756	7530	1/4/2023	Website	David	Whitaker		A PBOT representative was quoted as saying - "Our understanding of the Hybrid 3 purpose and intent was a design approach that shifts from an auto-focused street environment, to a pedestrian-oriented system that prioritizes pedestrian safety and experience - making the streets around new development opportunities and highway covers to be more people and business friendly, with less I-5 traffic circulating through the area." Obviously PBOT did not adequately understand the Revised Build Alternative design approach as it retains an auto/truck focus and does not shift to a system that prioritizes pedestrian safety and experience.	LID-2
1759	7531	1/4/2023	Website	David	Whitaker		Future traffic volumes. Through inference, the SEA claims that implementation of the Revised Build Alternative would "potentially" save travelers 7 minutes on their travels through the 1.4-mile project area. This would be an incredible time savings if it were only true. This travel time savings was calculated from values presented in the SEA. Travel Time Saved per Year (2,500,000 hrs - pg ES-7)/ (Average Annual Daily Trips [121,400 - pg ES-3] * Average days per year [365.25] * the Hours of Congestion per day [12 - pg ES-3]/24 hours). However, this calculation has to use the existing average annual daily trips since the SEA doesn't report future average annual daily trips. The average annual daily trips must increase as a result of building additional freeway capacity, but the number of future average annual daily trips isn't reported in the tables in either the Draft Traffic Analysis Supplemental Technical Report or the Traffic Analysis Technical Report. Instead, the tables show the volume/capacity (V/C) ratios without reporting either the volume or capacity. This lack of supporting data is inconsistent with the ODOT's Analysis Procedure Manual (Section 6.2.3), which requires the data supporting the generation of future traffic volumes be carefully documented in either the main body of the report or included in the technical appendix.	TRAF-3
1757	7532	1/4/2023	Website	David	Whitaker		Appendix D of the Draft Traffic Analysis Supplemental Technical Report includes a Memorandum that looked at the impacts that the Rose Quarter Interchange Project (RQ project) and the Regional Mobility Pricing Project (RMPP) could have on each other. In order to meet the Operational and Reliability goal of the reducing congestion within the project area on I-5 (pg ES-3), it appears that the RMPP would reduce congestion more than the RQ project would. Table 4 of the document shows that the 2045 Average Weekday Traffic Speed (in mph) on I-5 between I-405 and Broadway/Weidler Interchange would be greater if the RMPP were implemented than it would be if the RQ project were implemented (33 to 39 mph vs 39 to 45 mph).	ALT-1, TOLL-2
1758	7532	1/4/2023	Website	David	Whitaker		The goal of reducing congestion within the RQ project area could be achieved at a fraction of the cost through implementation of the RMPP (and not building the RQ project), thereby reserving important funds to meet the annual shortfall of \$510 million to adequately maintain bridges and roads in Oregon (ODOT Tolling Website - Purpose Statement).	ALT-1, COST-1
1619	7533	1/4/2023	Website	Andrew	Schwartz		As a Portland resident, I cannot fathom the amount of disruption this would cause for the broader metro area or for anyone who has to travel through our town. The health and environmental consequences in the near and long term are enough to say no to this project.	INPT-1
1620	7533	1/4/2023	Website	Andrew	Schwartz		The near term disruption coupled with the the longterm health and environmental impacts cannot possibly justify any benefit,	INPT-1
1621	7533	1/4/2023	Website	Andrew	Schwartz		I would love to see an investment in rail and public transportation so that local residents don't have to drive which would free up more space on the road for interstate commuters.	COST-1
1529	7534	1/4/2023	Website	Sean	McClintock		No More Lanes! The hybrid 3 proposal should be funded and decoupled from ODOT's original proposal to add 1.8 miles lanes of polluting freeway.	LID-2
1530	7534	1/4/2023	Website	Sean	McClintock		Complete a full EIS! ODOT must conduct a full Environmental Impact Statement that truly studies whether these additional lanes of toxic, polluting freeway at such exorbitant cost are truly necessary to reduce congestion as claimed.	NEPA-1
1531	7534	1/4/2023	Website	Sean	McClintock		Independent Investigation into ODOT! There is a long list instances where ODOT has withheld crucial information or demonstrably mislead the public. ODOT's continued efforts to avoid basic transparency and public accountability are unacceptable! I want to see an independent investigation and subsequent reforms at ODOT.	PE-2

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1527	7535	1/4/2023	Email	Thomas	Malthouse		Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: This project is a disgrace. It's bad for the city, bad for the regional economy, and completely at odds with Portland's stated environmental goals. If ODOT insists on building this 1950s-brained highway expansion, the least it can do is credibly assess the project's harms and mitigate them as much as possible. I moved to Chicago a few years ago for the job market and higher quality of life—both of which are directly related to this city's extensive transit system and commitment to non-car transportation. It's shameful that Portland and Oregon—despite their reputation—continue to double down on past mistakes and kneecap themselves like this.	CC-1, NEPA-1
1356	7536	1/4/2023	Email	Eliot	Cole		I live in the affected area and am concerned about the impact this expansion will have on the air quality of my neighborhood and the climate. As someone with a chronic respiratory condition, air quality is particularly important to me and I worry that expanding I-5 will lead to worse health for me and my neighbors. Climate change should also be taken more seriously and we should find green alternatives to expanding our car infrastructure. I strongly oppose the Rose Quarter expansion.	HLTH-1
1304	7538	1/4/2023	Email	Kristen	Bakouros		Portland's history of expanding roads and freeways has never been anything but class and wealth related. Moving forward, as it becomes clear that freeways don't create sustainable cities, new ideas must be examined.	INPT-1
1287	7540	1/4/2023	Email		Amy		It is far past time that ODOT be truthful and conduct an EI assessment and make a truthful statement. We all know that the truth is that the air and soil are getting more polluted, that the state should put more infrastructure money into buses so that people, especially poor and vulnerable people who do not drive, do not suffer from the luxury of driving on more and "better" freeways. Let's all take a breath. Let's notice that the air into our lungs is one of the most important elements that allows life. By not conducting an honest study of what wider freeways allowing more cars rushing past will do, even the faithful people at ODOT will not be able to deny (and sleep at night) that THERE MUST BE ANOTHER SOLUTION TO FREEWAY EXPANSION. You are killing people and lying through your process. Please slow down and do the right thing. Would you want your child's doctor to do a surgery--the impact of which the medical field has not studied--on your child?! Would you just go on faith that things would be OK for your beloved child? I hope not. So don't do that to the good people of Portland/Oregon/Earth.	INPT-1
1509	7541	1/4/2023	Email	Alexander M	Lee		Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: The health of my family, my neighbors, and my community are on the line. Anything other than the covering of I5 and the implementation of congestion tolling is a death sentence for the people in the communities surrounding the freeway. ODOT's ongoing pattern of prioritizing capital over communities should be criminal, and those responsible should be held accountable. The time has long since past to make our government organizations work for us. ODOT can not continue like this.	INPT-1
1391	7542	1/4/2023	Email	Virginia M.	Feldman		As someone who worked in the north Portland area around the Rose Quarter Freeway expansion plans, I stand up and demand climate action, restorative justice, and cleaner air for the Albina neighborhood. There has to be a REAL environmental Impact Statement, rather than glitzy pamphlets saying how wonderful it is for the neighborhood without real facts. The people living in this area have received decades of bad air. Let's not make it worse with this expansion.	NEPA-1
1649	7543	1/4/2023	Email	Jane	Vail		As a professional engineer, I am disgusted that ODOT is spending money on highly unnecessary lanes without proper consideration of impacts on the environment and the people.	NEPA-1
1650	7543	1/4/2023	Email	Jane	Vail		I know more about this project than I want to, and from what I understand, ODOT has progressed far into design, having spend hundreds of thousands of my taxpayer money on a project that does not have full support of the community it serves.	INPT-1
1651	7543	1/4/2023	Email	Jane	Vail		In this era where climate change and air quality are on everyone's minds, to be adding another lane is absurd. To actually be designing another lane while not even completing an EIS is adding insult to injury.	NEPA-1
1580	7544	1/4/2023	Email	John	Reeves		I am against this project until ODOT conducts an environmental impact statement for the freeway expansion.	NEPA-1
1581	7544	1/4/2023	Email	John	Reeves		It seems ludicrous that we would be expanding freeways as this is in direct contradiction of our espoused climate goals.	CC-1
1582	7544	1/4/2023	Email	John	Reeves		Further, the proposed plans for the off ramp changes will have a double impact, causing increased traffic on minor roads in the area and making a current bicycle and pedestrian highway on Williams one of the most dangerous areas in the city.	ACT-1, SAF-1
1583	7544	1/4/2023	Email	John	Reeves		I do believe we need to cover the freeway in this area. This is a clear win and something that should go ahead, but not along with more lanes.	LID-2

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1409	7545	1/4/2023	Email	Monique	Gaskins		Now is the time to invest in transportation methods that won't increase pollution, negatively impact historically black neighborhoods, encroach upon a school, and contribute to climate change. Now is the time to be accountable for our infrastructure investments and their impact on our communities. I expect ODOT to conduct a full EIS, and find alternatives to spending a billion dollars of tax payer's money on a freeway expansion.	NEPA-1
1562	7546	1/4/2023	Email	Alex	Parise		Air quality in NE Portland is already spotty and varies widely by neighborhood, and any increase in vehicle traffic in the I5 corridor will only decrease the quality. Seriously, we've been talking about air quality almost non-stop for the last 3 years because of COVID and now we're just going to expand a freeway without doing an air quality impact survey? It's absurd that this is even being considered. Do the study.	NEPA-1
1557	7547	1/4/2023	Email		NMR		Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: https://www.transportation.gov/briefing-room/nhtsa-releases-2020-traffic-crash-data	SAF-2
1985	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	As the operator of the largest and busiest event venue in the State of Oregon, Rip City Management (RCM) is a key stakeholder in improvements to I-5 through the Rose Quarter (I-5/RQ project). Unfortunately, RCM was excluded from the design process that developed the proposed Build Alternative (based on Hybrid Option #3) that is being reviewed via the Supplemental Environmental Assessment (SEA). RCM does not believe the proposed design addresses several aspects of the project purpose and need in a meaningful way for the entire area. Importantly, these failings would be evident if the SEA had complied with NEPA by evaluating potential alternative concepts to the proposed Build Alternative and by assessing the full slate of effects arising from the proposed Build Alternative. For that reason, and the Concerns noted below, RCM does not support the project as it is currently designed.	PE-5, PN-1
1986	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	RCM continues to support the community-led efforts that prompted ODOT to start the design refinement of Hybrid Option #3 in September of 2021. As an early advocate for repairing the damage created by installation of the Freeway, Veterans Memorial Coliseum, and Interstate Avenue, RCM seeks to participate in design revisions that align with the documented SEA purpose and need for all stakeholders.	LID-2
1987	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	As a concerned stakeholder, RCM has actively pursued coordination with the design team since January of 2022 and continues to request modifications to the proposed Build Alternative that reflect the positive changes and impacts that should come out of generational infrastructure such as this. Unfortunately, ODOT is rushing through a Build Alternative that transfers a safety and traffic problem from I-5 to the Rose Quarter and then fails to analyze the direct and indirect effects in violation of the basic tenets of NEPA. If ODOT were to analyze the direct and indirect impacts that the proposed Build Alternative has on safety around the Rose Quarter or to analyze alternative on-ramp and off-ramp concepts as required by NEPA, it would be clear that the proposed Build Alternative creates significant safety issues.	SAF-1
1988	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	As an integral part of this community that has daily experience with traffic through the area and the interaction of pedestrians, cyclists, public transit and vehicles, RCM believes that it is in the best interest of all involved to provide infrastructure upgrades that provide safe travel to, from, and through the district for all modes. The proposed Build Alternative design does not improve on transportation safety over existing conditions and, in fact, creates more potential for conflict and risk between all modes. The increases in conflicts and risk raises the potential for injuries and deaths as a direct result of elements of the proposed Build Alternative configuration. Within this response letter, we will identify several locations that either maintain unsafe conditions that are similar to existing conditions, add conflict prone elements to already complicated areas, or fail to address the SEA purpose and need.	INPT-1

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1989	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	In developing the I-5 Rose Quarter improvements, including this supplemental environmental assessment, ODOT (and the federal agencies) must comply with NEPA. At a minimum, federal agencies must consider the environmental impacts of their decisions to ensure that environmental values are given "appropriate consideration" in the planning process. 42 U.S.C. § 4332. To comply with NEPA, the federal agency must take a "hard look" at the proposed action in accordance with NEPA's procedural requirements. Natural Res. Def. Council v. Morton, 458 F.2d 827 (D.C. Cir. 1972); N. Plains Res. Council v. Surface Transp. Bd., 668 F.3d 1067 (9th Cir. 2011) (failing to take a "hard look" at the various impacts of the proposed rail expansion). An agency must, in the NEPA review, analyze reasonably foreseeable effects of the decision, including downstream impacts. W. Org. of Res. Councils v. U.S. BLM, 2018 U.S. Dist. LEXIS 49635 (Dist. Mont. 2018). "[G]eneral statements about possible effects and some risk do not constitute a hard look absent a justification regarding why more definitive information could not be provided." Robertson v. Methow Valley Citizens Council, 490 U.S. 332, 355, 109 S. Ct. 1835, 104 L. Ed. 2d 351 (1989). See also Baykeeper v. U.S. Army Corps of Eng'rs, 2006 LEXIS 67483, 27 (E. Dist. Cal. 2006) (environmental assessment failed to meet minimum requirements of NEPA where the EA did not consider the additional vehicular traffic arising from the increased ship traffic from the proposed dredging activity). Where the impacts can be quantified, the agency must make the effort to quantify those impacts. See Ocean Advocates v. U.S. Army Corps of Eng'rs, 402 F.3d 846, 868 (9th Cir. 2004); 350 Montana v. Bernhardt and Signal Peak Energy, 443 F. Supp. 3d 1185 (Dist. Mont. 2020) ("Given the severity of train derailments and the certainty with which they can be predicted, the Enforcement Office [OSMRE] should have addressed the risk under NEPA...").	NEPA-1
1990	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Rip City Management was presented with a design concept based on the Hybrid Option 3 design concept for the I-5 Freeway Broadway/Weidler Interchange on June 21, 2022. By that time, this design concept had become the proposed SEA Build Alternative. At that meeting, ODOT project staff presented the design concept, discussed the preceding process that generated the concept, and outlined the anticipated schedule to meet upcoming project approval deadlines. The schedule presented by ODOT provided no opportunity for meaningful input. RCM fully supports community efforts to address damage done to the community by the original freeway construction and its associated supporting infrastructure. North of Broadway/Weidler, the proposed Build Alternative proposes a series of surface street improvements, including covers and new access across the freeway that will reduce the barrier-effect of the current infrastructure. Unfortunately, these improvements augmenting the freeway reconstruction come at the cost of the public spaces serving the Rose Quarter, where neither covers nor new access are proposed. After reviewing the proposed Build Alternative, RCM has serious concerns with the proposed design concept and its potential impacts to the event venues and public spaces.	PE-5
1991	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Over 50% of all attendees of events in the Rose Quarter arrive by walking, rolling, or riding. Today, the street space of the Broadway, Weidler, Williams, Vancouver and Victoria at the interchange area feels congested, compressed, and uncomfortable for non-motor vehicle users. The existing freeway ramps and street areas create known challenges and serious safety concerns for pedestrians and bicyclists trying to access events in the Rose Quarter. Alarming, a popular PBOT cycling route, active transit lines, and a pedestrian access point intersect at the existing freeway on-ramp. The proposed Build Alternative adds neither substantive freeway crossings nor meaningful covers near the Rose Quarter to mitigate these existing risks. Instead, it adds another ramp terminal to the existing I-5 SB on-ramp at Ramsay/Williams/Wheeler, which introduces additional traffic through the area. ODOT's transportation safety evaluations have documented the existing on-ramp's configuration's risk and undesirable attributes, but fails to account for this additional risk, which is foreseeable and quantifiable.	SAF-1

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1992	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	The failure of the SEA to analyze the additional traffic from the off-ramp fails to properly consider the project's environmental impacts. Today, there is only one double-turning movement from Broadway WB onto Williams NB to reach the existing I-5 NB on-ramp. The project proposes to add FOUR additional double turning movements serving the other three ramp terminals resulting from the complexity of the proposed new off ramp location. These new double turning movements are proposed at the intersections of Weidler and Victoria, Victoria and Broadway, Broadway and Vancouver, and Weidler and Williams. The relocated SB off ramp to the Ramsay/Wheeler intersection increases exposure for pedestrians and bicyclists to freeway-related traffic and the risk of crashes or accidents. This segment of Broadway/Weidler is already identified as part of the City of Portland's "High Crash Network" as one of the most dangerous intersections and street segments. The proposed Build Alternative concentrates freeway ramp traffic at Williams/Weidler. This intersection and the Williams/Broadway intersection is already heavily trafficked with event-related pedestrian flows. A proposed new double right turn at Williams/Weidler will increase crash risks for pedestrians and bicyclists. But, ODOT failed to analyze this effect in the SEA.	SAF-1
1993	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Williams between Ramsay and Broadway is part of a critical north-south pedestrian/bicycle route for the city. The block between Weidler and Ramsay is currently low-volume and (compared to the other nearby options) attractive to pedestrians and bicyclists. The proposed relocated off ramp adds another ramp terminal to the existing I-5 SB on-ramp. This requires pedestrians and bicyclists navigate two ramp terminals at this location. Users of the existing single bicycle crossing on the east side of Williams at the I-5 SB on-ramp terminal would be required to use pedestrian and bicycle crossings at the new terminal as well. This increases the pedestrian/bicyclist conflicts over the existing condition. And, ODOT failed to analyze this effect in the SEA.	ACT-1, SAF-1
1994	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	The SEA does not analyze effects on the Green Loop. The proposed Build Alternative requires the Green Loop route to the congested Broadway/Weidler corridor which is inconsistent with the Green Loop's envisioned character -- comfortable walking, rolling riding for all ages and abilities. Routing the Green Loop as proposed in the Build Alternative increases the risk of pedestrian/bicycle conflicts with motor vehicle traffic. Forcing the Green Loop within Broadway and Weidler's combination of high traffic volumes (50,000 to 60,000 vehicles per day) and vehicle speeds, and streetcar routing is inconsistent with the other Green Loop facilities. The Green Loop on Broadway/Weidler will require users to navigate six freeway-related intersections (between Victoria and Vancouver). While the proposed Build Alternative incentives non-motorized vehicle traffic through the Rose Quarter it simultaneously creates dangerous intersections and danger zones. ODOT failed to analyze this effect in the SEA.	ACT-1, SAF-1
1995	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	The SEA has failed to properly consider alternative concepts that include greater east-west connectivity. A project goal is to improve connectivity across I-5 for all modes. The only proposed new east-west access across the freeway is at Hancock, some 400 feet north of Broadway. Though great for the neighborhood to the north, this single connection is too far away and out of direction for event-related pedestrians and bicyclists. In addition, Hancock terminates east and west at Martin Luther King Jr. Blvd. and Flint. Therefore, it will provide no traffic volume reduction on Broadway and Weidler in the 6-intersection cluster between Victoria and Vancouver. The new Hancock connection does not connect across I-5 to "...reestablish lower Albina as a center of the black identity and culture in Portland." (Independent Cover Assessment Page 17). ODOT failed to analyze concept alternatives in the SEA.	ALT-1, BWI-1
1996	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Within the Rose Quarter, Rip City Management hosts some 200 events a year, with about 1.7M patrons visiting for sports, entertainment, and community events. These events create distinct traffic congestion issues. The proposed Build Alternative presents several major safety concerns related to the ingress and egress for these event patrons -- whether walking, rolling, riding, or driving. The SEA fails to analyze these effects. The relocated I-5 SB off ramp directs traffic onto a segment of Williams between Ramsay and Weidler greatly degrading the pedestrian/bicyclist quality of service. The existing segment is low-volume and offers a flexible, relatively comfortable connection for pedestrians and bicyclists coming to, passing through, and leaving event facilities. This flexible street space is critical for event management before and after events when large numbers of pedestrians are moving through the Wheeler / Williams / Ramsay intersection amongst a mixture of cars, bicyclists, and other vehicles. The proposed Build Alternative will consume this segment of Williams with off ramp traffic flows and volumes, further limiting flexible street segments available at this critical location.	ACT-1, BWI-3

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1997	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	The proposed ramp configuration adds new traffic to heavy event pedestrian flows. The proposed new intersection will limit event traffic management options and the ability to direct traffic efficiently before and after events. The relocated I-5 SB off ramp adds significant complexity and what appears to be limited turning movements from Ramsay EB and Wheeler NB onto Williams NB. Traffic management and flexibility at this intersection are critical before and after events. Pedestrian flows are concentrated at this location and RCM event staff work diligently to direct pedestrians to crosswalk locations and discourage jaywalking among heavy vehicular traffic. The proposed Build Alternative negatively affects RCM pedestrian management abilities by expanding the number of crossings that RCM event staff need to monitor.	BW-1, ACT-1
1998	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Options for managing inbound and outbound event traffic in the Rose Quarter are already limited. Within the triangle framed by Wheeler, Ramsay and Vancouver/Center Court, RCM Event Staff make the best of limited control over travel direction, lane capacity, garage entries, and the flow of pedestrians, bicyclists, and motor vehicles. Moving motor vehicles efficiently and effectively to and from on-site parking structures is essential for smooth event management operations and the safety of all modes. The proposed Build Alternative concentrates traffic flow but offers no new infrastructure to address these challenges. Instead, it adds more freeway-related traffic to this zone, yet the SEA never analyzes the effects of the additional traffic and congestion. ODOT failed to analyze this effect in the SEA.	TRAF-1, ACT-1
1999	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	The SEA has failed to account for the increased adverse effects from adding the I-5 off-ramp. Leaving the I-5 SB on-ramp in its current position continues and likely exacerbates existing known event operations issues. First, the existing on-ramp location directs freeway-bound traffic (that is much of the time accelerating) through the Ramsay/Williams/Wheeler intersection during event ingress and egress periods. The RCM already has limited options managing this traffic to mitigate on-going pedestrian safety issues. Second, the proposed Build Alternative proposes no improvements to the existing I-5 SB on-ramp and retains the existing weaving length and lane trap to the I-84 EB off ramp. This creates risk of traffic queuing back to the ramp terminal intersection, further degrading operations for all users. The proposed Build Alternative worsens the configuration of the original 1960's configuration that presently negatively impacts the safe operations and management of event-oriented traffic at the Ramsay/Williams/Wheeler intersection. The SEA fails to assess the additional traffic through and onto the I-5 SB onramp.	BWI-1
2000	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	The proposed Build Alternative represents a significant public investment and infrastructure project that – once constructed – will exist for many generations to come. It must support a transformative future place, be resilient and adaptable as preferences and priorities change. Perhaps most importantly, the I-5 project should attract high-density, mixed-use development to an area that has languished based on shortcomings of the existing roadway network and land use impacts caused by I-5's original construction. The proposed Build Alternative exacerbates the unattractiveness to redevelopment at the Rose Quarter by “doubling down” on high traffic volumes and vehicle speeds, limiting development access locations, and general NVH (noise, vibration, and harshness) issues associated with the freeway and Broadway/Weidler corridor. The character of Rose Quarter is generally unattractive and inhospitable to new development. The proposed Build Alternative does little to address the character south of Broadway. The proposed Build Alternative exacerbates the challenges to redevelopment by expanding the footprint of the freeway further into the Rose Quarter area. The proposed I-5 SB off ramp results in unintuitive circulation through four congested city street intersections. This creates significant wayfinding challenges for vehicles and dramatically increases risk of conflicts for pedestrians and bicyclists trying to navigate through the same series of intersections. These circulation characteristics reduce redevelopment potential.	LU-5
2001	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	The SEA has failed to properly consider alternative concepts. No new covers are proposed at the Rose Quarter. The two new blocks created by the new covers nearest the Rose Quarter are significantly challenged by being small and partially-on-a-cover-partially-not, posing serious structural and architectural challenges for new buildings. In addition, the high freeway-related traffic volumes circulating around the two new blocks bounded by Broadway, Weidler, Vancouver and Victoria will severely limit opportunities for necessary building loading and service access points. The high vehicle volumes and speeds surrounding these blocks combined with little, if any, opportunity for on-street parking will reduce the attractiveness of these locations for ground-level businesses and redevelopment in general. ODOT failed to analyze concept alternatives in the SEA.	ALT-1, INPT-1, LU-1

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2002	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	1. USE OF OUTDATED TRAFFIC DATA: ODOT makes it clear the technical work supporting the 2020 REA is the foundation of the technical work supporting the SEA and proposed Build Alternative: "ODOT re-evaluated the Project changes and considered the differences of the Project compared to the design that was presented in the 2020 FONSI REA. This SEA supplements information presented in the 2020 FONSI REA with an evaluation of the impacts of the Revised Build Alternative compared to the No-Build Alternative." Yet, the 2020 Build Alternative has been invalidated by the proposed Build Alternative. The technical work supporting the SEA is founded on the prior technical work from the 2020 FONSI REA. Any gaps in the original work remain gaps supporting the SEA. For example, the 2045 Traffic forecasts directly affect the traffic operations, safety, multimodal service, air quality, and noise analysis results. The 2020 REA's January 8, 2019 Traffic Analysis Technical Report uses data and projects associated with Metro's 2014 Regional Transportation Plan project list (Appendix 1.1 Final 2014 RTP Project List 8.5x11 for webpage_1.xls (live.com)). That list includes project 10893 Replacing the I-5 Interstate Bridge (Columbia River Crossing (CRC)). Yet, the CRC was shut down in June 2013. ODOT's base assumptions are founded on the CRC being completed. The abandonment of the CRC negates the traffic analysis results that supported the REA. Material components of the CRC included no light rail, and instead an emphasis on automobile traffic. This assumption contributed to potentially overly high traffic volumes being evaluated in the forecast year. The IBR assumes light rail and other assumptions different than the CRC and that could alter modal assumptions. The IBR is a completely different study with different assumptions—use of the CRC-based forecasts therefore improperly skews the findings. Importantly, there was an approximate four-year gap between the stopped CRC and the IBR. That means the I-5/RQ project was advancing with flawed assumptions (and data that is over 8 years old), including the Independent Cover Assessment effort leading to the proposed Build Alternative. That the IBR began in 2019 is irrelevant as it is a completely different project that integrated light rail. This could potentially lower traffic forecasts. The fundamental assumptions supporting traffic operations, safety performance, multimodal quality of service, air quality, and noise analyses are fundamentally flawed making these elements of the SEA technical support invalid.	NEPA-2, TRAF-2
2003	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	2. FLAWED STAKEHOLDER ENGAGEMENT PROCESS: The NEPA process was exclusive and did not engage a significant project stakeholder in RCM. As a major community stakeholder, RCM was not included nor meaningfully engaged in project review activities. RCM was contacted in early 2022 and the first kick off meeting with ODOT and the City was June 21, 2022. By the time RCM was included, ODOT (and the City) were focused on finalizing the proposed Build Alternative leading to the SEA (and not looking to get constructive input from RCM). The Executive Steering Committee (ESC) did not include RCM despite the Rose Quarter proximity, presence in the area, and direct impact of the Hybrid Option 3 recommendations that relieve SB I-5 at Vancouver by placing that burden at Ramsay. A key emphasis of the ICA was "friends and neighbors" with their charge being "to understand the goals and objectives of stakeholders who have been impacted by the freeway within the larger Albina area, and the immediate the project area." RCM was not included in the workshops and discussions. These discussions led to a solution that met the Albina community interests and needs by moving the freeway ramp conflicts and issues to the Wheeler location but did not solve actual safety and traffic issues that had been noted in the 2019 Safety report ("...relocating the I-5 SB on-ramp to N Weidler to provide a more direct connection and improve safety and operations.")	PE-5

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2004	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	<p>ODOT and the OTC advanced the NEPA activities with documented awareness of the risk having not engaged critical partners. They elected to advance the NEPA process knowing they had not engaged a key stakeholder (RCM) during their activities. One of the stated ICA challenges of comparing Hybrid Option 3 with the BA was “construction schedule.” The ICA noted: “...the proposed project schedule does not account for significant, existing political risks that could delay the schedule, i.e., some critical public partners, which the project needs to move forward, are not currently participating in project discussions.” Nevertheless, ODOT initiated design work in September 2021 to advance the ICA Hybrid Option 3 concept. ODOT did not engage RCM as they conducted work in late 2021. By the time ODOT did engage RCM, ODOT had formulated its preferred plan (Hybrid Option 3) and had completed the Safety Supplemental Technical Report (August 15, 2022), the Active Transportation Supplemental Technical Report September 16, 2022, and the Traffic Analysis Supplemental Technical Report September 26, 2022. All of these reports were completed during the period ODOT was meeting with RCM representatives under the premise of understanding and considering RCM interests. ODOT did not seriously begin assessing the concerns raised by RCM until after the November 15, 2022 SEA, and only as a result of an agency leadership meeting that directed two technical work sessions during December 2022. Those meetings made clear that ODOT had failed to provide the meaningful process required by NEPA.</p>	PE-5
2005	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	<p>3. IMPROPER MANIPULATION OF TRANSPORTATION SAFETY REPORTS: The SEA proclaims that its purpose is “Unchanged from the 2020 FONSI REA, the purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, at the Broadway/Weidler interchange, and on adjacent surface streets in the vicinity of the Broadway/Weidler interchange, and to enhance multimodal facilities in the Project Area. In achieving the purpose, the Project also would support improved local connectivity and multimodal access in the vicinity of the Broadway/Weidler interchange and improve multimodal connections between neighborhoods east and west of I-5.” The REA had falsely portrayed crash data and used that as a basis for project construction. The total crash numbers presented do not demonstrate a safety performance issue. The State of Oregon, the City of Portland, and other national agencies implement safety initiatives based on fatal and severe injuries. Of the documented crashes, however, there were 0 fatalities and only 1% categorized as serious injury crashes (January 8, 2019 traffic safety report page 34). The REA notes that the complexity of the configuration of the I-5 Broadway/Weidler interchange and congestion make it a difficult area to navigate for vehicles (including transit vehicles), cyclists, and pedestrians, affecting access to and from I-5 as well as to and from local streets. “The high volumes of traffic on I-5 and Broadway/Weidler in this area contribute to congestion and safety issues (for all modes) at the interchange ramps, the Broadway and Weidler overcrossings of I-5, and on local streets in the vicinity of the interchange.” Yet, the proposed Build Alternative provides no substantive changes to reduce the complexity of the interchange. It retains three of the four existing ramps and makes no changes to local roadway network in and around Broadway/Weidler in the project area. The relocated SB I-5 exit ramp is configured to direct traffic to Broadway/Weidler via Williams. The proposed Build Alternative provides no substantive reduction in the traffic volumes at the interchange compared to the no-build. The SEA provides no explanation as to why the proposed Build Alternative improves safety in this area versus the proposed alternative in the REA.</p>	PN-1, SAF-2, PN-3

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2006	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	4. FAILURE TO MEET PROJECT GOALS: The SEA defines project goals beyond the purpose and need “In addition to the purpose and need, which focus on the state’s transportation system, the Project includes related goals developed through the joint ODOT and City of Portland N/NE Quadrant and I-5 Broadway/Weidler Interchange Plan process, which included extensive coordination with other public agencies and citizen outreach. Goals may be carried forward beyond the NEPA process to help guide final design and construction of the Project. Project goals are as follows: • Enhance pedestrian and bicycle safety and mobility in the vicinity of the Broadway/Weidler interchange. • Address congestion and improve safety for all modes on the transportation network connected to the Broadway/Weidler interchange and I-5 crossings.” • “Improve freight reliability. • Provide multimodal transportation facilities to support planned development in the Rose Quarter, Lower Albina, and Lloyd. • Improve connectivity across I-5 for all modes.” The proposed Build Alternative does not meet these goals. The Build Alternative provides no substantive changes to reduce the complexity of the interchange, provides no substantive reduction in the traffic volumes at the interchange compared to the no-build, retains the existing chronically challenging bike/auto interface at Williams and the NB I-5 entrance ramp, and adds new double right or left turns at four locations. Furthermore, the proposed Build Alternative relocates the SB I-5 Exit ramp requiring freight destined to Lower Albina and Union Pacific industrials to route circuitously and confusingly through three new intersections via Williams and Broadway compared to the No build alternative (or the original alternative proposed in the REA). The proposed Build Alternative provides no new connections to Lower Albina compared to the No build alternative. It provides no new connections to Lloyd district compared to the No build alternative. The proposed Build Alternative provides only one new connection across I-5 at Hancock St. Yet, Hancock St. has limited connectivity to the broader area because it terminates at Gantenbein Ave. and due to grades does not connect to Lower Albina/destinations west of Flint. Hancock to the east terminates at southbound MLK Blvd with no crossings to the east.	PN-1
2007	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	5. NO MEANINGFUL SAFETY BENEFITS: The Executive Summary, as intended, provides a high-level summary of an extensive environmental document. However, the summary subjectively highlights perceived project benefits and neglects to objectively address documented harms and concerns. The law on NEPA is clear: the analysis cannot weigh the benefits without presenting the countervailing harms. The document perpetuates that the project is based on resolving safety issues when all supporting technical documentation clearly presents the existing conditions had 0% fatal and 1% severe crashes during the study period. The document incompletely states safety performance benefits while neglecting to summarize the documented lack of safety performance harms. In comments submitted by Oregon Metro for the 2019 Environmental Assessment, Metro noted issues with total crashes while neglecting fatal and severe crashes. The ODOT response to Metro comments presented in the 2020 FONSI REA was to restate summarized excerpts of the 2019 Transportation Safety report; the very same facts to which Metro noted were inadequate in documenting a safety performance need. NEPA does not allow ODOT to pick and choose safety data or fail to describe harms once it has chosen to highlight benefits.	PN-3
2008	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	The SEA continues the myth presented in the 2020 FONSI REA how the proposed Build Alternative results in substantive changes to the traffic volumes, patterns, and vulnerable user exposure at the Broadway/Weidler interchange. The proposed Build Alternative provides no meaningful roadway connections to reduce traffic volumes nor does the SEA describe how the relocated SB I-5 exit ramp adds the relocated traffic to problem intersections in the interchange. The SEA does not assess the effects of additional car and freight relocated through these same intersections and the contribution to crash risk and severity for vulnerable users. These are quantifiable metrics that ODOT has failed to meaningfully evaluate in the SEA as required by NEPA.	LOC-1, BWI-1, BWI-3
2009	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	The SEA perpetuates a story the cover adds to the roadway network. The proposed cover retains all roadways in place today and in the No Build alternative. The one added roadway at Hancock Street provides no connections west of Flint nor does it provide a connection across MLK Jr. Boulevard. The cover does not alleviate traffic or crash risks.	LID-5

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2010	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	The SEA dismisses the disbenefits of removing the Clackamas pedestrian/bicyclist crossing that was included in the 2020 FONSI REA and retaining the existing SB I-5 entrance ramp at Wheeler. The 2019 transportation safety and active transportation evaluations used the undesirable and high-risk condition as the basis for relocating that ramp to Weidler and constructing the separate crossing to provide route options to the high traffic segments and intersections of the along Broadway/Weidler. The SEA now proposes retaining the previously noted undesirable ramp and adds a second ramp connection at the same, problematic location. Yet the SEA does not evaluate the increased safety and traffic risks in violation of NEPA.	INPT-1, FAC-1
2011	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Executive Summary, Page ES-1: First paragraph, eleventh sentence states: "At the conclusion of the reevaluation, FHWA and ODOT agreed that the design changes required additional analyses beyond what was presented in the REA, and FHWA rescinded the FONSI on January 18, 2022." The SEA has not adequately addressed technical issues documented in support of the 2020 FONSI REA. As the SEA is founded on supplementing the technical evaluations of the 2020 FONSI REA, gaps in the 2020 FONSI REA technical must be addressed in the 2022 SEA. The Transportation safety Supplemental Technical Report has not addressed the lack of documented fatal and serious injury crashes missing from the January 2019 technical report. Similarly, there are significant gaps and inconsistencies regarding active transportation safety risk documented in the 2019 Active Transportation Technical report and the September 2022 Active Transportation Supplemental Technical Report.	SAF-4, PN-3
2012	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Executive Summary, Page ES-2: First paragraph, fourth sentence notes the project is "to improve safety." There is no documented fatal and severe crash pattern on I-5. The 2019 Transportation Safety Technical Report (Figure 11 I-5 Corridor—Crashes based on Severity (2011-2015)) documented 0% fatal and 1% serious injury crashes. The 2019 report and 2022 supplement provided no documentation of quantitative safety performance (crash frequency and severity) between the proposed Build and No Build alternatives. Each document defaults to repeating "nominal safety" facts regarding shoulder widths. The AASHTO's 2010 Highway Safety Manual, First Edition emphasizes safety performance should be based on long term expected crashes. The Highway Safety Manual evaluations supporting the 2020 REA did not demonstrate safety performance benefits. The VISSIM evaluations of hard braking has no technical validity and is an inappropriate use of a traffic operations modeling tool. The technical gaps of the 2020 efforts remain in the 2022 SEA as the REA work is the foundation for the SEA. The REA, upon which the SEA is based, is deficient in addressing increased crash risk to vulnerable users. The SEA proposed Build Alternative increases the risk of pedestrian and bicyclist crashes by relocating the SB I-5 exit ramp terminal intersection. The SEA safety report is silent on pedestrian and bicycle risk documented in the 2019 report of the existing SB I-5 entrance ramp at Wheeler. The 2019 report notes pedestrian safety concerns as the basis for relocating the SB I-5 entrance ramp to Weidler. The SEA proposed Build Alternative retains the documented high-risk SB entrance ramp and adds an additional ramp at that location.	BWI-1, PN-3, SAF-4, SAF-6
2013	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Executive Summary, Page ES-2: The SEA is deceptive in describing the proposed shoulders and auxiliary lanes. The first paragraph, sixth sentence states three elements provide "...vehicles additional space to accelerate or decelerate safely when merging on or off I-5...". This is false since the proposed entrance and exit ramp terminals remain essentially in their No Build location. Adding a through lane in the project area reduces vehicle flow density and increases travel speeds. The project retains the existing two-sided weaving section between the SB I-5 Wheeler entrance ramp and the EB I-84 exit ramp that is an ODOT-documented operationally deficient freeway segment. The additional SB lane in this area increases crash risk during the time before and after peak periods by supporting higher freeway speeds next to the weaving traffic. The two-sided weaving section originally constructed in the 1960s will continue to exhibit the same slowing and lane changing. Higher speeds associated with speed shear with the new mainline lane increases the risk for severe crashes between the high-speed through and slow speed merging/diverging traffic destined to EB I-84. Neither the REA or 2022 SEA documents added lane changes that will degrade traffic operations in both I-5 directions and increase crash risk on SB I-5. The SEA proposed Build Alternative creates new lane drops on NB I-5 at Greeley and SB I-5 at the Morrison bridge. These lane drops create new, additional lane changing over the No Build condition. SB I-5 lane changing to avoid the lane drop at the Morrison bridge occurs where 55 crashes were reported in the 2019 report (Figure 18). This SB segment has 3.4 times as many crashes as the 16 crashes reported for NB roadway in the same segment.	AUX-2, SAF-5

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2014	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Executive Summary, Page ES-2: The SEA deceptively overstates the benefits of the cover and its contribution to network connectivity. The first paragraph, tenth sentence states the cover will "...reconnect neighborhood streets..." and "...the connected streets improve travel for people..." The project retains all existing streets while adding ONE new segment on Hancock Street that does not make any connections past Flint. The cover provides land use opportunities with negligible benefits for local street connectivity. The project removes the proposed new and additional pedestrian/bicyclist bridge at Clackamas St.	FAC-1, LID-5
2015	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Executive Summary, Page ES-3: The SEA discriminately notes project benefits without equal presentation of critical issues and project risks. The first bullet describes "improved" bicycle facilities. Improved is a subjective term. The bullet does not present the fact the project adds new locations of double right and left turns at the relocated SB exit ramp and on Broadway, Weidler, and Victoria. The SEA ignores the proposed Build Alternative retains the existing SB entrance ramp that had been noted as configuration that increased crash risk for vulnerable users. The SEA ignores the proposed Build Alternative adds a new ramp at that problematic location and eliminates the formerly proposed Clackamas pedestrian/bicyclist bridge.	FAC-1, SAF-1, BWI-1
2016	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Executive Summary, Page ES-3: The Executive Summary ignores the fact I-5 has no fatal or severe crash problem and implies poor safety performance is a basis for project need. The third bullet discusses crash rate for total crashes as a metric while national, state, and city performance measures are for fatal and severe crashes. The SEA perpetuates the false impression safety performance is an issue while not providing quantitative safety performance analysis results from AASHTO's Highway Safety Manual, First Edition documenting how the project is substantively beneficial compared to the No Build.	PN-3, SAF-4, SAF-6
2017	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Executive Summary, Page ES-3: The SEA deceptively and erroneously implies the project would reduce traffic at the Broadway/Weidler interchange. The fifth bullet notes "high volumes of traffic" without noting there are no local roadway network additions that will provide route choices that could reduce interchange volumes. The SEA ignores stating the relocated SB I-5 exit ramp adds new traffic volumes and patterns the Broadway/Weidler interchange.	TRAF-9
2018	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Executive Summary, Page ES-5: The SEA implies there would be a reduced number of local streets under the No Build when all existing streets crossing I-5 are retained in the No Build. The first paragraph, eleventh sentence discusses "reconnected streets" as if the cover is adding streets beyond Hancock. The cover creates land use opportunities but provides NO local street network benefit beyond Hancock. If desired, Hancock could be constructed without the I-5 Rose Quarter Project.	LID-5
2019	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Executive Summary, Page ES-6: The SEA states an undocumented and unsubstantiated crash frequency reduction and neglects sharing facts about similar or worse expected safety performance of the proposed SB I-5 exit ramp. The third paragraph notes "...new ramp to ramp connections are expected to reduce the frequency of crashes by up to 50 percent." There is no documentation provided in the 2019 nor 2022 transportation safety reports that support this "50 percent" statement. Page 28, second paragraph of the 2022 supplemental safety report states the Highway Safety Manual analysis evaluation revealed "...the I-5 southbound exit ramp between the No-Build and Build conditions... have similar forecast crash rates." Further, in that same paragraph discussing the relocated SB I-5 exit ramp, the report states "Based on the HSM, the forecast crash rate at this location would be approximately 13 % higher than the No-Build and Build condition."	SAF-4
2020	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Executive Summary, Page ES-6: The SEA continues to misstate the relationship of the highway cover and benefits it provides on the local street network. The cover has no substantive contribution to the local street network. The last paragraph states "...there is an opportunity to reconnect the street grid in the Albina area..." The proposed Build Alternative retains all existing bridges and adds only one new roadway segment at Hancock Street, which does not connect to lower Albina. Further, that same paragraph falsely states "The highway cover in the Revised Build Alternative would connect streets that are currently divided by I-5." This statement is false and misleading.	LID-5
2021	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Executive Summary, Page ES-7: Many of the bullet on this page continue to repeat inaccurate or inflated project "benefits" and neglecting project issues documented in technical reports. These points are repeated in bullets 2, 3, 5, 7, and 8.	PN-3

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2022	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Executive Summary, Page ES-8 and 9: The bullet list of “the most likely impacts” does not include a discussion of the adding a new SB I-5 exit ramp at the location of the existing SB I-5 entrance ramp increases crash risk for vulnerable users nor how the rerouted traffic contributes to and exacerbates documented adverse conditions at the Broadway/Weidler interchange. The omission includes how the Clackamas crossing eliminated pedestrian/bicyclist conflicts and reduced exposure of pedestrians/bicyclists who would not have to traverse the congested Broadway/Weidler interchange area.	ACT-1, FAC-1, BWI-1
2023	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Executive Summary, Page ES-10: Under “How has the public been involved in this Project?” discussion, the SEA is silent on gaps and deficiencies of outreach to key partners since the beginning of the Independent Cover Assessment that commenced in January 2020. Failures to engage critical project stakeholders represents a major flaw in ODOT’s refinement of the proposed Build Alternative. RCM -- the operators of the Moda Center and Veterans Memorial Coliseum event facilities were not included in the ICA effort nor where they engaged as ODOT begin detailing Hybrid Option 3 during the summer of 2021. ODOT did not engage Rip City Management until June 2022. ODOT completed a number of supplemental technical reports published with the SEA during while supposedly considering and assessing input provided that could potentially enhance the negative effects of relocating the SB I-5 exit ramp.	PE-5
2024	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Executive Summary, Page ES-11: ODOT’s conduct of the ICA at the direction of the Oregon Transportation Commission excluded RCM, a key project stakeholder directly and negatively impacted by the ICA recommendations. In the second full paragraph, fourth line states the ICA “effort involved local Project stakeholders including Metro, Multnomah County, City of Portland, Portland Public Schools, Albina Vision Trust, and the Oregon Transportation Commission.” RCM, the operators of the Moda Center and Veterans Memorial Coliseum had no opportunity to contribute to ICA discussions as Hybrid Option 3 proposed relocating the SB I-5 exit ramp. The proposed ramp relocation increases vulnerable user safety performance, degrades event traffic management, and hinders district redevelopment and community character enhancement opportunities.	PE-5
2025	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	6. FLAWED ASSESSMENT OF HIGHWAY SAFETY REPORTS: THE SEA MISREPRESENTS FREEWAY SAFETY PERFORMANCE AND OVERSTATES POTENTIAL SAFETY BENEFITS OF THE FREEWAY PROJECT ELEMENTS. THE FREEWAY PROJECT INCREASES PEDESTRIAN/BICYCLIST EXPOSURE AND CRASH RISK ASSOCIATED WITH THE EXISTING CONDITION AND PROPOSED CONFIGURATION OF THE WHEELER/RAMSAY I-5 EXIT AND ENTRANCE RAMP TERMINAL INTERSECTION AND TWO OTHER LOCATIONS. The SEA is supported by technical evaluation results. The August 15, 2022 Transportation Safety Supplemental Report augments the January 8, 2019 Transportation Safety Technical Report. The 2019 report is based on the Build Alternative presented in the 2020 FONSI REA and is intended to address differences between the 2020 Build Alternative and 2022 SEA Build Alternative. Gaps or deficiencies of the 2019 safety document carry through as support for the 2022 supplemental safety document. The 2019 report documents safety evaluation benefits inconsistent with the 2010 AASHTO Highway Safety Manual, First Edition by reporting “nominal safety” of the various proposed shoulder widths on I-5. Nominal safety is an outdated concept that assesses safety performance benefits by achieving a design standard value. The Highway Safety Manual emphasizes applying quantitative safety performance considering crash prediction models and crash modification factors. The 2019 report also misuses a traffic operations evaluation tool (VISSIM) as a safety surrogate model. VISSIM is a microscopic multi-modal traffic flow simulation software package that has been inappropriately used to report purported safety benefits. The Highway Safety Manual evaluations used were appropriate and documented no substantive safety performance benefits of the project. The SEA is flawed to the extent it relies on a design standard value and surrogate safety model.	SAF-6
2026	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	The 2019 and 2022 reports are absolute in demonstrating ODOT falsely continues to promote this major freeway construction project to address safety performance issues (Executive Summary page ES-1, second paragraph: “The purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, ODOT...”). The 2019 Transportation Safety Technical Report documents 0% fatal and 1% serious injury crashes on I-5. Consistent with federal, state, and regional policies focusing on prioritizing spending to eliminate fatal and serious crashes. The safety reports document 99% of documented crashes are not fatal and severe crashes (Figure 11 2019 report).	PN-3

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2027	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	The proposed Build Alternative provides less benefit than that of the 2020 FONSI REA and the benefits diminish over time. The proposed Build Alternative provides limited benefits over existing conditions. The 2022 report documents the Build Alternative will have “reduced median shoulder widths in some areas” compared to the 2020 plan. The 2022 report (Figures 9 and 10) presents how the “Revised Build” provides inconsistent shoulder widths that vary along the corridor. This includes retaining various degrees of reduced inside shoulder through the project area. The spacing between the existing north and southbound ramps is documented in the SEA as a factor “that may contribute” to safety and operational issues. The proposed Build Alternative does not substantively change weaving distances over the No Build alternatives. Freeway performance associated with the locations of the proposed Build Alternative fails to address and retains the existing two-sided weaving section between the SB-I-5 entrance ramp at Wheeler and the EB exit to I-84. The 2019 report highlights this as a priority roadway segment (Pages ES-1 and ES-2) and yet an added SB lane is all that is proposed versus addressing the two-sided weaving section as proposed at the I-5 NB exit to Broadway to address the complementary weaving section from I-84 WB.	DES-4
2028	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	The 2019 and 2022 reports note issues with the existing SB I-5 entrance ramp at Wheeler. The 2019 transportation safety and active transportation evaluations used the undesirable and high-risk condition as basis for relocating that ramp to Weidler. SEA now proposes retaining the previously noted undesirable ramp while adding the relocated SB I-5 ramp terminal intersection to the same, problematic location. The 2022 report (Page 27, second paragraph) states that based on the Highway Safety Manual evaluation, “the forecast crash rate at this location would be approximately 13 % higher than the No Build and Build condition.” The SEA provides no justification or explanation for retaining the SB I-5 on ramp at Ramsey Way, and utterly fails to explain how adding the SB I-5 off ramp will not significantly increase the crash rate at this location.	BWI-1
2029	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Transportation Safety Supplemental Technical Report, Page 1: Third paragraph, first sentence notes “the largest safety benefit of the proposed Project results from widening shoulders for the majority of the corridor on both sides of the highway as compared to the No-Build Alternative.” There is no documented fatal and severe crash pattern on I-5. The 2019 Transportation Safety Technical Report (Figure 11 I-5 Corridor–Crashes based on Severity (2011–2015)) documented 0% fatal and 1% serious injury crashes. The 2019 report and 2022 supplement provided no documentation of quantitative safety performance (crash frequency and severity) between the Build and No Build alternatives. Each document defaults to repeating “nominal safety” facts regarding shoulder widths. The AASHTO’s 2010 Highway Safety Manual, First Edition emphasizes safety performance should be based on long term expected crashes. The Highway Safety Manual evaluations supporting the 2020 REA did not demonstrate safety performance benefits. The VISSIM evaluations of hard braking has no technical validity and is an inappropriate use of a traffic operations modeling tool. The technical gaps of the 2020 efforts remain in the 2022 SEA as the REA work is the foundation for the SEA. The REA, upon which the SEA is based, is deficient in addressing increased crash risk to vulnerable users. The proposed Build Alternative increases the risk of pedestrian and bicyclist crashes by relocating the SB I-5 exit ramp terminal intersection. The SEA safety report is silent on pedestrian and bicycle risk documented in the 2019 report of the existing SB I-5 entrance ramp at Wheeler. The 2019 report notes pedestrian safety concerns as the basis for relocating the SB I-5 entrance ramp to Weidler. The proposed Build Alternative retains the documented high-risk SB entrance ramp and adds an additional ramp at that location.	BWI-1, PN-3, SAF-1, SAF-6

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2030	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Transportation Safety Supplemental Technical Report, Page 1: Fourth paragraph, first sentence says "...under the Revised Build Alternative, the majority of the local street intersections in the area would have largely the same performance as under the No-Build Alternative..." This is inconsistent with the stated Project Purpose and Need (Section 1.4 SEA): "Unchanged from the 2020 FONSI REA, the purpose of the Project is to improve the safety and operations on I-5 between I-405 and I-84, at the Broadway/Weidler interchange, and on adjacent surface streets in the vicinity of the Broadway/Weidler interchange, and to enhance multimodal facilities in the Project Area. This represents a degradation in risk compared to the 2020 FONSI REA. The 2019 report noted benefits of the Clackamas bridge and removing Wheeler SB entrance ramp: "The Project may decrease the risk of crashes at N Weidler/N Vancouver (due to decreased exposure for bicyclists) and N Wheeler/N Williams (formerly NE Wheeler)/N Ramsay Way (due to decreased exposure for motorists and decreased complexity)." "The bridge would allow pedestrians to bypass at least two intersections, reducing overall pedestrian exposure." "...there is an expected decrease in motorized vehicle crashes due to ramp relocation/removal of fifth leg, which decreases traffic volumes (therefore reducing exposure for motorists) and decreases intersection complexity (improves user experience by making intersection configuration more familiar and easier to navigate)" The Build Alternative in the SEA should re-introduce the Clackamas Bridge and simplify the SB I-5 entrance ramp at Wheeler/Ramsay.	FAC-1, PN-1
2031	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Transportation Safety Supplemental Technical Report, Page 3 and 4: The last sentence page 3 and first paragraph page 4 state: "The intersections of N Weidler Street/N Williams Transportation Safety Avenue and NE Wheeler Avenue/N Williams Avenue/N Ramsay Way may see more crashes due to increased complexity of the intersections and more traffic traveling through those intersections. The intersection of N Broadway/N Williams Avenue may see an increase in exposure between the pedestrians/bikes and the westbound traffic" This is also inconsistent with the stated project Purpose and Need.	PN-1, SAF-1
2032	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Transportation Safety Supplemental Technical Report, Page 16: First paragraph. The discussion focuses on "crash rate" versus fatal and severe crashes. This is inconsistent with national, state, and local safety planning practice Vision Zero or Toward Zero Death objectives.	PN-3, SAF-2
2033	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Transportation Safety Supplemental Technical Report, Page 16 and 17: Last and first paragraphs note using the appropriate Highway Safety Manual predictive crash analysis and the inappropriate and technically unsubstantiated VISSIM-based emergency braking event as safety performance tool.	SAF-6
2034	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Transportation Safety Supplemental Technical Report, Page 28: Second paragraph, 8th sentence discusses the HSM analysis for the reconfigured SB I-5 exit ramp to Wheeler/Ramsay. It states the analysis results indicated "...the forecast crash rate at this location would be approximately 13 % higher than the No-Build..." This crash risk is for the reconfigured ramp only and is in addition to the degraded conditions and increased crash risk for vulnerable users at the proposed, complex intersection configuration caused by adding the new exit ramp to the existing entrance ramp	ACT-1, SAF-1
2035	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Transportation Safety Supplemental Technical Report, Page 30: The proposed Build Alternative does not meet the project Purpose and Need for enhancing multimodal facilities in the project area. Second paragraph and bullets. The document notes degraded local street multimodal conditions at NE Weidler Street / N Williams Avenue because the "proposed project would increase the traffic volume in the Revised Build Alternative compared to No-Build." At NE Wheeler Avenue / N Williams Avenue / N Ramsay Way, the project would increase the traffic volume, thus increasing exposure to all modes of transportation traveling through this intersection. This intersection would be one of the most complex intersections within the Project Area. To mitigate these multiple conflicts, the intersection design considers dual right turns to be signalized..." At N/NE Broadway / N Williams Avenue, the "...revised Build Alternative configuration would have three westbound through lanes from two in the No-Build Alternative which might increase the exposure between bicyclists, pedestrian, and the motor-vehicle traffic."	PN-1, ACT-1

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2036	7548	1/4/2023	Email	Chris	Oxley	Portland Trail Blazers / Rose Quarter	Rip City Management (RCM) does not support the “revised Build Alternative” as presented in the SEA. As previously noted, the benefits of the Hybrid Option 3 design concept come at the considerable cost of compromised pedestrian and bicycle safety, unintuitive and circuitous traffic patterns and a reduction in the attractiveness of the area to redevelopment. The failure to assess these traffic and safety effects is a clear violation of NEPA. RCM firmly believes that meaningful improvements can be made to the Hybrid Option 3 design concept that address both the objectives of the community as well as the specialized needs of the State’s most active event district. By failing to assess other concept alternatives, the SEA violates a central tenet of NEPA. RCM understands that the Hybrid Option 3 concept was intended to be the beginning, and not the end, of design work for this interchange. This project presents a rare venue to address many existing safety, management and redevelopment challenges with the freeway and the related local street network. ODOT cannot, however, progress the revised Build Alternative under this flawed and deficient SEA. As the project represents a significant investment in public infrastructure that will be a part of the community for generations to come, RCM looks forward to future opportunities with ODOT, the City of Portland, Metro, and the community to develop the best outcome of this freeway project for Portland. RCM is committed to community values and interests and continues to be champion of resolving issues caused by I- 5 that negatively impact the Albina community. RCM supports expanding and maximizing redevelopment opportunities for the community and seeks an I-5 project that maximizes the value of the capital investment. RCM would like to be a project champion and looks forward to meaningful opportunities to discuss positive changes in the project layout to promote Albina community benefits that also meet the unique needs of the Rose Quarter area.	ACT-1, ALT-1, SAF-1
1442	7549	1/4/2023	Email	Jen	Harrison		Before attending the testimonial hearing on Jan 3rd, I was on the fence about the question of whether or not to expand I-5 at the Rose Quarter. Alberta/Swan Island, Exit #303 is my exit to get home and I do get tired of the traffic congestion in this area. But once I listening to many perspectives on the subject I've become totally convinced that ODOT should not do this project. Here are my reasons:1. Any scientist expert can tell you that need to move away from fossil fuels. We need to rethink how we travel.	INPT-1
1443	7549	1/4/2023	Email	Jen	Harrison		But once I listening to many perspectives on the subject I've become totally convinced that ODOT should not do this project. Here are my reasons:2. The cost is too high. With the \$1.45 billion we could improve public transportation from so many angles.	COST-1
1444	7549	1/4/2023	Email	Jen	Harrison		But once I listening to many perspectives on the subject I've become totally convinced that ODOT should not do this project. Here are my reasons:3. Adding lanes will increase traffic and therefore CO2 emissions in an already polluted city.	INDD-1
1445	7549	1/4/2023	Email	Jen	Harrison		But once I listening to many perspectives on the subject I've become totally convinced that ODOT should not do this project. Here are my reasons:4. Major disruption to the neighborhood with little gain.	INPT-1
1446	7549	1/4/2023	Email	Jen	Harrison		But once I listening to many perspectives on the subject I've become totally convinced that ODOT should not do this project. Here are my reasons:5. Safety issues between pedestrians and motor vehicles.	INPT-1
1447	7549	1/4/2023	Email	Jen	Harrison		What do you want your legacy to be? More of the same polluting, dangerous means of travel or a cleaner, more sustainable approach. Put the high traffic time tolls in now to lessen traffic and spend money fixing the growing pot hole problem around Portland.	TOLL-2
1334	7550	1/4/2023	Email	Michael	Boyles		First, I would like to say that I am encouraged by the inclusion of a larger covering that has the potential to reclaim some land for use and development by the community from transportation use. Still, several things concern me on the topic of land use. First, the 1.8 acres needed to be converted from commercial to transportation ROW negates some of the positive impact of the cover. Also, the restrictions on development for structural safety limit the amount of value the city can make of that reclaimed land. Finally, it is hard to imagine that the reclaimed land would be able to meet its full potential as the freeway noise pollution impacts land users on the cover. I would like to see a more in-depth analysis of the socioeconomic impacts, both positive and negative, of the proposed cover.	LU-1

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1335	7550	1/4/2023	Email	Michael	Boyles		Second, the bicyclist and pedestrian safety of the revised Broadway/Weidler interchange is very worrying. While I am happy that the I-5 SB off ramp was removed from the Broadway/Vancouver intersection, its relocation to Ramsey/Wheeler/Williams further complicates an already complicated, dangerous, and confusing intersection and increases the traffic present immediately adjacent to the Moda Center, a large event space with significant pedestrian traffic. I do not believe this move is in the true interest of public safety and will not create a safer space for non-motorists to travel. The proposal also does nothing to address the confusion and dangerous intersections for the I-5 NB on- and off-ramps. These areas are difficult even for motorists to navigate, let alone more vulnerable road users, and represent significant barriers to the adoption of multimodal transportation options in the area. I would like to see additional work go into making the interchange safer for the community using it. At a minimum, I would like to see consideration for removing the interchange entirely, making I-5 solely through traffic in the Rose Quarter.	ACT-1, BWI-1, BWI-3, INPT-1
1336	7550	1/4/2023	Email	Michael	Boyles		Finally, I am disappointed by the draft SEA's pronouncement that no long-term indirect traffic effects are expected due to the inclusion of auxiliary lanes. That's a patently ridiculous proposition, as the additional lanes will of course increase the carrying capacity of the freeway, and the "improved operations" will, by the author's own admission, reduce congestion and increase throughput through the Rose Quarter. This of course will in turn encourage people to drive through the area, as generally travelers will take the quickest and most convenient route to a destination, and increasing the speed and convenience of the freeway will induce others to use it. The traffic analysis must be redone to include the increased capacity of the freeway and the indirect impacts to air quality, climate change, noise, etc. must be taken into account.	INDD-1
1337	7550	1/4/2023	Email	Michael	Boyles		I am sending copies of this comment to various elected and appointed political leaders to urge them to withdraw support for the I-5 Rose Quarter Project pending a thorough and accurate analysis of the environmental impacts.	NEPA-1
1355	7551	1/4/2023	Email	William	Cole		Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: The increase in freeway size could be potentially devastating to our environment with noise and exhaust pollution, as well as added damage caused by increased traffic accidents. Due diligence review is needed to assess the impact before deciding on pulling the trigger	NEPA-1
1699	7552	1/4/2023	Email	Sofia	Zarfas		I want to express my concern that no official public forum was conducted for this project. How are we supposed to inform you of our concerns and ask questions as to why this project is even happening? I am against this project, and would rather you spend money on other projects that focus on pedestrian and bicycle safety.	PE-3
1700	7552	1/4/2023	Email	Sofia	Zarfas		How on Earth Can congestion be improved when you are unable to expand the bridge to 5 lanes? Congestion will continue to happen because you have badly designed roads, making more of these roads will not help the situation.	INPT-1
1594	7553	1/4/2023	Email	Steven	Rosen		I demand that ODOT subject the Rose Quarter Freeway Expansion to the same standards of engagement, environmental analysis, nitpicking, and obstruction as it gives to bicycle lanes, sidewalks, trails, public transit, and every other project that would make the city and the world a better place to live.	INPT-1
1595	7553	1/4/2023	Email	Steven	Rosen		Unlike the beneficial projects that are studied until they die, a freeway expansion will increase vehicle miles traveled, increased GHG emission, increase injury and death from traffic violence, impose disease on the local neighborhoods through air and noise pollution, impose local ecological impacts through brake and tire particle runoff, and worsen the division and separation of the neighborhoods through which it runs.	INPT-1
1541	7554	1/4/2023	Email	Josie	Moberg	Breach Collective	Unfortunately the core strategy of this project is misguided as a solution to these serious problems.1 Scientific and economic studies repeatedly demonstrate that increasing lanes might temporarily reduce congestion, but ultimately just increases car-users up to the new holding capacity of the freeway.	INDD-1
1542	7554	1/4/2023	Email	Josie	Moberg	Breach Collective	This dynamic also implicates the second purported goal of the RQFE, public health and safety. Increasing the total number of vehicles (and therefore, emissions) is not something the communities surrounding the area need or want. Regardless of any added safety or "buffer" infrastructure between the lives of North Portland residents and this large, dangerous, and polluting freeway, amplifying the original problem – the freeway itself – is the wrong answer. The bottom line is that this project will increase vehicle miles traveled, which is associated with increased air pollution, greenhouse gas emissions, and toxic runoff into local neighborhoods and waterways.	INDD-1

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1543	7554	1/4/2023	Email	Josie	Moberg	Breach Collective	There is also the serious and unaddressed issue of contribution to climate change, given that almost half (40%) of Oregon's carbon emissions already come from the transportation sector. ³ The move to widen any freeway in the state, therefore expanding fossil fuel infrastructure, is quite frankly not an option in the minds of many Oregonians. It would be adding fuel to the flames of our climate-induced-burning state. ⁴ Portland residents are counting on you to be responsive to the climate crisis and to course-correct transportation infrastructure investments. The RQFE project would be the exact opposite of such necessary change.	CC-2
1544	7554	1/4/2023	Email	Josie	Moberg	Breach Collective	The freeway was originally built through the heart of a thriving Black community, destroying a robust business district, breaking physical community connections, and exposing the neighborhood to an ongoing source of noise and air pollution that damages human health. ⁵ The proposed project could expose neighbors to more of these hazards, which demands a thoughtful and complete review. While this project has the potential to help improve community outcomes through the creation of integrated and buildable freeway covers, the creation of lane miles below them undercuts any "wins" to be gained.	AQ-2, HLTH-1
1545	7554	1/4/2023	Email	Josie	Moberg	Breach Collective	Even if this project had actual benefits for traffic congestion or public safety, there are far more affordable ways of achieving those goals. According to the Oregon state government website, ⁶ the RQFE could cost up to \$1.45 billion. As public officials it is your duty to act as good stewards of limited tax dollars, not spending almost five times the total 2019-2021 Legislatively Adopted ODOT Program Budget for the Public Transit Division on a one-off freeway expansion project.	COST-1
1546	7554	1/4/2023	Email	Josie	Moberg	Breach Collective	Given the arguments laid out above, we are joining the many voices calling on ODOT and the OTC to conduct a full Environmental Impact Statement for the I5 RQFE. The National Environmental Policy Act (NEPA) requires an analysis of reasonable alternatives and the assessment of foreseeable consequences, both of which have not been seriously researched or made transparent to the public's satisfaction.	ALT-1, NEPA-1
1547	7554	1/4/2023	Email	Josie	Moberg	Breach Collective	Furthermore, Governor Brown's executive order on climate change called for actual results regarding the already-adopted strict emissions targets for the state and directed all state agencies, commissions, and boards to take action to achieve the state climate goals. ⁹ This includes prioritizing activities that reduce emissions and integrating climate change, climate impacts, and emissions goals into investments and policymaking. A full EIS is a critical component in understanding how the RQFE fits within this executive order, as an EIS requires a "hard look" at the cumulative impacts of the proposal along with all existing and reasonably foreseeable future development within the project area.	ALT-1, NEPA-1, CC-1, CC-2
1288	7555	1/4/2023	Website	Torsten	Anderson		I'm concerned about potential dangerous high-speed intersections and higher traffic volumes crossing our busiest and most used bikeway at N. Wheeler and N. Williams.	SAF-1
1289	7555	1/4/2023	Website	Torsten	Anderson		A common-sense and climate-aware alternative to this project would be congestion tolling on Interstate 5 and Interstate 405, with small-scale maintenance and safety improvements to shore up the infrastructure we have.	ALT-1, INPT-1
1642	7556	1/4/2023	Email	Sara	Tometich		The health of my family, my neighbors, and my community is at risk. Anything other than a freeway lid over I-5 and the implementation of congestion tolling is unacceptable because the alternative has been proven to be extremely harmful.	TOLL-1, LID2
1643	7556	1/4/2023	Email	Sara	Tometich		The Eliot neighborhood, my community, should be able to trust the environmental impact studies done when considering freeway expansion. The community no longer trusts the intentions of this project. A statement must be made to give community members peace of mind. ODOT has been caught in a lie, and we deserve the truth.	PE-2
1360	7557	1/4/2023	Email	Marilyn	Costamagna		I am writing to strongly advocate for ODOT to study alternatives to freeway expansion by conducting a full Environmental Impact Statement. I think that the issue ultimately comes down to this question: What more will it take for ODOT to take bold action on climate change.	NEPA-1
1361	7557	1/4/2023	Email	Marilyn	Costamagna		I do not support ODOT's building additional lanes through the Rose-quarter. I do recommend that a full EIS should be conducted. A study on the effects of congestion pricing must be included.	ALT-1, NEPA-1
1362	7557	1/4/2023	Email	Marilyn	Costamagna		In addition ODOT should fix arterial highs in Portland [TV Highway, Barbur Blvd., Powell Blvd., McLoughlin] or transfer them to local control, close excessive freeway on- and off- ramps that disrupt surface streets and render the surrounding blocks dangerous for pedestrian and cyclists.	INPT-1
1308	7558	1/4/2023	Email	Alex	Bauman		This Supplemental Environmental Assessment (SEA) is not complete as it is lacking information that would allow the public to fully evaluate the environmental consequences of the project. Also, the Revised Build Alternative (RBA) is fatally flawed by the extremely sharp curve in the southbound off ramp and the prioritization of highway widening over the ability of the lids to support typical area development intensity. The project should not move forward until these issues are addressed.	BWI-2, LU-1

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1309	7558	1/4/2023	Email	Alex	Bauman		Page 28 of the Transportation Safety Supplemental Technical Report acknowledges that the radius of the curve in the southbound off ramp does not meet ODOT's safety standards, but it doesn't attempt to analyze the reasons for these standards and how the proposed mitigations (wider shoulders) would mitigate the deficiency. Indeed, a reasonable interpretation of the problem (two lanes of traffic coming off of a 55mph facility encountering a very tight curve that is only visible for maybe 100 feet) and their proposed solution (slightly widening the lanes). It will not help if the lane is 24 feet rather than 12 if someone is looking at their phone in half a second they get to determine how tightly to turn. More basically, what is the reason for ODOT's standard, and why is that not applicable or mitigated here?	BWI-2
1310	7558	1/4/2023	Email	Alex	Bauman		Another safety issue related to the southbound off ramp in the RBA that is not given thorough consideration in the SEA is the decrease in pedestrian/bicycle safety on "local" streets (e.g. Williams, Vancouver, Broadway, Weidler, etc) due to the increased vehicular traffic on those streets as a result of the RBA design. though page 30 of the Transportation Safety Supplemental Technical Report admits that "It is likely that the conflict between the dual northbound right-turns and pedestrian and bicyclists on the crosswalk would increase", this is true of all of the intersections that are likely paths of travel for vehicles exiting I-5, yet it isn't specifically discussed for those intersections. Nor is a realistic attempt made to project the level of pedestrian traffic under the RBA -- page 21 of the Transportation Safety Supplemental Technical Report projects lower pedestrian volumes in 2045 in the RBA despite the RBA proposing lids that would contain structures on 6 acres or so that are currently empty air over I-5.	ACT-1, SAF-1
1311	7558	1/4/2023	Email	Alex	Bauman		It is inappropriate to apply a regional travel demand model alone to project traffic on a project that proposes to increase buildable land; ODOT indicates on page 19 of the SEA that it has a sense of the limits to the development that could occur on the highway lids, so it should apply a land use derived traffic demand model to more accurately assess the RBA's impacts to bike/ped safety.	TRAF-10
1312	7558	1/4/2023	Email	Alex	Bauman		The reason it's important to have a better assessment of the RBA's impacts to bike/ped safety is that safety is a primary goal of the project (page 5 SEA) and ODOT asserts that the RBA would improve safety (page 102 SEA). The SEA fails to discuss, however, how it balances bike/ped vs vehicular safety impacts. Considering that bike/ped crashes have a higher ethical and economic impact than vehicular crashes in the area (as most vehicular crashes are low-impact while most bike/ped crashes involve serious injury), there should be an evaluation of the impact on safety by mode. In the absence of analysis in the SEA, a reasonable interpretation of the RBA would expect a reduction in vehicular crashes on I-5 but an increase in crashes for all modes on the "local" streets, with a particular burden on bike/ped modes.	SAF-1
1313	7558	1/4/2023	Email	Alex	Bauman		Another fatal flaw of the RBA is that it appears to reduce the building capacity of the highway lids for additional pavement width on the highway (page 19 SEA). The SEA fails to discuss this in enough detail for the public to understand the environmental consequences of this decision, but a reasonable interpretation is that adding lanes to the highway prevents the placement of piers that would create spans short enough to support the intensity of development that is viable in this area. This trade-off deserves further analysis for a proper level of environmental assessment, as development intensities have environmental consequences that include increasing the rates of biking and walking, reducing greenhouse gas emissions and urban heat island impacts, and decreasing vehicular speeds.	DES-2, HLTH-1
1314	7558	1/4/2023	Email	Alex	Bauman		The SEA should be revised to make clear exactly which geometrical constraints prevent the placement of piers that would support the maximum viable development intensity in this area so the public can fully evaluate the environmental consequences of the RBA.	DES-2
1315	7558	1/4/2023	Email	Alex	Bauman		A related failure of the SEA is that ODOT has refused to provide typical pavement widths (cross-sections) except in schematic form, preventing the public from knowing how many lanes they will restripe the facility to a few years after the project is constructed. It is standard practice for state DOTs to propose a facility with fewer lanes than the width of the facility can handle so that they can estimate fewer environmental impacts in NEPA documentation, then restripe the facility later to add more lanes surreptitiously. This appears to be ODOT's goal here, otherwise why would they refuse to provide typical pavement widths on multiple occasions to multiple parties, including journalists?	DES-2

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1316	7558	1/4/2023	Email	Alex	Bauman		Additionally, ODOT has refused to provide the Average Daily Traffic (ADT) projections that they use as a basis for the evaluation of a number of project outcomes, including congestion relief and climate impact. The MOVES3 model they state they used to calculate climate impact relies on vehicle miles traveled (VMT) as an input, so if ODOT did in fact use that model to calculate climate impact they must have projected ADT, which is necessary to determine VMT, yet it appears nowhere in the SEA documents. The outcome of the climate impact analysis, which finds the Revised Build Alternative to be nearly identical to the No Build Alternative, is questionable under a reasonable interpretation, so lacking an understanding of the inputs to the model, the public is unable to fully evaluate the environmental impact of the project.	CC-4
1539	7559	1/4/2023	Email		Mike		As a teacher at Harriet Tubman Middle School it seems like a lose-lose situation. If the highway expands, it puts our community out of the Albina neighborhood. If it does not the air quality that we are exposed to outside of the building and in, the toxins are still consumed by our bodies. Please, ODOT find a better solution than encroaching more and more into the lives of the only black community left in inner Portland.	AQ-2, HLTH-1
1435	7560	1/4/2023	Email	Emily	Guise		This project by its very nature will have massive impacts on the environment, and it's the least ODOT can do to conduct a thorough EIS. Pollution from I-5 has already caused generational harm from increased asthma and respiratory diseases and widening the highway will increase vehicle use and therefore vehicle emissions from gas, brakes, and oil.	NEPA-1
1516	7561	1/4/2023	Email	Ian	Lindsay		My desire is that the plan to increase the capacity of I-5 be stopped. A major reason for this are the immediate and proximate (as well as ongoing and wide-reaching) negative impacts to the environment and our health. Please conduct a full EIS.	NEPA-1
1517	7561	1/4/2023	Email	Ian	Lindsay		As I shared in my public comment from 2019, the location of the Rose Quarter is particularly central to the city of Portland. So many parts of our city come together just here: It is the nexus of the Eliot Neighborhood, Overlook 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.	INPT-1
1518	7561	1/4/2023	Email	Ian	Lindsay		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.	INPT-1
1354	7562	1/4/2023	Email	Scott	Clyburn		Because we know expanding freeways doesn't work - it just invites more drivers. We need to build a city of the future, and green alternatives to single-driver transportation is the way forward, not caving to America's unholy marriage to the automobile.	INPT-1
1397	7563	1/4/2023	Email	Herb	Fyfield		Wake up! How many voices do you need to hear from? Well, I'm adding mine. Do the right (and legal thing) for once. I demand, in the name of our future, a full and complete Environmental Impact Statement to assess the impact of your ridiculous Rose Quarter Expansion project. The future will not forget your complicity in destroying this city if you do not. And I will say in closing, we have only just begun to fight you.	INPT-1
1478	7564	1/4/2023	Email	Avery	Johnson		Expanding I-5 is will not solve the problems this project was initiated to solve. Besides the fact that the freeway expansion will have a massive negative impact on the Eliot neighborhood and the students of Rosa Parks, there is no chance that a freeway expansion will actually reduce traffic! With induced demand, we'll have more lanes full of cars spewing toxic exhaust. We don't need more car pollution in our current era of massive, apocalyptic climate change.	INDD-1
1559	7566	1/4/2023	Email	Ruby	Oland		When moving to Oregon from Utah I was excited to live in a state that better valued it's impact on the environment at large. It's brutal to watch our state tax dollars be put to use in such a carbon-intensive and ideologically backwards manner. We the constituents of Portland demand an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion.	NEPA-1
1696	7567	1/4/2023	Email	Eli	Shannon		An Environmental Impact Statement needs to be conducted for this project because ODOT, PBOT, the Portland City Council and Trimet all seem to be ostriches with their heads in the sand about the actual environmental outcomes that have occurred due to previous decisions to prioritize car travel access in Portland.	NEPA-1

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1629	7568	1/4/2023	Email	Adrienne	Stacey		EIS is a truthful way to assess value and harm done by freeway expansion to a particular area., in this case a neighborhood full of lives. For goodness sake do the more through EIS possible.	NEPA-1
1408	7570	1/4/2023	Email	Asa	Gartrell		Living in proximity to a highway has been detrimental to my asthma and I believe the Rose Quarter expansion would only exacerbate health detriments for myself and the community.	HLTH-1
1633	7571	1/4/2023	Email	Lucy	Stone		There is a large corpus of evidence suggesting that increasing the number of lanes does not improve traffic conditions, but the reverse, by encouraging more people to drive. The long term effect of gas and diesel fumes in health and education outcomes has also shown to be detrimental.	HLTH-1, INDD-1
1686	7572	1/4/2023	Email	Mark	Winningkoff		I understand that a major selling point of the project is to build 'caps' over the freeway in an attempt to improve the neighborhood that was destroyed by the initial construction of the freeway. While of dubious benefit, due to the poor air quality that exists above the freeway, this part of the project could be completed without the lane expansion. I am appalled that this project has been branded and re-branded as some sort of 'reparations' to the black community which was originally displaced.	LID-2
1687	7572	1/4/2023	Email	Mark	Winningkoff		It is imperative that a full EIS be conducted before we move ahead with the proposed Rose Quarter Expansion Project. It is also irresponsible to begin any sort of expansion before planned congestion tolling has been implemented.	ALT-1, NEPA-1
1448	7573	1/4/2023	Website	Susan	Hartnett		I object strongly to proceeding with this project. The price tag is absurd in comparison to the benefits. The notion that the I-5 entrance and exit can be located where proposed is ridiculous unless you intend to tear down the Rose Quarter - oh, right, that IS what you intend to do. The impacts from this project to the city, regional and state economy will be unbelievably negative and will be one more nail in Portland's demise. I know this project is a juggernaut that cannot be stopped and that my opinion will mean nothing but here it is anyway. If I am asked in any way to help pay for this project, I will say no, vote no and do everything I can to fight against it.	INPT-1
1212	7575	1/4/2023	Email	Clifford	Eiffler-Rodriguez		At it's basis, I am shocked that a EIS isn't a requirement for a project this large.	INPT-1
1213	7575	1/4/2023	Email	Clifford	Eiffler-Rodriguez		ODOT continues to act with impunity in defying the fact that climate change and this project are tied intrinsically, shows a flawed vision that will cause more harm to people in Portland and the region at large. It's time to get some oversight and re-direct the agency's efforts are more equitable solutions for transportation throughout the state.	INPT-1
1680	7576	1/4/2023	Email	Gage	Wilde		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Every anti-environment choice that we make dooms us all a little more. We really need to think about what's important.	INPT-1
1403	7577	1/4/2023	Email	Francisco	Gadea		I strongly feel that a full Environmental Impact Statement is required for the Rose Quarter Freeway Expansion project to proceed. We already have poor air quality in N Portland, expanding the freeway will only make it worse for local residents. I'm also opposed to tolls being imposed on the freeways as folks will have to pay extra just to go to work.	INPT-1, NEPA-1, TOLL-2
1404	7577	1/4/2023	Email	Francisco	Gadea		I'm also opposed to tolls being imposed on the freeways as folks will have to pay extra just to go to work. Expanding the freeway will result in an increase in the number of cars. As a driver and a cyclist I am concerned with what Portland will look like with more cars on the road.	INDD-1, TOLL-2
1637	7578	1/4/2023	Email	Cody	Swanson		More lanes will not fix the problems on this freeway, dedicate more money to public transit expansion, bike infrastructure expansion (maybe on a freeway lid????), and things that improve the lives of people who live in the areas the freeways slices away from the rest of the city.	COST-1
1407	7579	1/4/2023	Email	Curt	Gardner		I believe the proposed Rose Quarter Freeway Expansion project will lead to increased volume of cars going through this section of Portland, and thus I am very interested in the estimated environmental impact of the project. Please conduct appropriate studies and include an Environmental Impact Statement for the Rose Quarter Freeway Expansion.	INDD-1, NEPA-1
1549	7580	1/4/2023	Email	Israel	Molina		Expanding freeways only leads to more car on the road and does not solve congestion because of induced demand. Simply, more cars on the road (of any type) means more green house gasses, accelerating the climate crises and increased health detriment to communities along highway corridors as someone who lives 6 blocks from I-5 my health and the health of my neighbors will be put in greater risk because of freeway expansion. Do not expand the freeway. Portlanders need more options to get out of cars and off of freeways.	HLTH-1, INDD-1
1211	7581	1/4/2023	Email	Jillian	Wieseneck		My family lives in neighborhood that would be affected and we do not want more pollution. Plus this will heavily affect Harriet Tubman Middle School .	AQ-2, HLTH-1

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1209	7582	1/4/2023	Email	Brendan	Tschuy		The current ODOT plan not only contributes to climate change by expanding car infrastructure, it actively invades pedestrian, cyclist, and neighborhood space by removing crosswalks, narrowing sidewalks, and increasing vehicle speed through this area. Nobody wants to live in a place with cars cratering down the street at all hours of the day. Let's reduce vehicle speeds and limit damaging climate change impacts.	INPT-1
1207	7583	1/4/2023	Email	Madeline	Bisgyer		I would much rather see Portland put money into expanding clean energy and transportation solutions. We know that more lanes do not mean less traffic. We need to listen to young people who are going to have to deal with the deadly effects of climate change far longer than current lawmakers.	COST-1
1205	7584	1/4/2023	Email	Scott	Hillson		Clean air and a healthy city are more important than shoving more cars and trucks down I-5.	INPT-1
1203	7585	1/4/2023	Email	Jessi	Presley-Grusin		We don't need wider freeway lanes, we need more accessible streets for public transit, bicycles, and pedestrians. Expanding the freeway will make transportation and life in general even worse for our community. ODOT must conduct a full Environmental Impact Statement that truly studies whether these additional lanes of toxic, polluting freeway at such exorbitant cost are truly necessary to reduce congestion. ODOT has repeatedly and deliberately hid from the public information that is crucial and necessary to understanding the impacts this proposed freeway expansion will have on our community and city, and therefore the proposal must be denied.	NEPA-1, PE-2
1305	7586	1/4/2023	Email	Duncan	Baruch		We human beings need to change our planet-killing habits ASAP. Eliminate fossil fuel burning straight away! We can ignore the cooking of the biosphere which has already begun, but as it worsens, we will not be able to ignore the impending catastrophe. No freeway expansion!	INPT-1
1410	7587	1/4/2023	Email	Caton	Gates		Good heavens, how can we *not* conduct an environmental impact statement for this project? The environment is in crisis, and it's projects like this one that may contribute to its worsening. Ignoring it isn't an option—if we're to go ahead, it should be with clear eyes, understanding the implications of our decision. Maybe the benefits of the freeway outweigh the cost to the environment, but we can't do the math without knowing all parts of the equation!	NEPA-1
1359	7588	1/4/2023	Email	Joseph	Cortright	No More Freeways PDX	This is not responsive to my request, which was for an accurate scale drawing. Please provide a scale plan drawing showing the roadway, as well as all on- and-off ramps between N. Hancock and N. Wheeler. You continue to obfuscate the actual dimensions of the project. You have spent millions of dollars of public funds on engineering (and public relations) and continue to hide what you are proposing.	INPT-1, PE-2
1449	7589	1/4/2023	Email	Holly	Hein		A full understanding and consideration of environmental impacts on our communities and ecosystems will guide this project to be what we truly need. Please don't repeat mistakes of the past. I am concerned about impact on active transportation, air quality, noise, and how we can best spend our money and resources. Please consider a full EIS.	NEPA-1
1214	7590	1/4/2023	Website	Hami	Ramani		The planet is in the midst of catastrophic climate collapse in large part because of the fossil fuels used to build cars and the infrastructure that supports them. We know that highway expansion leads to more cars (ie, induced demand). Yet, ODOT wants to build more lanes on a freeway that gutted the Black community of Albina decades ago? This would be another loveless act by the white supremacist power structure that has caused so much harm in our society. Do you really want to perpetuate that? You, ODOT, are on the wrong side of history. Stop this project now and invest instead in human-scale infrastructure and be part of the solution geared to healing and compassion.	INPT-1
1540	7591	1/4/2023	Email	Mason	Miller		no new lanes lids not lanes toll I-5	ALT-1, NEPA-1
1593	7592	1/4/2023	Email	Janet	Roxburgh		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Chopping the Albina community in half years ago, because of building a section of the I-5, caused a lot of damage to that community! Enough already! Please, no more adding to the damage that has been done! No expanding I-5 at the Rose Quarter! Try and make up for some of the past by building a suitable cover over what is already there, if that is what the Albina community want. Don't inflict more injury. How would you feel if you had lived there when all was thriving, and you and your family and neighbors were displaced? How would you feel if now, promises for a cover are not kept and more damage due to widening is done? Please do not expand the Rose Quarter Freeway! Thank you.	EJ-1, LID-2
1367	7593	1/4/2023	Email	Cameron	Daniels		Please consider high speed rail options. We need to be removing cars from our roads, not encouraging more. I agree that highways are vital to a functioning society, but so many trips can be eliminated using other means. I fully support the Cascade Rail System to connect Seattle to Eugene. As someone who frequently drives through Portland without stopping, a reliable rail system would be a game changer for so many. Please follow the example of other nations and consider high speed rail as an alternative. For us and future generations.	INPT-1

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1357	7594	1/4/2023	Email	Edward	Conlow		I oppose adding additional lanes. In my lifetime, that's how we have sought to solve every traffic issue, and it's gotten us nothing but more cars, more congestion, more pollution, and ruined neighborhoods. Please conduct a full environmental (EIS) study to identify some options that don't give us more of the same.	INPT-1
1331	7595	1/4/2023	Email	Alex	Bloch		I think that the state of Oregon deserves better than to put billions of dollars into a project that will make surface roads more dangerous. I can't support a project that will put a 6 way intersection (at Intersection of N Wheeler, Ramsay and Williams) in the middle of one of the most used bikeways in the city. As an avid driver I think having a freeway off ramp to a bikeway is just asking for a biker fatality. The money set aside for the Rose Quarter Freeway Expansion would be much better used if put towards safety improvements to Portland/Oregon's most deadly roads. Adding more lanes to an already safe freeway does nothing to reduce traffic deaths.	BWI-1, COST-1
1332	7595	1/4/2023	Email	Alex	Bloch		Because of this I am demanding that ODOT conduct an Environmental Impact Statement so other alternatives can be studied.	ALT-1, NEPA-1
1470	7596	1/4/2023	Email	Jynx	Houston		I ABSOLUTELY OPPOSE ANY WIDENING OF MAJOR ROADWAYS. ALL THAT WILL RESULT IS ENVIRONMENTAL DESTRUCTION & MORE TRAFFIC. ENOUGH!!!	INPT-1
1128	7598	1/4/2023	Email	Jenny	Lovold		We are in the midst of a climate emergency, 205 is a great option and using my tax dollars to subsidize tax free shopping for Vancouver residents is ridiculous. Please stop trying to engineer our way out of a climate crisis with more roads. There are so many projects Portland needs and another road to cram full of Amazon trucks and women driving their kids to segregated schools. Portland humans don't want this, I have been writing these letters since 2012, stop. We hit peak oil in 72, how are electric cars going to pay for this? Please don't do this to our kids. The schools are suffering, the humans are suffering and it's all priorities. Stop ruining the future, my kids and I beg you. Thank you for caring about the earth and trees,	INPT-1
1122	7599	1/4/2023	Email	Sofia	Zarfas		How can anyone know the impact of a project like this without conducting any assessments?	INPT-1
1125	7600	1/4/2023	Email	Jane	Smiley		It is ridiculous to not have an EIS regarding the freeway expansion around the Rose Quarter. It gives the impression that ODOT is afraid of the results.	NEPA-1, INPT-1
1119	7603	1/4/2023	Email	Margaret	Neerman		Considering the damage cars clogging city freeways do to local environments it makes no sense that ODOT wouldn't conduct an EIS on the proposed freeway expansion. I'm a mother and a grandmother and I want mitigations to climate change not actions by city leaders that make it worse. I moved here three years ago from Northern Virginia and watched over 50 years as freeway expansion brought increased pollution, traffic and development to the DC area. The number of children with asthma increased exponentially with the increase in traffic smog. I don't understand why you want to do the same thing to the city of Portland. Worsening environmental pollution makes life miserable for your citizens. It is essential that an environmental impact assessment be conducted.	INPT-1
1121	7604	1/4/2023	Email	Jaq	Kunz		In a time of climate crisis, we should be doing all we can to protect our environment. There is a great need to understand the impacts of construction on the environment. This proposed expansion impacts many people and would put schoolchildren and local communities at greater risk of pollution exposure. Please, think about them, and about the importance of environmental impact assessments. They are an essential part of the engineering and construction process that should not be ignored. There are other solutions, such as investing in affordable, accessible transit.	ALT-1, NEPA-1
1126	7605	1/4/2023	Email	Eric	Goranson		I do not see in any of your documents in the Supplemental Environmental Assessment that you have planned for the future. This project is already 30 years past due if you were to look at traffic, health, and safety. I see zero planning for future capacity planning when this project needs to be expanded. You GLAZE over this issue in 4.2 and you clearly have not studied future growth estimates for this area. You try to hide it in your written shell game in 4.2.	DES-5
1127	7605	1/4/2023	Email	Eric	Goranson		The project tolling, if you actually get to the point of starting it, will most likely get tied up in litigation for years (I will be one of the tens of thousands of area residents donating to that campaign) so that will most likely not change traffic. It appears you are just building another project with zero planning for future roadway expansion and you should be building this with PLANS that will allow at least two more lanes in each direction. This project needs to be built but again your poor planning for the future makes it so I will not support this flawed project. This is just more of ODOT cramming poorly planned projects down to the people and not considering the future.	DES-5, INPT-1

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1117	7606	1/4/2023	Email	Ronald	Buel		I demand that ODOT conduct a full Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion. Expanding the number of lanes will increase over-all congestion in the Portland Metropolitan Area. Expanding the number of lanes of I-5 through my neighborhood will increase air pollution and make our fight against climate change even more difficult, thereby increasing wildfires and drought in Oregon.	NEPA-1
1118	7606	1/4/2023	Email	Ronald	Buel		I support lids for I-5, but not expanding the number of lanes through the heart of our City.	LID-2
1343	7607	1/4/2023	Email	Courtney	Brown		Please do a full Environmental Impact Statement on this project. There is so much controversy surrounding the issue of whether a freeway expansion actually increases carbon emissions - the public should have the full analysis on this issue so we know completely what the impacts will be on air emissions from traffic. Failing to do a full analysis will leave this question unanswered.	NEPA-1
1344	7607	1/4/2023	Email	Courtney	Brown		Also, as a parent of middle school students at Tubman I would like you to know that the school community has never been engaged in a meaningful way. Perhaps PPS leadership gave the "OK" but they did so without engaging the parents, neighbors and students. There are so many unanswered questions as to who/what greenlighted this project. Portland Public schools says it was ODOT's decision to move forwards with the expansion and ODOT says it was PPS's decision to move. There has been no transparency on who is making these decisions - and who, ultimately, is benefitting from the project and the new spaces that will be created by the expansion.	PE-6
1345	7607	1/4/2023	Email	Courtney	Brown		Also, if the project will move forward why not lengthen the proposed cap so that it extends further north to where Tubman is located? Presumably this would mitigate the freeway's impact on the students and then no re- location would be necessary.	INPT-1, LID-3
1116	7608	1/4/2023	Email	William	Eichelberger		Please don't expand the highway through Portland. If there's more highway, there'll be more traffic. I commute across and work close to the highway, and I don't want to deal with any more smog than I already do. Induced demand is a well documented and very predictable phenomenon!	INDD-1
1114	7609	1/4/2023	Website	David	Whitaker		Benefit/Cost of Highway Cover. Was there a cost benefit analysis that was completed for the highway cover? There is a proposed highway lid over I-5 in Seattle and the economic feasibility of the lid was evaluated (I-5 Lid Feasibility Study, Economic and Financial Feasibility Memorandum, August 2020). Was a similar feasibility analysis completed for this project? The highway cover will add significant expense to the project and a significant maintenance liability for ODOT and/or the City of Portland. Since ODOT projects that there is an annual shortfall of \$510 million to adequately maintain existing bridges and roads in Oregon, what is the plan to maintain the cover? Why is the cover really needed? There are over 40 acres of surface parking lots within the Lower Albina and Lloyd Planning Districts (City of Portland) that would be much less expensive to develop. There isn't a need for the 4 acres of very expensive developable land that would be created as a part of the Revised Build Alternative.	COST-1, COST-2, LID-4
1090	7610	1/4/2023	Website	Katherine	Sheie		This project requires a full EIS. It is ridiculous and unconscionable for ODOT to argue that adding capacity for fossil fuel burning vehicles will not have a detrimental impact on the environment, both in terms of particulate pollution and CO2 emissions.	NEPA-1, INPT-1
1091	7610	1/4/2023	Website	Katherine	Sheie		Furthermore, ODOT's traffic models have not taken into account potential tolling and/or congestion pricing on traffic volumes, and therefore do not represent the full range of solutions available.	ALT-1, TRAF-2
1092	7610	1/4/2023	Website	Katherine	Sheie		Finally, current ODOT plans for adjacent street-level improvements show a degraded environment for pedestrians and cyclists, which will in turn help depress local active transportation and make reaching climate goals even more difficult. ODOT must take all these impacts into account and produce a full EIS for the project.	NEPA-1
1089	7611	1/4/2023	Email	Emily	Gogol		I request that ODOT subject the Rose Quarter Freeway Expansion to the same standards of engagement, environmental analysis given to their most studied bicycle lanes, sidewalks, trails, public transit. Unlike the beneficial projects that ODOT has studied ad nauseam, a freeway expansion will increase vehicle miles traveled, increased GHG emission, increase injury and death from traffic violence, impose disease on thlocal neighborhoods through air and noise pollution, impose local ecological impacts through brake and tire particle runoff, and worsen the division and separation of the neighborhoods through which it runs. Question for ODOT: Why should ODOT be allowed to not conduct a full EIS and alternatives analysis on the rose quarter freeway expansion when ODOT has conducted a full EIS on non-freeway expansion projects?	NEPA-1
1087	7612	1/4/2023	Email	David	Sweet		Placing a buildable cap over I-5 at the Rose Quarter is a fine idea. After the construction of I-5 devastated a thriving Black community, restorative justice is in order and long past due.	LID-2

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1088	7612	1/4/2023	Email	David	Sweet		Widening I-5 at this point is a terrible idea. It will increase congestion, greenhouse gas emissions and car use. It will decrease livability, walkability and safety for vulnerable road users. While these issues have been clearly demonstrated they have not yet been made part of the official record. I am convinced that it is for this reason that ODOT has refused to conduct a full Environmental Impact Study of the project. Stop wasting time and money. Either produce a full EIS or, since you already know what it will reveal, dump the freeway widening and just build the cap.	NEPA-1
1086	7613	1/4/2023	Email	Sabrina	Henkhaus		I am a homeowner living a few blocks away from the freeway. I already see black dust around my home as a result of air pollution from the freeway. I am concerned about increased air pollution and the health of me and my neighbors. I believe that the increased lanes will lead to more cars and pollution. Please DO NOT expand the highway!	AQ-2, HLTH-1
648	7614	1/4/2023	Email	Judy	Todd		Without the full story and scientific results of an EIS, there is no way to make an informed decision. to be the kind of person read that changes the climate disaster future that's rapidly coming toward us.	NEPA-1
740	7615	1/4/2023	Email	Betsy	Reese		A full Environmental Impact Statement should be mandatory.	NEPA-1
741	7615	1/4/2023	Email	Betsy	Reese		While I won't reiterate the details of all of my concerns here, I will mention that the effects of the current freeway and your plan to widen it, has a devastating environmental impact, in terms of air and noise pollution, on near neighbors like Harriet Tubman Middle School, Lillis Albina Park, the historic Paramount Apartments, the Leftbank Building, and the soon-to-be constructed Albina One affordable housing project.	AQ-2, HLTH-1
742	7615	1/4/2023	Email	Betsy	Reese		Please craft a well-planned congestion pricing program and other Transit Demand Management strategies before proceeding with widening the freeway.	INPT-1
743	7615	1/4/2023	Email	Betsy	Reese		Please consider constructing buildable lids over the existing freeway, without widening it.	LID-2
744	7615	1/4/2023	Email	Betsy	Reese		Please contribute to the surface street and land use improvements to help make this valuable, close-in, historic area the thriving walkable, bikeable, transit-oriented neighborhood that our city deserves.	COST-1
745	7615	1/4/2023	Email	Betsy	Reese		Please help atone for past wrongs by providing the infrastructure needed to complement and support the Albina Vision for developing this area.	LID-2
1085	7616	1/4/2023	Email	Nina	French		We need to be mindful of community and health of people and environment. Noise pollution is intolerable for animals.	INPT-1
1081	7617	1/4/2023	Email	Eric	Mandel		I would be in favor of a project that left the current width of the freeway unchanged, managed traffic giving priority to freight through congestion pricing, capped the existing freeway with an alternative cap footprint that allowed for much greater density, and I am in favor of ODOT awarding contracts to WMBE and specifically Black Contractors on projects throughout Oregon / not solely tied to and dependent on the expansion of the freeway running through the Albina Community.	INPT-1, LID-2
1082	7617	1/4/2023	Email	Eric	Mandel		This, after compromising on my true preferred alternative, what I would consider "a home run" to borrow an expression from Chair Simpson: decommissioning and tearing down the freeway, placing all of the ODOT land in a Land Trust controlled by the Albina Community, and prioritizing the movement of freight in the remaining freeway infrastructure through congestion pricing.	INPT-1
1083	7617	1/4/2023	Email	Eric	Mandel		Unfortunately, these two alternative project scenarios were dropped before meaningful public engagement was conducted. I therefore urge the Federal Government to step in and demand that ODOT provide meaningful project alternatives such as these in the course of full Environmental Impact Statement. When I proposed that the Historic Albina Advisory Board consider such an alternative home run – Use the newly available Federal Funds to decommission the freeway, the response that I received from ODOT should raise alarm bells for anyone reviewing the Environmental Assessment, especially if ODOT is applying for Federal Grants such as the Reconnecting Communities Initiative.	ALT-1, INPT-1

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1084	7617	1/4/2023	Email	Eric	Mandel		Chair Simpson provided an exemplary ODOT “vomit session,” to use his own words, on April 6th, 2021, in which he honestly recognized the boundaries that ODOT places around any public engagement, clearly placing the two alternatives I propose outside of those boundaries or “outside of the project Scope” as other ODOT documents state. His “soap box” speech to the HAAB on April 6th must be examined in consideration of ODOT’s Environmental Assessment giving important context to all of ODOT’s work and the resulting public engagement deliverables and testimony “in favor” of the project. When ODOT makes a statement that “Removing I-5 would be inconsistent with both the core values of the project and the preferences of the majority of stakeholders, including Black Portlanders, and is therefore no longer being considered,” everyone should stop right there to at least question if this statement, that removing I-5 would be inconsistent with preference of the majority of Black Portlanders, is evidence that maybe the Federal Government should intervene to insist that ODOT actually study freeway removal as one of a few differentiated alternative scenarios in the form of a full EIS. And then to go back to the public stakeholders, including the Black Portlanders, and determine if removing the freeway scenario is inconsistent with both their core values and their preferences. I have a feeling that the public comments would be much different than those submitted when the existing only option is cap the expanded freeway. Different to the point where it would probably invalidate ODOT’s public outreach up to this point. I have provided the April 6th 2021 HAAB transcript from Chair Simpson in total so as not to be seen as only sharing the lines that might be most interesting or relevant to my submission’s request for ODOT to provide alternatives to freeway expansion and a full EIS of those alternatives, and out of respect for the entirety of Chair Simpson’s testimony. I have also provided the recorded meeting minutes for comparison.	ALT-1, INPT-1
1080	7618	1/4/2023	Email	Eric	Von Hulha		There are countless environmental impacts from expanding a freeway. It does not take an expert to see that. It seems like ODOT is scared that conducting an impact statement might reveal that the environmental impacts exceed what people are willing to accept. At the very least, if not demonstrating cowardice, it does show incompetence to Oregon taxpayers that their transportation bureau isn’t doing what should be their due diligence on a multi million dollar project. And the worst part is it shows the indifference to very real concerns to our collective health.	INPT-1
1079	7619	1/4/2023	Email	Ellen	Mendoza		The last thing we need is more space for cars. There has to be study of alternatives to furthering carbon dioxide spewing vehicles!	ALT-1, INPT-1
1076	7620	1/4/2023	Email	Phillip	Kast		I strongly believe a full EIS should be conducted for the Rose Quarter Freeway Expansion. I have been following this project for many years now, and it is clear that the long term impacts of increasing freeway capacity have never adequately been considered. How many more cars will a widened I-5 contain? How much will be due to induced demand? Over this project’s lifetime, we will need to decarbonize our infrastructure, and probably reduce individual vehicle transportation. The project is aimed in the wrong direction.	INDD-1, NEPA-1
1077	7620	1/4/2023	Email	Phillip	Kast		Additionally, this work has been an expensive distraction from the solution that already should have been implemented: congestion pricing. Pricing traffic through the Rose Quarter would likely have already solved the congestion problems. Widening and rebuilding the freeway is dramatically more expensive and disruptive, and only should have been undertaken after congestion pricing had been shown not to work -- ODOT has worked through the available options in the wrong order.	ALT-1, INPT-1
1078	7620	1/4/2023	Email	Phillip	Kast		Finally, while I support the need for restorative justice in RQ/Albina, the >\$1 billion price tag is an incredibly inefficient way to accomplish those goals. But, if this project is to go forward, at the very least it should hold freeway width constant and focus solely on caps.	COST-1, LID-2
1075	7621	1/4/2023	Email	Lester	Oehler		I would like to express my concern over a lack of a complete Environmental Impact Statement for the Rose Quarter Expansion. As a graduate of Portland State University, that has lived in and loved Portland I have seen first hand the transportation crisis that ODOT has created in Portland. The endless congestion and automobile pollution across the city is nothing short of a travesty. This organization has made a mockery of our environment and climate goals and pledges. It has made visiting, working and living in Portland more complicated, expensive and harmful to human health that it ever needed to be. This proposed project seems to double down on past failures, at a time when an entirely new and sustainable direction is needed. With the climate and budgets stressed, and breaking down at pace, a complete analysis of the environmental impacts of this proposed project must be included in the decision-making process.	NEPA-1

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739	7622	1/4/2023	Email	Christopher	Schwanberg Guthrie		It is not only unethical but a potential liability to build any freeway expansion in an urban center without a complete and thorough EIS. Do not put the people and environment of Portland at risk simply to expand a freeway which will, through induced demand, be just as grid locked once completed.	NEPA-1
738	7623	1/4/2023	Email	Andrew	Morgan Taylor		I strongly believe that a full environmental impact statement should be conducted for the proposed freeway expansion in Portland's Rose Quarter. I also believe that any investigation about air quality and fossil fuel emissions from a future potential project should be conducted with transparent data and assumptions. Given the severity of climate change, expensive publicly funded projects which increase reliance on automobile transportation within heavily urbanized areas should face a very, very high bar and a lot of scrutiny. There are only so many public dollars to spend on transportation projects. While automobile-focused projects may have been less controversial in the past, public priorities have shifted due to climate change. In light of strong public opposition, I urge ODOT to go above and beyond the minimum requirements for squeezing this project through. Conducting a full EIS of this project would be a wise way to spend public funding.	CC-1, COST-1, NEPA-1
673	7624	1/4/2023	Email	Sarah	Iannarone	The Street Trust	1. Southbound off-ramp relocation impacts on safety for people walking, rolling, and bicycling. Further study is necessary to fully understand the impacts of the relocation of the southbound off-ramp next to the Moda Center. We are particularly concerned about projected worsened conditions for people walking, rolling, and bicycling at the intersection of NE Wheeler Avenue/ N Ramsay Way/ N Williams Avenue, including decreases in safety and increases in travel times, as well as interference with the City of Portland's Green Loop project. As proposed, the Hybrid 3 option will likely exacerbate unsafe conditions for vulnerable street users along the adjacent grid. (Please see the letter from the City of Portland Bicycle Advisory Committee. i) Further, we are concerned that the option of eliminating the southbound ramp at this intersection (which would also address ballooning cost concerns) was not seriously considered in the development of Hybrid 3 or SEA. In fact, it appeared to us as ICA workshop participants that ODOT did not allow the ICA project team nor workshop participants to seriously consider elimination of the southbound o-ramp in their development and deliberation of design options over the course of the workshops, undermining the "I" (independent) in ICA.	ACT-1, SAF-1, BWI-1
674	7624	1/4/2023	Email	Sarah	Iannarone	The Street Trust	2. Regional congestion pricing and tolling have not been studied in SEA. Much remains unknown about the impacts of pricing in the Portland metro area, including on I-5 (RMPP) and the Columbia River interstate bridge replacement (IBR); both of which have NEPA and other stakeholder processes underway to evaluate options and determine project specifics, including rate-setting. How pricing is enacted on both projects will significantly impact traffic modeling for RQIP. It may well be that accurately pricing the right-of-way to reduce vehicle miles traveled in the I-5 corridor will reduce the width of the highway necessary at Rose Quarter to accommodate demand (with lower project costs and GHG pollution) but we will not know without a full EIS which incorporates this pricing into the analysis.	ALT-1, NEPA-2, TOLL-1, TRAF-4
675	7624	1/4/2023	Email	Sarah	Iannarone	The Street Trust	3. Ballooning project costs and lack of clarity from ODOT on control over buildable caps to achieve restorative justice. It remains unclear in the current SEA how ODOT plans to guarantee to AVT, HAAB, and Portland's Black community writ large that both the freeway widening and installation of the highway cover will be funded with equal urgency. It is also unclear how control and development benefits of the covers will be given over to Black Portlanders. Since ODOT began this project, the Biden Administration has prioritized innovation and reparative justice by reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. ii For this reason, a full EIS is warranted which includes analysis of building caps reconnecting Lower Albina either without widening I-5 or removing I-5 from Lower Albina altogether and returning the full inventory of developable real estate to community governance to achieve restorative justice. In 2022, New York Governor Hochul announced over \$3B in funding to reconnect communities across her state by removing freeways rather than expanding them. She claims, "These projects will help right the wrongs of the past through safer and reliable transit networks, landscapes designed to bring communities together, and routes that are friendlier for pedestrians and bikers." A full EIS would enable us to explore the costs and benefits of a similar path forward for Lower Albina and Oregon.iii	ALT-1, COST-2, EJ-1, INPT-1, LID-2, NEPA-1

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676	7624	1/4/2023	Email	Sarah	Iannarone	The Street Trust	4. Oregon's epidemic of traffic fatalities and the public health costs for Oregon's BIPOC communities of misdirected "safety" investments. In the first half of 2022, Oregon had the 10th highest traffic fatality rate in the U.S. with 1.45 roadway deaths for every 100 million miles traveled, according to data from the National Highway Traffic Safety Administration.iv Racial disparities in traffic fatalities are pervasive with dangerous conditions and deadly roads disproportionately affecting BIPOC and low-income people.vi Locally, Multnomah County's 2021 REACH Transportation Crash and Safety Report highlights the racial disparities in local conditions: Black residents were killed in traffic at nearly twice the rate of white residents between 2013-2017.viiThe Street Trust is concerned that in terms of racial justice and equity, as currently proposed, the Rose Quarter project could not only reduce safety for public and active transportation in the immediate vicinity but also siphon off precious transportation dollars for safety investments on roadways where people are seriously injured or killed in traffic daily statewide. These wider community public health impacts were not factored into the SEA but could be considered through a full EIS.	COST-1, NEPA-1, SAF-1
677	7624	1/4/2023	Email	Sarah	Iannarone	The Street Trust	5. Finally, our concerns from 2019 (below) about 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 have not been adequately addressed through the SEA. Solutions to the problem of disruption caused by the construction of the freeway expansion and additional caps in the Hybrid 3 option have not been proposed through the SEA. This remains a primary route between downtown and North and Northeast Portland. Disruption and harm during the construction period to current travelers (and discouragement of potential travelers) walking, biking, rolling, and riding through this area is no more an acceptable outcome in 2023 than it was in 2019.	MIT-1
672	7625	1/4/2023	Website	Jackson	Slocum		We must not build the rose quarter expansion project. We know more lanes does not work to reduce congestion nor increase safety. Freeways destroy the cities they run through, which in Portland's case means wrecking our riverfront property, causing asthma, causing noise, etc etc etc. We need lids, not lanes, we need an EIS, and we are tired of ODOT lying about how more lanes equals less congestion. To top off the insanity, the desire to put a highway exit right into one of our biggest bike paths is so unfair. The damage that you are doing to our city will take decades to undo. We should be removing I5 from the city entirely, not making it bigger.	NEPA-1, INPT-1
647	7627	1/4/2023	Website	Maria	Opie		Please don't widen I-5 through the rose quarter. You bring more pollution. That is really sad and depressing. Improve public Transportaion.	INPT-1
1073	7628	1/4/2023	Website	David	Collins	David J Collins Engineering	The Revised Build Alternative does not make it safer for vulnerable users to bicycle through the Rose Quarter area. The Revised Build Alternative will add an intersection at the connection with the I-5 SB off ramp and N Williams, will route more traffic through the intersection at the connection with the I-5 NB ramp and NE Weidler and will route significantly more traffic through the intersection of N Williams and N Weidler.	BWI-1
1074	7628	1/4/2023	Website	David	Collins	David J Collins Engineering	The proposed mitigation measures have a high potential to make it more dangerous to travel by bicycle through the project area, especially since many of the drivers of trucks and automobiles will be unfamiliar with the area since they will only occasionally use the area for events taking place at the Rose Quarter, and or making deliveries to the Lower Albina Industrial area	MIT-1
1072	7629	1/4/2023	Website	David	Collins	David J Collins Engineering	The Revised Build Alternative degrades the Green Loop. This alternative proposes to add 3 new double right-hand turn lanes intersections along the planned route of the Green Loop, which will follow both Broadway and Weidler. The Multimodal Risk/Safety Assessment developed for the project states that "existing complex intersection features with higher bicycle/pedestrian risk potential include slip lanes and double turn lanes." While some of these risk factors may be addressed through signal timing, these conditions create uncomfortable conflict points for cyclists .	ACT-1, SAF-1
1071	7630	1/4/2023	Website	David	Collins		This area has some of the most concentrated uses by pedestrians (accessing the Rose Quarter) and cyclists (commuting north on Williams and east/west on Weidler and Broadway), but the project makes it more dangerous for pedestrians and cyclists.	SAF-1
646	7631	1/4/2023	Website	Mark	Dow		The full impacts of the RQFE would unfold relentlessly over decades. An EIS is necessary to understand those impacts, and how they might be mitigated. Other reasonable plans that don't include increased traffic through a densely populated region can only be fairly evaluated with the information an EIS provides. Transportation systems will change in the coming decades, and freeway automobile capacity expansion is not the change communities want or need.	NEPA-1

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645	7632	1/4/2023	Website	David	Collins		Based on the Draft Traffic Analysis Supplemental Technical Report, it appears that the Regional Mobility Pricing Project (RMPP) would reduce congestion more than the Rose Quarter Interchange (RQI) project would. The goal of reducing congestion within the RQI project area could be achieved at a fraction of the cost through implementation of the RMPP (and not building the RQI project).	ALT-1, TOLL-2
634	7633	1/4/2023	Website	David	McInay	DMArC-David McILNAY Architect	We are not in favor of any improvements focused solely on I-5 through-put as this has always been the traditional highway design criteria and has proven destructive in ignoring the value of community building as an equally valued design criteria.	INPT-1
635	7633	1/4/2023	Website	David	McInay	DMArC-David McILNAY Architect	Climate change metrics and air quality are critical for community health but are not measurably improved by the proposed project. Improving local/ global health must be an added design criteria in 2023 in view of lessons learned from 20th century highway design projects nationwide. Prioritizing EV's, and auto-shutoff of combustion engines at stops, or volume control using tolling as both policy and incentive in the US is leading to faster drops in our transportation carbon footprint that cannot be addressed in highway design in terms of idling concerns (as shown in ODOT air quality graphs).The goal of this project cannot be "more vehicles thru" as a response to idling. The metrics of the SEA response should demonstrate future climate sustainability design criteria to the Federal review. Additional SEA data should be required to demonstrate greater measurable air quality improvements as a direct result of this use of public funds.	CC-4
636	7633	1/4/2023	Website	David	McInay	DMArC-David McILNAY Architect	We support the implementation of congestion pricing/equitable tolling in lieu of any I-5 travel lanes expansion.	TOLL-2
637	7633	1/4/2023	Website	David	McInay	DMArC-David McILNAY Architect	We support use of priority funding to correct some of the legacy damage to the city of Portland Albina-Elliot areas in the form of highway covers, adding Hancock crossing, and local urban design/ bike-ped improvements.	INPT-1, LID-2
638	7633	1/4/2023	Website	David	McInay	DMArC-David McILNAY Architect	We support the relocation of the I-5 off ramp to the MODA district and ramp-to-ramp lane improvements to smooth entry/exit movement in the area proposed as a community-restoring design by removing the current ramp arrival into the Broadway/Wiedler corridor.	INPT-1
639	7633	1/4/2023	Website	David	McInay	DMArC-David McILNAY Architect	However, the cost is astounding at \$1.5b. What is not evident is how the added "auxillary" lanes will require further excavation to the affected neighborhoods. Conditions of approval must include zero-intrusion on existing properties or mitigation at the minimum rate of 2-to-one replacement of land.	INPT-1
640	7633	1/4/2023	Website	David	McInay	DMArC-David McILNAY Architect	sidewalk design and street crossings for people walking, rolling and biking through the area - this is the number one critical component needed to erase the legacy of a vehicle dominated landscape along the i-5 corridor imposed on the Albina-Elliot neighborhoods corridor. Both the master-plan proposed in the Environmental Supplement	INPT-1
641	7633	1/4/2023	Website	David	McInay	DMArC-David McILNAY Architect	look and feel of the street environment and gathering spaces for people- Again the street section designs must take their cue from multimodal precedents established with the Green Loop and other PBOT design best practices including separated bike lanes and pedestrian + bike safe intersections, people+bike preference traffic signals - all which demonstrate a Vision Zero level of safety .	INPT-1
642	7633	1/4/2023	Website	David	McInay	DMArC-David McILNAY Architect	Public open space in combination with mixed-use development is needed in the Broadway/Weidler corridor to provide people and activities not reliant on curb-cut commercial activities like gas stations and car dealerships. These designated zones would be expected in the highway covers proposed, as well as current unused/paved	INPT-1, LID-2, LU-1
643	7633	1/4/2023	Website	David	McInay	DMArC-David McILNAY Architect	City Block developments should consider the placement and integration of transit stops in urban design by both city+TriMet design standards, and private development requirements.	INPT-1

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644	7633	1/4/2023	Website	David	McInay	DMARC-David McILNAY Architect	maximize Disadvantaged Business Enterprise contracting opportunities, estimated at \$250 million support economic opportunities that honor the local communities' needs and provide the potential for wealth creation. MBE inclusion is a requirement anytime a project uses Federal Funds. The ODOT SEA response must demonstrate how this statement is being implemented beyond minimum Federal/State requirements.	JOBS-1
633	7634	1/4/2023	Website	Jeanette	DeCastro		Please do additional Eenvironmental impact study. For the price of this project, you could build 40+ Blumeuhauer Bridges, 5+ Division (Rapid Transit) street safety improvements, or half a length of the Orange Line MAX. Send the frieght around the city. Abernathy's getting all spruced up. Give local options and plan and then BUILD what you want: local traffic off of I-5. Human being here in N Portland have given enough to the highways and interstate freeway system. Enough. Bonus: Raimore does great at local and transit projects, too.	NEPA-1, INPT-1
472	7635	1/4/2023	Website	Deane	Funk	PGE	I've lived in Portland for more than 30 years, in Sellwood, Hillsdale, and the Sunnyside neighborhood. While I've been a bike commuter for nearly all that time, logging more than 60,000 miles in that time. Yet, I believe the improvements proposed for the Rose Quarter are crucial to the long term economic health of the entire state of Oregon. Your process has been open and more than respectful of the diverse viewpoints in the community, as demonstrated by the adjustments made to community interests. A traded sector economy requires a functional inter and intra state transportation system. This project responds to that macro view, and local interests. Do not allow the passionate few, however well-meaning, to dictate terms to the 4 million people in this state. Volume does not equal equity, and certainly not the majority, who may not know or have the inclination to comment. Let's get this done and honor the 10 years of input that had already created a consensus. This project, along with the bridge replacement will ensure Portland and Oregon thrive in a global economy, while ancillary policies make substantive contributions to the reduction of greenhouse gasses.	INPT-1
471	7636	1/4/2023	Website	Erica	Soule		Expanding I-5 is an injustice to Portland, the Black community, and to our environment. We know that expanding freeways does not reduce congestion but rather induce demand. I-5 will continue to fill up, continue to create more pollution, and continue to harm our neighborhoods. Portland and Oregon need to continue to be at the forefront of reducing driving and creating livable communities rather than marching backwards, which is what an I-5 expansion will do.DO NOT EXPAND I-5.	INDD-1
468	7637	1/4/2023	Website	Stephen	Laurent		By adding lanes and expanding I-5 in the Rose Quarter, this project will increase the number of cars and trucks on the road.	INDD-1
469	7637	1/4/2023	Website	Stephen	Laurent		There is lots of precedent that traffic volume expands to meet road volume, and this will be no different. Money should be invested in improving access to clean public transportation, including rail, bus, bike, and pedestrian infrastructure that works for the people who live in the community.	COST-1
470	7637	1/4/2023	Website	Stephen	Laurent		Every opportunity should be taken to restore the neighborhoods destroyed by decades of racist public and private development in the Albina community. Freeways should be capped, not expanded, so that these scars can begin to heal, and connections can be rebuilt.	LID-2
467	7638	1/4/2023	Website	Nicholas	LaRue		I do not support this project for just about every reason under the sun. Costly, demand inducing, climate agnostic, minimal benefit, needs more study with the greater Interstate bridge project. This just feels like a 1950s transportation project and not a project for the current century.	INPT-1
463	7639	1/4/2023	Website	Tom	Cooney		One, poor website design. In comments, if you click the expand window tab, all entered information is lost. What were you thinking?	INPT-1
464	7639	1/4/2023	Website	Tom	Cooney		Two, the project is fundamentally flawed and will only induce future demand at tremendous expense. ODOT should wait and implement congestion pricing before spending any money on this project. Congestion pricing will have a much greater and sustained benefit on congestion and thus safety, along with improvements in air quality.	TOLL-2, INDD-1
465	7639	1/4/2023	Website	Tom	Cooney		Three, the movement of the SB I-5 off ramp to N. Williams/Ramsey/NE Wheeler will markedly increase traffic in this area and create risk of of cycle-motorized vehicle collisions. The described 'mitigation' plan is suspect. This is one of the highest cycle volume sections in PDX and plan will increase exposure to exhaust and risk of collision. Sadly, neither ODOT nor PBOT appear to have any recent volume data (https://www.portland.gov/transportation/walking-biking-transit-safety/bicycle-counts#toc-past-bicycle-counts); (https://gis-pdx.opendata.arcgis.com/datasets/traffic-volume-counts/explore?location=45.532924%2C-122.669245%2C17.00).	ACT-1, TRAF-1

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466	7639	1/4/2023	Website	Tom	Cooney		Four, the WB cycling infrastructure at NE Broadway and N. Williams is currently and will remain dangerous. I have cycle commuted from NE PDX to SW PDX for >20 years and NEVER approach the Broadway Bridge using that interchange. Just too uncomfortable. White and green paint are not 'safety' measures with unprotected (i.e. physically separated) bike lanes.	SAF-1, INPT-1
460	7640	1/4/2023	Website	Jay	Monk		In my opinion, the section on transportation does not adequately consider the impact of induced demand increasing traffic volume. The downstream effects of this absence are notable. The impact on non-auto users will likely be greater for there being an increase in traffic. I am thinking of the affects on signal lights changing to allow for more vehicle traffic and slowing the travel of bikers and walkers.	INDD-1
461	7640	1/4/2023	Website	Jay	Monk		In terms of climate affects, it seems like this project could do better for mitigating the effects of emissions produced by vehicles, and considering the induced demand greater traffic volume. I believe that the investment of resources for transportation should be directed to mass transit, such as by adding rapid travel lightrail linds connecting communities across the PNW region. I would like ODOT to do more to remove the CO2 from the atmosphere that is (and has been already) produced as a result of the massive vehicle use that is commonplace across Oregon today.	COST-1
462	7640	1/4/2023	Website	Jay	Monk		My impression is that congestion pricing of vehicles driving during peak hours could be used to reduce the slowdowns and traffic that this project is trying to address. In the open house content I did not see any examples of the effects of congestion tolling on traffic through the Rose Quarter. This suggests ODOT has not considered tolling to reduce congestion and I believe that needs to be considered. Thanks for reading my comment.	TRAF-2
459	7641	1/4/2023	Website	Miles	Javes		The priorities of this plan are the antithesis of it community goals of fighting climate change and livability.	INPT-1
457	7642	1/4/2023	Website	Brad	Halverson		Hello - thank you for providing the SEA for the I-5 Rose Quarter project. I support the project and moving the I-5 SB offramp to empty across from the Rose Garden/Moda Center. However, I think it will be challenging to keep the traffic safely flowing through this area during event times as well as rush hours in the AM & PM.	INPT-1
458	7642	1/4/2023	Website	Brad	Halverson		I strongly support examining if the Hancock Street overpass can be utilized along with Flint for NB bicyclists to bypass the very congested I-5 SB offramp area on Williams. Another option would be to have 2-way cycle tracks on Vancouver so cyclists could avoid the section of Williams between the new I-5 SB offramp north to Broadway. Be creative so there are less car/cyclists interactions in the area so the entire project can be successful.	INPT-1
456	7644	1/4/2023	Website	Sean	Filbert		I am commenting in opposition to freeway expansion on the grounds that expanding freeways has a demonstrable effect on climate change, and makes traffic worse	INPT-1
455	7645	1/5/2023	Website	Shawn	Granton		I believe that any freeway expansion, no matter how you dress it up, is bad news. We need to be shrinking freeways, not expanding them. We should be finding alternatives to transportation than adding more vehicles (especially single occupancy motor vehicles) to roads. I am against this project.	INPT-1
454	7647	1/5/2023	Website	Chase	Klotter		As a Portland native, and environmental advocate I strongly disagree with an expansion of the I5 freeway in North Portland. At the very least ODOT is required to complete an EIS, which should show that an expansion is not feasible or recommended.	NEPA-1
453	7648	1/5/2023	Email	Nick	Sauvie		ODOT should be investing in multi-modal transportation projects that address climate change, not expanding freeways. The information provided to the public does not justify the proposed project. The public deserves an environmental impact statement.	ALT-1, NEPA-1, COST-1
450	7649	1/5/2023	Email	Wendie	Siverts		ODOT must conduct a thorough Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion.	NEPA-1
451	7649	1/5/2023	Email	Wendie	Siverts		Our home is few blocks from I5 just north of the project area. Induced demand caused by the increase in capacity will expose our family to even more highway. Our oldest child attends Harriet Tubman MS, and our 3rd grader will as well in a few years. Relocating the school is disruptive to students and families, and does nothing to help the hundreds of children that live near the affected area.	HTMS-1, INPT-1
452	7649	1/5/2023	Email	Wendie	Siverts		We are in favor of capping the freeway to improve access between the neighborhoods, like ours, that are adjacent to I5.	LID-2
442	7650	1/4/2023	Email	Chris	Warner	Portland Bureau of Transportation	ODOT completed analysis of the Revised Build Alternative based on a preliminary design of the Hybrid 3 concept. Per the Governor's January 2022 Letter of Agreement, the City has identified the need for additional technical exploration as the preliminary design, which was developed prior to our re- engagement on the project, does not yet meet the conditions of agreement. This includes but is not limited to additional technical analysis on local street circulation impacts and possible need for modification. The topics below highlight general areas of concern further elaborated through our detailed comments attached to this letter:	TRAF-1

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443	7650	1/4/2023	Email	Chris	Warner	Portland Bureau of Transportation	Revisions to the project are needed for alignment with city policy as it relates to prioritizing people walking, rolling, bicycling, and taking transit. Examples include but are not limited to PedPDX, the TSP and the 2035 Comprehensive plan. The project must result in a safe, comfortable, and complete network for those walking, rolling, and bicycling.	ACT-2
444	7650	1/4/2023	Email	Chris	Warner	Portland Bureau of Transportation	Lack of clarity in how commitments made as part of the Independent Highway Cover Assessment are provided for. Specifically, how the design will accommodate the community vision to develop a highway cover that can be catalytic in the restoration of high-quality land and provide opportunities for community wealth for generations to come.	LU-1
445	7650	1/4/2023	Email	Chris	Warner	Portland Bureau of Transportation	The project must provide construction mitigations that ensure pedestrian and bicyclist safety with clear wayfinding, safe and efficient event area access and circulation, and that reduces climate impacts via chosen materials and methods.	CC-3
446	7650	1/4/2023	Email	Chris	Warner	Portland Bureau of Transportation	Traffic analysis needs to be completed that reflects that the project area is designated as a Multimodal Mixed-Use Area, which provides flexibility for determining significant effects of land use actions, by lifting mobility standard requirements at ODOT facilities while still applying transportation standards such safety and multimodal access. Additionally, traffic design must consider the impact of pricing on I-5 and the potential for the planned Regional Mobility Pricing Program to change or lower vehicle travel demand in the area.	TRAF-1, TRAF-2, TRAF-4
447	7650	1/4/2023	Email	Chris	Warner	Portland Bureau of Transportation	The project must develop traffic management that provides safe and efficient movement of freight and event district traffic management, including safe and cohesive local and regional access and circulation for all modes.	FRGT-1, INPT-1
449	7650	1/4/2023	Email	Chris	Warner	Portland Bureau of Transportation	We must work together to honor the community's vision for development of a highway cover that creates a network of places that support both Black and other Portlanders. To do so, and as stated in the Independent Cover Assessment, this requires a fundamental shift in design approach from an auto-focused street network and circulation system to a pedestrian-oriented street scale that improves pedestrian safety and experience and supports place-making and wealth-creation outcomes. Our ongoing collaboration to address the technical conditions during the future design phase, in consideration of the comments received during the SEA public comment period, must also continue to reflect this shift. To achieve this, we expect that extensive ongoing engagement with the City and project committees as well as with Metro, Multnomah County, TriMet, Portland Streetcar, local businesses, and stakeholders including the Albina Vision Trust and Rip City Management, and the public, will be required to inform design refinement and the many tradeoffs that must be considered and ultimately agreed upon.	INPT-1, LID-2
434	7651	1/5/2023	Email	Brian	Davis	Studio Davis	Unfortunately, not only does the document fail to disclose all assumptions and calculations at each step, but almost no information is provided whatsoever regarding volumes and assumptions. Indeed, there are no figures nor are any volume data provided within the body of the report. Volumes can be found for some scenarios within modeling outputs provided in the appendix, but this is of limited utility. Based upon the information provided, there is no way to check any calculations, claims, or assumptions regarding volumes, despite the APM's clear and repeated statements on the importance of documentation and repeatability. Figure 1 illustrates the extent of the missing and/or ill-documented traffic volume information within the TASTR. A well-prepared study will include documentation of raw volumes, volumes for all analysis scenarios, and exhaustive information of the calculations and assumptions leading from one stage of the process to the next, as shown in the figure. By contrast, the TASTR includes missing data and calculations at many steps and unclear or incomplete information at all others.	TRAF-3
435	7651	1/5/2023	Email	Brian	Davis	Studio Davis	Tables 5 and 6 of the TASTR are arguably the most important pieces of the document, as these tables contain the top-level results of the proposed freeway expansion including differences in levels-of-service and volume-to-capacity ratios of I-5 between build and no-build scenarios for the first (Table 5) and second (Table 6) set of morning and evening peak hours. However these results are clearly reported in error, with identical results reported for both the first and second morning peak hours. It is unclear which (if either) peak hour the reported results correspond to. It is my understanding that No More Freeways asked ODOT to provide a correction, with ODOT responding that the issue would be addressed following the public comment period.	INPT-2, TRAF-7

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436	7651	1/5/2023	Email	Brian	Davis	Studio Davis	I do not want to belabor what is almost certainly a transcription error of the sort that I've made a hundred times myself...but this is an error that simply has to be corrected before asking an audience to take the document seriously. The fact that the errant results still stand not only deprives the public of an opportunity to understand the impacts of the project in aggregate, but call into question all other results reported and claims made within the document. Was the report subjected to any sort of scrutiny or internal review? If this clear error went unnoticed, what other harder-to-spot errors were not caught? It is noted that if the report met the repeatability standard, this would be a far less significant error. One could simply retrace the steps within the report to determine which (if either) morning peak hour the reported results correspond to, and even fill in the missing results if one were so inclined. But in providing so little information regarding volumes, this report essentially asks readers to take its findings on faith. That obviously becomes a lot harder to do when an error this obvious, and of this magnitude, remains within the document of record.	INPT-2, TRAF-7
437	7651	1/5/2023	Email	Brian	Davis	Studio Davis	IBR construction assumed; tolling not assumed I appreciate that the updated study included an appendix item detailing Reasonably Foreseeable Future Actions upon which assumptions on future volumes are based (though of course no actual quantitative information on these assumptions is provided). Based upon this, future volumes assume new demand induced from the Interstate Bridge Replacement (IBR), presumably as currently proposed, but no reduction based upon tolling. While the factor upon which this decision is based—inclusion in Metro's Regional Transportation Plan—may be as good as any, it certainly seems to be one that is fortuitous for anyone hoping to make a case for additional capacity. If not for the other omissions and errors I've detailed this might be a bit easier to swallow, but given the context it is certainly reasonable to question whether this assumption constitutes a "thumb on the scale," so to speak. This appearance is compounded by the fact that the IBR project is assumed to induce demand which is subsequently considered here (at least that's what we assume; with the volume data provided it's impossible to know!), but no induced demand is assumed for the Rose Quarter freeway expansion and other project elements. Regardless, the community would be better served by an analysis scenario that includes the possibility that no freeway expansion is included when the Interstate Bridge is replaced, and an analysis scenario that includes the possibility of volume reductions based on tolling. The necessity of these additional scenarios and analyses of alternatives helps underscore the need for an Environmental Impact Statement (EIS).	INDD-1, TRAF-2, TRAF-3, TRAF-4
438	7651	1/5/2023	Email	Brian	Davis	Studio Davis	However, the lack of explanation combines with the lack of figures here to keep everyone guessing as to the causes. My fear is that, without explanation, these reductions LOS for drivers may be used as a cudgel to weaken or eliminate the active transportation infrastructure proposed. Ideally, this section of the analysis would include an exhaustive explanation of what was causing the LOS and volume-to-capacity (v/c) differences between the scenarios so that the relative pros and cons could be debated.	INPT-1, TRAF-3
439	7651	1/5/2023	Email	Brian	Davis	Studio Davis	Unexplained nonstandard modeling assumptions The work detailed within the TASTR includes several other modeling inputs and assumptions that differ, without explanation, from guidance offered by the APM. Two examples are that a saturation flow rate of 1,900 vehicles per lane per hour throughout the study area (APM guidance indicates that 1,750 vplph is more appropriate in most urban conditions) and a peak hour factor of 0.95 is uniformly assumed throughout the study area (peak hour factors are typically calculated from volume data). Such assumptions likely do not significantly impact the reported results, but they are certainly nonstandard and as such should be justified. In a vacuum these factors are relatively minor considerations, but combined with the other problems within this report serve to underscore the need for further analysis and explanation.	TRAF-11
440	7651	1/5/2023	Email	Brian	Davis	Studio Davis	The appendix of the TASTR includes a brief memorandum dated July 21, 2022 with the subject line of RMPP/RQ Regional Travel Demand Model Sensitivity Test Results Summary. While this document too fails to reveal much in the way of volumes, calculations, or assumptions, it shows exceedingly promising initial results for tolling as a mechanism to reduce traffic congestion, far outstripping the minor impact resulting from the proposed lane expansion. While the language within the summary rather hilariously attempts to understate the relative impacts of tolling versus lane expansion that the analysis found, the analysis itself is clear that tolling is a potential game changer. It absolutely must be looked at a strategy that could complement or even replace the lane expansion.	ALT-1, INPT-1

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441	7651	1/5/2023	Email	Brian	Davis	Studio Davis	Conclusion and Necessity of an EIS The TASTR as currently written fails utterly to provide a sufficient basis for a finding of no significant impact. There are obvious errors and omissions within the document, and the document roundly fails to meet ODOT's own requirements as set forth in the analysis procedures manuals. It appears that there is a win/win/win within plain sight here: Build the freeway caps and neighborhood improvements, address congestion via tolling and alternatives, and value-engineer out the lane expansion. This is unquestionably the project that the community wants, and to the extent that this process has produced useful analysis, the preponderance of evidence point clearly to this as the best solution. The previous environmental assessment was prominently referred to as a "shortcut" as the public and electeds began to come to grips with the associated process and findings. It remains a shortcut, and one that continues to ill-serve the public. If a freeway expansion must be constructed then it must undergo the requisite level of environmental review, which is an Environmental Impact Statement based on any reasonable reading of the National Environmental Policy Act. ODOT should pivot to an EIS without further ado. The case for a finding of no significant impact has not been made, and such a finding would be specious at best without an EIS given the likelihood of significant impacts resulting from this project.	ALT-1, LID-2
432	7652	1/5/2023	Email	Je	Amaechi		I'm not native to Portland, but I am a Black person who has lived with the effects of gentrification in NY. For the past 8 years I've lived in Portland, I have organized for community safety and spoken with Black elders in the community who have experienced the worst of Portland's racist development policy. This is not only a continuation of those racist development policies, this is also an environmental disaster. That area is already congested in a way that makes the air toxic, increase pollution, violence and makes it a terrible place to walk around. Just a few months ago I was hit by a car careening off the highway, just down the street from my house. The Rose Quarter freeway expansion will increase car accidents, and make the toxic air and pollution even worse. It fills me with disdain to see ODOT contributing to making Portland unliveable in this way. We should be creating alternatives that support the environment AND the people of Portland. The expansion doesn't do either. It helps people who don't live in Portland and businesses who don't operate here. If the freeloading freeway riders want to reap the benefits of Portland they should move here so they can contribute to the infrastructure through taxes.	INPT-1
433	7652	1/5/2023	Email	Je	Amaechi		Stop supporting white flight and start supporting public transit. The best cities are never the ones with the most efficient highways- those are actually the WORST cities in fact. The best cities are where the public transit infrastructure is quality such that both the rich and poor want to use it. Do not allow this regressive expansion to pass. Best believe weWILL hold those accountable for passing this.	INPT-1
431	7653	1/5/2023	Email		David		Wait what, I don't just demand that ODOT conduct an Environmental Impact Statement, I demand that they don't expand the freeway at all. Cars are a mode of transport that becomes less efficient as they scale. What are they thinking expanding the freeway. There will be no benefit from this. It's only going to make the city more inefficient than it already is. If they genuinely wanted to improve mobility in western Portland they would expand commuter rail services to the region.	ALT-1, NEPA-1, INPT-1
427	7654	1/5/2023	Email	Dave	Shaut		ODOT must conduct a full EIS on the proposal to expand I5 through the Rose Quarter. These large scale changes should be evaluated to ensure that they are not further harming the environment.	NEPA-1
428	7654	1/5/2023	Email	Dave	Shaut		As a region, alternatives to car transportation need to be evaluated in order to reduce CO2 and emissions, which harm the climate, accelerate climate change, and are hazardous to those who live near these projects.	ALT-1
429	7654	1/5/2023	Email	Dave	Shaut		It is alarming that the politics of the status quo do not take into account the accelerating cycle of climate change our region is facing. If there is momentum to build lids as reparative justice, then, that should move forward without having to widen the freeway.	LID-2
430	7654	1/5/2023	Email	Dave	Shaut		It seems like ODOT has been disingenuous with the descriptions of the project, and the addition of width to the freeway would allow for more lanes in the future, which then will likely induce more driving. I endorse a full EIS on the project, and transparency in the costs and inevitable overruns.	DES-2, NEPA-1
423	7655	1/5/2023	Email	Autumn	King		Alternatives to the Rose Quarter freeway expansion have not been adequately assessed.	ALT-1
424	7655	1/5/2023	Email	Autumn	King		prioritizing vehicle travel time over quality of life issues. Expanding the Rose Quarter freeway will create induced demand that will result in more traffic, more pollution, and will lead to more vehicle slowdowns in years	INDD-1
425	7655	1/5/2023	Email	Autumn	King		The cost of the project should not be weighed in dollars alone because there are unconsidered expenses that endanger our community's livability. If ODOT serves the public interest, they must conduct a full EIS for the proposed Rose Quarter freeway expansion. Failure to complete an EIS for this proposal demonstrates a negligent disregard for the health and well-being of our community.	NEPA-1

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426	7655	1/5/2023	Email	Autumn	King		We should be investing in sustainable transportation that puts people before cars. The long-term impacts of air pollution disproportionately impact the Albina neighborhood. If this project moves forward, at the very minimum, caps should be installed. The people of Portland and our neighbors in the Albina deserve cleaner air and safer, more sustainable transportation options.	COST-1
422	7656	1/5/2023	Email	Julie	Garner		With climate change getting worse every year, I'm blown away that ANYONE could be advocating for widening freeways. All of that money should be used to massively improve non driving alternatives. So many other cities around the world are doing this and it's embarrassing that we're having to put up such a fight in a supposedly bike friendly and green city. Portland is better than this.	COST-1
421	7657	1/5/2023	Email	Elizabeth	Westarp		I pedal a bicycle to get to work and places of business in N/NE Portland. I fear for my life if you increase motor vehicle traffic on N Vancouver & Williams Avenues. Are you trying to force me to drive a car and add to Portland traffic and pollution? Do you not care about the lives of Portlanders? I am saddened by your putting freight first. Please do NOT expand I-5.	INPT-1
418	7658	1/5/2023	Email	Cheryl	Curru		Expansion is a major decision that would have significant repercussions on Portland's already poor air quality, which affects workers, parents, pets, and kids' well being.	INPT-1
419	7658	1/5/2023	Email	Cheryl	Curru		The serious consideration of lids seems like the wisest next step.	LID-2
420	7658	1/5/2023	Email	Cheryl	Curru		ODOT must conduct a full Environmental Impact Statement to fully understand the direct impacts this proposed freeway expansion would have to the neighborhood streets, our children's lungs, and the planet they stand to inherit.	NEPA-1
417	7659	1/5/2023	Email		Schurkey		Toll-based highways need to be illegal. The primary purpose is to screw the public in order to provide funding that can then be misused on worthless pet projects that benefit special-interest groups rather than the public at large. Most of the "improvements" to the American streets/highways in recent years are actually downgrades intended to annoy and harass the owner/operator of motor vehicles for short-sighted, misguided "politically-correct" purposes. EVERYONE associated with tolling on I-5 and/or "Complete Streets", "Vision Zero", or any form of "traffic calming" needs to be fired, and prosecuted for misuse of public funding. Tolling/traffic calming/Zero Vision are what Society has to put up with when libtards are in control.	INPT-1
402	7660	1/5/2023	Email	Allan	Rudwick	Eliot Neighborhood Association	This project would be a major step in the wrong direction for our city, the climate, and our neighborhood. We are asking for one of two options: a full Environmental Impact Statement (EIS) for this project that studies real alternatives to highway expansion including removing I-5 from the Eliot neighborhood, congestion tolling and lids without lane expansion.	ALT-1, NEPA-1
403	7660	1/5/2023	Email	Allan	Rudwick	Eliot Neighborhood Association	We know what the real impact of this version of the project will be already and if that study is not going to be done then we ask for the second option: 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. Further study of the existing proposal will not substantially change the project's impacts on our city and neighborhood, which will continue the devastation that I-5 already has had here. 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. The \$129 Million that has been allocated for the current planning process would have been a great down payment for rebuilding Lower Albina, but we can't get that money back. 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 "canceled I-5 expansion in 2023."	INPT-1

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404	7660	1/5/2023	Email	Allan	Rudwick	Eliot Neighborhood Association	The 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 due to generations of public planning mistakes from the 1950s to 1970s especially that reduced housing in the area for large public projects with questionable benefits. One of the more recent wins that area residents had was the construction of Harriet Tubman Middle School. However, students at Tubman have to breathe toxic exhaust from cars and diesel trucks driving through Portland. While there is now talk and money to help move that school away from I-5, there will still be buildings and people walking through the area. 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.	INPT-1, INDD-1
405	7660	1/5/2023	Email	Allan	Rudwick	Eliot Neighborhood Association	According to the latest data from the International Panel on Climate Change, we have 7 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.	INPT-1
406	7660	1/5/2023	Email	Allan	Rudwick	Eliot Neighborhood Association	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 the dominant condition on the highway.	INDD-1, INPT-1
407	7660	1/5/2023	Email	Allan	Rudwick	Eliot Neighborhood Association	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.	TRAF-4
408	7660	1/5/2023	Email	Allan	Rudwick	Eliot Neighborhood Association	Minority Contractors and Job Creation One of the main benefits touted by the ODOT project team is a large commitment to using minority contractors to do the work on this project. ODOT is conducting a large amount of work in the region and we see no reason why this project needs special minority contracting provisions for this project specifically. The ENA is very supportive of requiring diverse contractors to build public and private developments within the area. However, using this as a carrot to build an unwanted, wasteful and useless highway widening project is not what we should be spending this money on.	JOBS-1

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409	7660	1/5/2023	Email	Allan	Rudwick	Eliot Neighborhood Association	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 latest design "hybrid 3" seems to have benefits over the previous iteration of the EA, however there are still several major problems with the designs that we expect will result in fatalities before band-aids are added after the proposed construction. We are aware the current renderings are not finalized, but it appears bikes continue to be 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; 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.	INPT-1, SAF-1
410	7660	1/5/2023	Email	Allan	Rudwick	Eliot Neighborhood Association	ODOT's own data indicate that the freeway section 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.	COST-1, PN-3
411	7660	1/5/2023	Email	Allan	Rudwick	Eliot Neighborhood Association	Half a billion dollars is a substantial amount of money. Three times that, \$1.2-\$1.5 Billion is a huge amount. 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 City, only placemaking does. The I-5 Rose Quarter project does not offer a good return on investment. It is just doubling down on the value-destroying investment of I-5 itself. As ODOT has a huge maintenance backlog, capital expenditure on additional infrastructure is irresponsible. Going deeply in debt to pay for investments with no payback is even more negligent. This is not a correct prioritization of public funds given the State's policy goals. While improving interstate commerce is a valid goal, ODOT is over a decade into pretending to develop a congestion pricing scheme which would actually solve the problem. We are incredibly disappointed to see tolling be considered as a way to pay for this project when it will have no real public benefits.	COST-1
412	7660	1/5/2023	Email	Allan	Rudwick	Eliot Neighborhood Association	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.	INPT-1
413	7660	1/5/2023	Email	Allan	Rudwick	Eliot Neighborhood Association	The lids proposed by the project team have improved tremendously since the original EA, however it is unclear where money might materialize from to build on the caps, and if buildings do not go there, we doubt we will see much use of the new public space. The renderings presented by ODOT still depict several traffic islands isolated by high traffic rights-of-way. We would recommend visiting the triangular diverter where MLK and Grand merge at NE Hancock or the existing highway shoulder encampments for examples of how we can expect these spaces to be utilized. 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. 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. The only hope coming from this project are the buildings in the renderings that have no funding or developer attached to them. This does not feel like a realistic plan to build buildings, but just a way to use PR to sell a project to a rightly-skeptical public.	INPT-1, LID-2, LU-1

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414	7660	1/5/2023	Email	Allan	Rudwick	Eliot Neighborhood Association	Project Casting a Dark Cloud over adjacent development Since the I-5 Expansion at the Rose Quarter was proposed in the 2011-12 timeframe during the Central City Planning process, there have been several block-scale developments proposed in the lower Broadway-Weidler corridor. None of these projects were built and we have heard that the reason is that this project being in limbo for the past decade is the reason. We would like to see clarity around this to help jump-start development of Lower Albina and the southern end of the Eliot Neighborhood.	LU-1
415	7660	1/5/2023	Email	Allan	Rudwick	Eliot Neighborhood Association	The Eliot Neighborhood is an inner neighborhood and it was once a thriving commercial and residential place. The natural patterns of development are trying to make it back into that type of place, but the highway and large landowners in the area are preventing that vision and natural state from recurring. Buildings on top of the highway would support this vision, however we fear that empty lids without buildings will simply continue the pattern of disinvestment in the area. We have yet to see any financial plan that would put buildings on the lids. Because of that the renderings feel like a public relations stunt not a real plan.	LU-1
416	7660	1/5/2023	Email	Allan	Rudwick	Eliot Neighborhood Association	Misalignment with Portland and Oregon's Stated Goals Portland has adopted Vision Zero, a Climate Action Plan and vehicle 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.	CC-1, CC-2, COST-1, PN-1
394	7661	1/5/2023	Email	Nicholas	Hodge		I am still incredibly concerned about the impact of this project if not properly carried out. It is clear now that induced demand is real, so if the motivation is to improve traffic flow through this portion of I-5, we desperately need to invest in alternative ways for people to get around the city. I understand that large semis need highways to move products throughout the state, region, and country. If we provided alternative for private vehicles driven by locals, that gets them off the road and reduces congestion for those that have no other choice but to drive on I-5. Just adding additional lanes will not solve the congestion problem and may, in fact, make it worse.	INPT-1
395	7661	1/5/2023	Email	Nicholas	Hodge		I am also very passionate about caps over I-5 to stitch the city back together and repair some of the past harms done to this community.	LID-2
396	7661	1/5/2023	Email	Nicholas	Hodge		So, top priorities should be: 1) major investment in alternative forms of transportation (public transit, bike/rolling infrastructure, and a robust pedestrian network) 2) highway caps over I-5 to stitch the city back together	COST-1
392	7662	1/5/2023	Email	Anne	Thrall-Nash		I hold a degree in environmental economics and am currently a MSL student at Lewis and Clark Law School in environmental law. Any federal funding of this project should trigger a full EIS, as expanding I-5 has clear and significant environmental implications.	NEPA-1
393	7662	1/5/2023	Email	Anne	Thrall-Nash		Inducing car traffic demand by expanding the freeway is short-sighted and not what Oregon or the people of the Albina neighborhood need. What is needed is investment in transit, pedestrian and bicycle infrastructure, and the reconnection of the Albina neighborhood.	COST-1
391	7663	1/5/2023	Email	Mary	Davies		The air quality near Harriet Tubman School has already been shown to harm the students their, and widening freeways does not reduce traffic. Invest in better more accessible public transportation.	AQ-2, HLTH-1
390	7664	1/5/2023	Email	Amy	Murray		There is a climate crisis that threatens all life on the planet. I want public transit that is affordable and takes me everywhere I need to go. I don't need expanded freeways.	INPT-1
387	7665	1/5/2023	Email	Ineke	Deruyter		The last thing we need is more freeways where more cars can burn fossil fuels while poisoning our environment. Instead we need to limit those fuels by improving public transportation fueled by electricity. We need to work towards clean air to breathe for the citizens of Portland and to improve our environment for future generations. More freeways to accommodate more cars is not the answer!	INPT-1
385	7666	1/5/2023	Website	Joseph	McGinley		As a resident of Portland, I support a cap over I-5 . In fact, I support capping the whole entirety of I5 through central Portland.I DO NOT SUPPORT adding lanes to the freeway.	LID-2
386	7666	1/5/2023	Website	Joseph	McGinley		It is not in line with our climate goals and \$1.5 billion could go a long way toward investing in active transportation, public transportation, and making our current system more efficient. Widening the freeway is a waste of my taxpayer dollars and I do not support such a misinformed, outdated expenditure.	COST-1
997	7667	1/9/2023	Website	Andrea	Gall		I am not in support of adding additional lanes to I-5. Induced demand is a well documented result of adding more lanes to highways. Increasing highway capacity will not reduce congestion long-term. We should instead be investing our limited resources in improving public transit.	INPT-1, INDD-1

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998	7667	1/9/2023	Website	Andrea	Gall		I am supportive of covering the highway, seismic upgrades, and adding bike & pedestrian infrastructure.	INPT-1
999	7667	1/9/2023	Website	Andrea	Gall		I feel strongly that ODOT should pause to reconsider why it continues to propose and implement policies of increasing highway capacity despite decades of research that demonstrate it's ineffectiveness over the long term and the impacts to our urgent climate goals.	INPT-1
1684	7670	1/10/2023	Website	Griffin	Pahl		I have suggestions! Why not make cycle/pedestrian bridges to facilitate non-car mobility? Or a priority right-of-way areas for soft-bodied animals who hope to use this area that's primarily designed for rapidly-moving, multi-ton, metal-oil machines? Another suggestion: for that 5 mile section of I-5, why not slow the speed limit to 45 or 50? It would reduce motor collisions, and it would curb the stop-and-go traffic caused by high speed limits in high traffic areas.	INPT-1
1685	7670	1/10/2023	Website	Griffin	Pahl		Adding extra lanes just from on-ramp to off-ramp to avoid traffic? Whose idea was that?! Why not suggest people DON'T ENTER THE FREEWAY JUST FOR ONE goshdarn EXIT, in order to reduce traffic? They could just take Williams/Vancouver! Or MLK/Grand! They're a minute away! You're making unnecessary, dangerous, expensive concessions for drivers because they're lazy and make bad transit decisions.	INPT-1
996	7671	11/28/2022	Letter		Anonymous		MAYBE THEY'RE JUST BLEEPIN' CRAZY!! IS ODOT OUT OF TOUCH? OR IS THE TRANSPORTATION AGENCY MERELY TONE DEAF? IN COOPTING THE "ONION DOME" FOR USE IN THEIR PROPAGANDA, ODOT HAS EITHER IGNORED HISTORY ALTOGETHER OR SIMPLY DEMONSTRATED THEIR TRUE INTENT TO CONTINUE AN ONGOING APOLOGIA. IN THE 1970S, THE DEMOLITION OF ALBINA WAS CAPPED BY THE REMOVAL OF THIS ARCHITECTURAL FEATURE. EMANUEL HOSPITAL ARGUED IT NEEDED THE LAND UDER THE DOME AT KNOTT AND WILLIAMS. TO THIS DAY THE LAND LIES FALLOW. THE LEADERS AT CITY HALL THOUGHT IT APPROPRIATE TO PLACE THE ONION DOME IN DAWSON PARK TO FORM A KIND OF GAZEBO. IN THE 2000S, THE CITY REFURBISHED THE DOME. BY THE 2010S THE CITY RESTURCTURED THE PARK. THESE ACTIONS WERE PRESENTED AS A NOD - OR A SOP - TO THE BLACK COMMUNITY. NOW THE ONION DOME'S AT THE VERY EPICENTER OF BOTH DRUG CRIME AND OF VIOLENT MURDERS BY GUN. NO EFFORT HAS EVER BEEN MADE TO RECTIFY THE WRONGS PERPETRATED IN THE NAME OF PROGRESS. USING THE ONION DOME IN YOUR PUBLICITY IS ADDING GRAVE INSULT TO REAL AND LASTING INJURY.	INPT-1
991	7674	11/21/2022	Letter	David	Evans		DEAR I-5 ROSE QUARTER PROJECT MANAGER, ECT. SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT IT SEEMS TO ME THAT EVERYONE THAT WORKS FOR ODOT AND, OR THE FEDERAL HIGHWAY ADMINISTRATION IS SOLD ON THIS IDEA OF ADDING AT LEAST (2) TWO MORE LANES TO THE FREEWAY, FOR THIS ENDEVOUR. (FREEWAY WHICH BRINGS TRUCKS, SEMI, 10-WHEELER, OR SMALLER TRUCKS, IN, AND TOWARD DOWN TOWN-PORTLAND, OR. IN MY THINKING, WHY NOT EXPAND YOUR "EA" THINKING, TO *INCLUDE A 2ND ROAD, *ABOVE THE * FREEWAY, THAT'S NOW A PROBLEM FOR EVERYONE THAT DRIVES ON IT. IT'S NOT THAT HARD TO REALIZE, THIS FUTURIST SUPER FREEWAY, FROM I-84, AND I-205 - LESS FENDER BENDERS, ECT. I-84 2-LANES - I-205 TO MORE LANES TOTAL 4'S THESE 4 LANES WILL TRAVEL PAST. "WILSONVILLE" IET THE TRUCKS STAY ON THE BOTTOM HIGHWAY, AS THEYRE USUALLY TO HEAVEY TO CLIMB STEEP - SHORT ENTRANCES TO HIGHER GROUND OR ROADWAYS. OF COURSE, THE TOP ROADWAY WILL HAVE TO BE CHANGED TO ALLOW CAR/P/U TRAFFIC TO ENTER AND LEAVE THIS FREEWAY, ONE WITHOUT (ANY TRUCK TRAFFIC), WHICH WILL HELP THOSE WORKING IN OR AROUND PORTLAND DOWNTOWN, ECT. TRUCKS ONLY TRUCKS ONLY TRUCKS ONLY (PAINTED IN (Y) + (RED) PAINT, AND (REFLECTIVE	INPT-1
945	7675	11/30/2022	Letter	Ed	Buck		I-5 and 1-405 I-5 through Portland has been inadequate since it was built. The City and State have wasted countless amounts of money on studies to bury the freeway through Portland and replace it with a fairyland for goat yoga parties and Om circles, but few dollars and sense have been expended on adding lanes that are long overdue. From old timers' information at ODOT, Oregon diverted dollars from the original I-5 construction project through North Portland to other uses. We suffer to this day with only three instead of originally planned for four lanes.	INPT-1
946	7675	11/30/2022	Letter	Ed	Buck		Oregon built the marginal Marquam Bridge and made a decision to kill the Mount Hood Freeway in favor of MAX. MAX was a good idea, but funding highway expansion to handle population increases should also have been a no-brainer all along.	INPT-1

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947	7675	11/30/2022	Letter	Ed	Buck		The City of Portland Since the 1970s, the City's population has grown from under 400,000 to over 660,000 with no infrastructure improvements. Since 1973, the regional population has more than doubled to over 2.2 million and the outdated set of highways with an inadequate number of lanes remains stuck in the past. ODOT has not really built much of anything around metro Portland since 1973 with I-405 and the Fremont Bridge. Clearing crashes across Portland is much slower than it should be as is clearing brush and trees from western Oregon's highways.	INPT-1
948	7675	11/30/2022	Letter	Ed	Buck		Portland is anti-business and has been mismanaged for decades with Tear Gas Teddy presiding over riots, exploding homelessness and an ever declining national reputation. The City has for decades diverted road maintenance dollars to other uses.	INPT-1
949	7675	11/30/2022	Letter	Ed	Buck		Compared with other major metropolitan areas in the US such as Austin or San Antonio, Portland has a quaint set of two lane freeways running through downtown Portland. Pathetically inadequate is another descriptive.	INPT-1
950	7675	11/30/2022	Letter	Ed	Buck		The time and delays of Portland's increasing gridlock cost add staggering business and personal costs. Thanks again ODOT and thanks to small minded politicians.	INPT-1
951	7675	11/30/2022	Letter	Ed	Buck		Portlanders say they don't want to be "Los Angeles", but that region has a good network with options that keep 12 million people and business moving. CalTrans adds lanes, maximizes the freeway footprints or uses eminent domain to get people and commerce moving.	INPT-1
952	7675	11/30/2022	Letter	Ed	Buck		METRO PORTLAND AND THE STATE OF OREGON Portland's reputation has tanked and the State has a reputation for bait and switch permitting nonsense. The 2017 transportation bill was inadequate for the needs and the gasoline tax should go way up to pay for roads and bridges, but it won't thanks to spineless leadership of Legislatures and Governors who cannot govern. 217 widening is decades overdue, 1-205 has room for at least four lanes, Highway 26 has room for four lanes in each direction past Cedar Hills and there will sadly be no Westside Bypass thanks to poor planning, a lack of funding, small minds and dithering.	INPT-1
953	7675	11/30/2022	Letter	Ed	Buck		With infrastructure stuck in the 1960s/1970s and with small minded folk in charge, traffic gets worse and costs more for business and regular people. That is also driving business away as they see the lack of infrastructure investments. Attracting business to Oregon has become a challenge and not just because of a decaying downtown Portland and environmental permitting nonsense. Professional firms look at travel times through the metro area and have decided to locate in Vancouver or further north in WA instead of Oregon.	INPT-1
954	7675	11/30/2022	Letter	Ed	Buck		The State suffers to this day from a lack of infrastructure across the region and down to Eugene with figurative two lane "gridlock" running south of Salem. We have DunningKruger afflicted folks running ODOT and Oregon's governments. With exceptions going back 50 years, the State has had a parade of inept Governors with Kate Brown being the worst I have ever seen. Tina Kotek is Kate Brown 2.0, smug, arrogant, power hungry and pretends to listen. I worked with her for years in the Legislature. The dysfunction in Salem will continue. Ms. Drazan came close this time and Betsy Johnson was simply the best candidate who knew more than the other two combined and would have kick started the State, but we now have no political relief in sight. Then we have idiots like Joe Cortwright, who once suggested Portland traffic volumes would somehow drop, who continues to be quoted by gooey eyed reporters, who spews nonsensical drivel about traffic and "no more freeways". Oh wait, he's an economist and gets his furniture and groceries are delivered by rail to his house. Yes, and he can paint my house as well.	INPT-1
955	7675	11/30/2022	Letter	Ed	Buck		The I-5 replacement bridge is a predictable fiasco with at least four or five lanes of traffic needed to cross the river. You do realize that Portland is a bottleneck for Oregon and the entire West Coast don't you? The air draft was an issue eight years ago and is again an issue. ODOT and WSDOT will build a bridge to last a century and undermine future choices for water borne transportation by relying on the cooked choice that is too low. Sadly, it appears we will have three lanes in the already cooked bridge design constrained by width and height...and again with a short sighted payoff to upriver businesses. A bridge with good air draft and four or five lanes meant a longer approach and the exposure of poor planning on the part of the State, Metro and the City of Portland. Three lanes with MAX and a wide dumb ass bicycle lane? Gee, how many bicycles cross the bridge on a given rainy day and is it worth X millions to compromise with self righteous granola chomping bicycle advocating chimpanzees?	INPT-1

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956	7675	11/30/2022	Letter	Ed	Buck		TOLLING Electronic tolling is already on the way and it will force spillover traffic on to clogged side streets for those avoiding tolls. The reasons for tolling include a failure on the part of the Legislature to adequately raise the gasoline tax or to adequately raise registration fees for electric vehicles. Tolling is unfair for lower income people. In other cities, anecdotes suggest some remove their license plates (or use stolen plates) to avoid ridiculous tolls. People will howl and complain, but we know tolling has already been decided. At a minimum, the funds generated will not go to more lanes and the infrastructure dysfunction will continue aided and abetted by environmental weasels.	INPT-1, TOLL-2
957	7675	11/30/2022	Letter	Ed	Buck		THE ROSE QUARTER The weirdo culture of ODOT does not really want to build anything other than reader board signs and maybe an on ramp redesign or two. Then there is the Newberg Bypass mess. We now face an overpriced set of bad choices with the carrot of a lane or two through the Rose Quarter. We need to build four new lanes to ease the flow of traffic, but that won't happen.	INPT-1
958	7675	11/30/2022	Letter	Ed	Buck		The Rose Quarter traffic volumes continue to climb with increased truck traffic in recent years thanks in part to the knuckle draggers of the ILWU that killed or seriously undermined container traffic at the Port of Portland. That traffic goes north/south from the ports of Seattle and Tacoma through I-5 or I-205.	INPT-1
959	7675	11/30/2022	Letter	Ed	Buck		The proposed cover over I-5 is a BAD idea to satisfy small minded people yelping about squishy terms such as "environmental justice", "sustainability", "equity" or "linking" the fading past to an increasingly smaller black community in North Portland. That cover will be a ridiculous reminder of stupid decision making and a colossal waste of money.	INPT-1
960	7675	11/30/2022	Letter	Ed	Buck		Politically correct imbeciles in Portland and Salem will force all this horse manure on the taxpayers with little or darn near nothing to show for it. I am disgusted by the leadership of Oregon and Washington, their toadying up to environmental idiots, the politically correct folk and the failure to address basic infrastructure improvements to keep freight and people moving. Go ahead, build the freeway cover nonsense and the alleged 1.8 miles of extra lanes. Why use critical thought or common sense when warm, fuzzy and wasted money will do?! It's Oregon!	INPT-1
1979	7677	1/4/2023	Email	Rep Khan	Pham	Oregon House of Representatives	As the State Representative for Oregon House District 46 (outer Southeast Portland), my constituents talk to me every day about their concerns about traffic safety, congestion, and the spiraling climate crisis. My neighborhood, boxed in by the I-205, 82nd Ave, Division, and Powell faces some of the worst air pollution and asthma rates—similar to those faced by neighborhoods that live along the I-5 Rose Quarter area that have been harmed by historic displacement by the freeway, as well as pollution and redlining. This is a community that deserves extra investments in affordable housing and safer streets, but the planned Rose Quarter expansion is not going to provide funds for housing on top of the lid, and it will increase pollution and do nothing to heal the historic harms that were done to this community.	INPT-1
1980	7677	1/4/2023	Email	Rep Khan	Pham	Oregon House of Representatives	I am writing to urge ODOT to conduct a Full Environmental Impact Study. I strongly support the vision for a lid over the Rose Quarter stretch of the I-5 freeway, but I am opposed to expanding freeway lanes, before we've had a full EIS to study the pollution impacts on the surrounding neighborhood. I also strongly urge ODOT to study alternatives to freeway expansion (including congestion pricing) in its Environmental Assessment, and to study the cumulative impacts of the proposed freeway expansions across the region.	ALT-1, LID-2, NEPA-1
1981	7677	1/4/2023	Email	Rep Khan	Pham	Oregon House of Representatives	As a State Representative with fiduciary responsibility to carefully steward our scarce taxpayer dollars, I have concerns about the state's ability to finance the over \$9.2 Billion worth of Urban Mobility projects being proposed in the Portland metro region over the next few years. Our state, like many states, is facing a transportation funding gap which threatens to grow to \$250 million/year by 2029, and \$500 million/year by 2029, if we meet our state's climate goals as set forth by the Governor's executive order to reduce gasoline consumption by 40% by 2035.	COST-2
1982	7677	1/4/2023	Email	Rep Khan	Pham	Oregon House of Representatives	We can meet our mobility and access needs across the state, but we'll need to do it by spending our finite transportation dollars strategically. We cannot use the same 1960s freeway building approach to solve our 21st century transportation challenges, nor to build an equitable and accessible transportation system that will serve all Oregonians today. In this moment, my constituents and Oregonians across the state are calling on elected leaders and state agencies to align our transportation projects and funding to address the epidemic of road deaths, build a resilient and climate-friendly transportation system, and to ensure there is sufficient funding to invest in transportation needs across the state.	INPT-1

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1852	7678	1/4/2023	Email	Winta	Yohannes	Albina Vision Trust	At this stage, however, it is clear additional technical work is necessary to meet the conditions of the agreement. It is our perspective that the promise of social justice through urban design cannot be met without adherence to the following principles in the next stage of design: <ul style="list-style-type: none"> • The project must continue to design for the optimal street-level experience for pedestrians and bicyclists and prioritize designing for the grid of the city at the street level instead of the freeway below 	INPT-1
1853	7678	1/4/2023	Email	Winta	Yohannes	Albina Vision Trust	<ul style="list-style-type: none"> • The design and construction of the highway covers must result in high-quality, economically feasible parcels consistent with the design, development, land use and programming vision articulated in the Independent Cover Assessment 	LU-1
1854	7678	1/4/2023	Email	Winta	Yohannes	Albina Vision Trust	<ul style="list-style-type: none"> • The decision-making framework for considering tradeoffs as the design progresses needs to be transparent and aligned with the recommendations of the Independent Cover Analysis 	INPT-1, LID-2
1855	7678	1/4/2023	Email	Winta	Yohannes	Albina Vision Trust	<ul style="list-style-type: none"> • A clear funding plan for delivering a complete project as defined by the Governor's Letter of Agreement needs to be articulated by the Oregon Department of Transportation 	COST-2, COST-4
1856	7678	1/4/2023	Email	Winta	Yohannes	Albina Vision Trust	<ul style="list-style-type: none"> • The RQIP's long-term role in rebuilding stolen wealth long after the construction of the project is complete needs to be further defined, in partnership with the City of Portland, which should include community ownership of newly created land. 	EJ-1, INPT-1
1734	7679	12/14/2022	Phone	Nate	McCoy	NAMC-OREGON	I also want to emphasize the need for additional true long-standing historic Black families to be at the table when decisions are made around how we develop, construct, and even plan out the future visions for lower Albina and the surrounding neighborhoods. One goal I would love to see is that we stand up processes and we find those in our community that maybe have not had that opportunity to engage fully in the decision-making conversations, not just the public engagement and commenting phases.	EJ-1, INPT-1
1735	7679	12/14/2022	Phone	Nate	McCoy	NAMC-OREGON	I would hope we continue to have a great relationship with Portland Public Schools to ensure that we do create business and workforce economic opportunities. I think that with some of the options on the table, if those are the options that the community would like to see happen, NAMC stands ready to support you all in that effort.	INPT-1
1725	7680	12/14/2022	Phone	Leslie	Goodlow	City of Portland, Historic Albina Advisory Board	I've lived in Northeast Portland for 52 years and I'm excited to be able to give testimony tonight regarding this project. I am on the Historic Albina Advisory Board and have participated with ODOT and many others in preparation for the covers. I want to start off by saying that I support the project and the Hybrid 3 design that came out of the community-led process.	INPT-1
1726	7680	12/14/2022	Phone	Leslie	Goodlow	City of Portland, Historic Albina Advisory Board	And that I'd like to see ODOT and the City and the County and whoever else is at the table really focused on supporting economic development for Black and brown folks that have historically been left away from the table and not been able to participate.	EJ-1, INPT-1
1732	7681	12/14/2022	Phone	Andrew	Lindstrom		And I am here to give testimony about what I think are inaccurate bicycle and pedestrian level of stress scores, specifically, around the area of the Vancouver, Broadway, Weidler intersections. I've been revising the active transportation Supplemental Environmental Assessment area, and I've seen a lot of scores that I think don't match up with the ODOT guidelines for that. In particular, the current scores for the segment of -- the segment of Broadway -- sorry, the segment of Vancouver between Broadway and Weidler. I don't know how familiar everybody is with that, but it's sort of multi-lane, stressful, there's the freeway exit. That scored for bicycles, level of stress, in the current no-build situation. And I do not think that's accurate. And I just would like to call attention to that, because I think it needs to be revised before any sort of build happens.	ACT-4
1733	7681	12/14/2022	Phone	Andrew	Lindstrom		And I just want to make sure that everything gets handled correctly, and that, you know, what I-- what I consider to be the-- like, accurate levels get reflected in that because I think that the Oregon ODOT says a level of stress, which that segment of Vancouver is, represents little stress and requires less attention is suitable for all cyclists, traffic speeds are low and there's no more than one lane in each direction. And this segment of Vancouver has, I believe, three, maybe four lanes. It's only in one direction, but thank you for the time.	ACT-4

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1817	7682	12/14/2022	Phone	Jackson	Hurst		I have reviewed the Supplemental Environmental Assessment for ODOT I-5 Rose Quarter Improvement Project and based upon the findings in the Supplemental Environmental Assessment, I fully support and approve the mitigation measures that ODOT is taking a long with the overall objective of the project, which is to improve safety, reduce congestion, and basically help reconnect the historic Albina community back together. I'm approving use of a highway cap.	INPT-1
1729	7683	12/14/2022	Phone	Josh	Hetrick		And I support the lids on the freeway-- overtop of the freeway, but do not support any freeway expansion. It's not necessary to complete the building -- build the caps and to develop the land above, which is a great goal to help restore some of what was destroyed by this highway in the first place. And in fact, expanding the lanes simply makes it more difficult to build full structures that can support larger, more intense development.	LID-2, LU-1
1730	7683	12/14/2022	Phone	Josh	Hetrick		And instead, in my neighborhood, we've had three pedestrian fatalities on ODOT facilities in the last 18 months alone. And we see this all over the city in ODOT controlled facilities, and yet we're spending a billion and a half dollars to -- primarily to expand the lanes in a case where there has been few serious safety issues.	INPT-1
1731	7683	12/14/2022	Phone	Josh	Hetrick		So in the interest of safety, this project should be more strictly evaluated with environmental impact statements. And it should be -- go through the full process to evaluate all the options, including no build.	NEPA-1
1727	7684	12/14/2023	Phone	Becky	Hawkins		And the most recent plan I saw, did not look like it would work for cyclists. I have concerns at the same intersection as Mr. Lindstrom brought up, on a couple of levels. If you just have a tiny -- it looked like a pedestrian island between the southbound on-ramp and the southbound off-ramp, you're not planning to have a lot of cyclists there. So you're not planning for more -- for, you know, active transportation to grow in that area. You're just leaving people kind of packed on to a little tiny space in between two areas where people are driving fast.	ACT-1, SAF-1
1728	7684	12/14/2023	Phone	Becky	Hawkins		The other thing about the bike lane that crosses the on-ramp and off-ramp, it's going uphill. An inexperienced cyclist could misjudge how long it takes to get up hill and somebody's coming off of a highway, they're not expecting somebody.	ACT-1
1678	7686	1/4/2023	Email	Daniel	Fuller		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: The construction of I-5 through Portland was a historic injustice that destroyed homes, businesses, and communities. Expanding it will do nothing to remedy this injustice, and will in fact compound it. Urban freeways and the suburban sprawl they enable are an active force for fiscal, social, and climate breakdown.	EJ-1
1679	7686	1/4/2023	Email	Daniel	Fuller		Instead of throwing away billions of dollars to further entrench car dependency, ODOT should follow its own guidelines to bring the metro area's "orphan highways" up to modern standards of safety and mobility access for walking, bicycling, and transit. The I-5 freeway through Portland should be torn down and the right-of-way converted into parkland and functional local streets.	COST-1
1807	7687	1/4/2023	Email	Christine	Hoerner		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: This freeway expansion through the Rose Quarter will impact so many people negatively right now and it will be even worse for future generations. A full environmental impact study absolutely must be done because if the truth is revealed this project will not be able to move forward as planned. Instead of expanding freeway services ODOT should be investing in interstate mass transit trains that travel directly down the I-5 corridor with bus transit hubs that spoke outward to destinations.	COST-1, NEPA-1
1718	7688	1/4/2023	Email	Sarah	Deumling		I am in favor of doing anything that will prevent, or even slow down, the expansion of roadways. We so urgently need to reduce our driving (VMTs), not encourage more more, easier driving. I really want a livable Oregon (and planet) for my grandchildren. PLEASE think long term, please do not expand roadways.	INPT-1
1808	7689	1/4/2023	Email	Armando	Luna		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I believe an Environmental Impact Statement would discover that the cost of expanding I5 is just too great for the "benefit".	COST-1, NEPA-1
1764	7691	1/4/2023	Email	Mykle	Hansen		This is a massive project whether measured in time, money or its impact on the communities it runs through. Its goal of freeway expansion is contrary to the climate and safety goals of the city of Portland, the state of Oregon, and the urgent needs of the global environment. It could shift the pattern of gridlock on I-5, but the vast majority of evidence from the last 60+ years of interstate highway expansions in the USA strongly indicates that freeway expansions increase traffic, fossil fuel consumption, air pollution and greenhouse gas emissions. There is no more significantly impactful environmental decision we can make than whether to encourage or discourage freeway use.	INDD-1

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1809	7692	1/4/2023	Email	Alon	Raab		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Hello, As a Portland resident for many years and as a person concerned about climate catastrophe and the many disasters it is already unleashing I urge you to conduct an EIS right now. This is the least you can do if you are to maintain any shred of your claim to care about those impacted by the proposed free expansion. It is the right thing to do.	NEPA-1
1810	7693	1/4/2023	Email	Meghan	Keys		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: I demand you conduct an environmental impact for the Rose Quarter Freeway Expansion as it will impact so many lives and traffic patterns. Living and working in the area will grow so challenging for the people who ACTUALLY live here!!!!!! Please do not do this without listening to your community!	NEPA-1
1740	7694	1/4/2023	Email	Rufus	Knapp		ODOT must conduct a full Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion. I have no confidence in the agency. Only a full public exposition of the details of the project and possible impacts is acceptable. This must include an evaluation of the impact of the expansion's impact on region wide carbon emissions.	NEPA-1
1745	7695	1/4/2023	Email	Adam	Foltzer		In a time of rapidly increasing climate crisis, we must be absolutely certain that any major infrastructure efforts do not make our environmental problems worse. ODOT cannot be trusted without a full accounting of the potential impacts of their proposal, as well as an honest look at benefits of alternatives.	INPT-1
1811	7696	1/4/2023	Email	Walt	Hollands		This is an expensive and environmentally disastrous boondoggle. That requires an EIS.	NEPA-1
1746	7697	1/4/2023	Email	Norma	Gaines		As the city and state have implemented many obstacles for private citizens, (the taxpayers), that are meant to "protect the environment", it seems hypocritical for ODOT to just be given a green light on expanding the freeway. If the tax per wants to remodel or build, we are required to follow environmental standards and so should ODOT. I must also add that the state and city of Portland continue to assassinate the integrity of the historically black neighborhoods. The city of Portland condemned my family's property across from Harriett Tubman school with an offering of "fair market value" under the imminent domain rule years ago, as many others were bullied in the community. And it is commonly know that these type of injustices occurred in the African American community, and it still continues. The displacement of our children and communities need to end. Invest in preserving the integrity of our neighborhoods who are the taxpayers. Our community can never be properly compensated for the land government agencies have taken.	EJ-1
1711	7698	1/4/2023	Email	Marissa	Anderson		We need more of this. Please do an environmental survey on the rose quarter freeway expansion and make sure that environmental, humane, sustainable concerns are top priority in making improvements to the freeway.	NEPA-1
1812	7699	1/4/2023	Email	Megan	N		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: Please conduct an EIS for the proposed Rose Quarter Freeway Expansion. Our youth's future depends on it - the expansion guarantees worse air quality and we want to know the actual impact on the health and well being of our kids. We need to know the truth and your inaction do conduct the statement leaves us in the dark. What are you hiding?	NEPA-1
1813	7700	1/4/2023	Email	Dalton	Humann		Environment Impact Statements are a baseline, not an option. ODOT has willingly ignored community members and exacerbated issues they've created. I hope to see actionable responses to community needs and desires with real partnerships with non-profits like Albina Vision.	EJ-1, NEPA-1
1715	7701	1/4/2023	Email	Jordan	Crane		While I am in favor of the proposed Hybrid 3 freeway caps, I cannot support the addition of more lanes to the freeway, even as a car owner.	LID-2
1716	7701	1/4/2023	Email	Jordan	Crane		I would like a full EIS to be conducted for the project, so we can ensure the solution we choose is the right one, and that all alternatives have been considered.	ALT-1, NEPA-1
1717	7701	1/4/2023	Email	Jordan	Crane		ODOT has lied repeatedly about the scope of this project, and I don't trust them to make a decision that is best for the city without an EIS being conducted.	NEPA-1
1814	7702	1/4/2023	Email	Georgia	McAlister		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: It is utterly irresponsible to move forward with a project of this size knowing the impact it will have on the surrounding community environment without a full analysis and transparency that an EIS provides.	NEPA-1
1760	7703	1/4/2023	Email	Drew	Williamson		Social housing and establishing affordable, super frequent transit would be a better use of the funds, and with a little vision, this could be achieved.	COST-1

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1815	7704	1/4/2023	Email	Scott	Lieuallen		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: A full EIS would probably show what a serious mistake the Rose Quarter project really is. Freeway expansion projects all across the country have failed to relieve congestion, leaving the country out many billions of dollars with no benefit. ODOT's magical thinking leads them to believe the Rose Quarter project will be the lone exception.	COST-1, NEPA-1
1712	7705	1/4/2023	Email	Teressa	Barsotti		I think we need to study the impacts of this proposed expansion compared to an expansion of rapid transit services and improved active transportation routes. I'd also like to see projections of what tolling or congestion pricing could due to reduce motor vehicle traffic.	ALT-1, TRAF-2
1713	7705	1/4/2023	Email	Teressa	Barsotti		I'd also like to see projections of what tolling or congestion pricing could due to reduce motor vehicle traffic.	TRAF-2
1736	7706	1/4/2023	Email	Audrey	McNamara		Expanding freeways to add additional lanes is proven to not alleviate congestion, time and time again. It's called induced demand, if you build it they will come.	INDD-1
1737	7706	1/4/2023	Email	Audrey	McNamara		Congestion pricing is the only way to pay for a highway remodel that demands climate justice for the current and former Albina residents.	INPT-1
1738	7706	1/4/2023	Email	Audrey	McNamara		The current and future students of Harriet Tubman middle school do not deserve to endure years of poor air quality due to increased car and truck traffic.	AQ-2, HLTH-1
1739	7706	1/4/2023	Email	Audrey	McNamara		If we actually aspire to vision zero and tackling climate change, expanding the highway is not moving us in that direction.	INPT-1
1816	7708	1/4/2023	Email	Patrick	Rafferty		A full EIS should be conducted and as well as a study on the effects of congestion pricing. I'll also go a step further and say rather than expand I-5, ODOT should rip out I-5 south of the Fremont Bridge. That would be truly restorative.	ALT-1, NEPA-1, TOLL-2
1708	7709	1/4/2023	Email	Julie	Allen		I live in Eliot and want this neighborhood to be the safe, healthy, thriving community it is trying to be. Spending over a billion dollars on an unnecessary freeway expansion through the heart of inner N/NE Portland without ODOT doing its full responsibility in assessing for Environmental Impact is a huge error.	NEPA-1
1709	7709	1/4/2023	Email	Julie	Allen		ODOT doing its full responsibility in assessing for Environmental Impact is a huge error. If this project goes forward without earning trust from the community, it's going to be a huge blow to the people and businesses trying to thrive here.	INPT-1
1710	7709	1/4/2023	Email	Julie	Allen		The impact to the Harriet Tubman School and students is awful to consider - the existing highway is a droning, polluting nuisance that shouldn't be so close to the school and neighborhood.	HLTH-1
1741	7710	1/4/2023	Email	Melissa	Kostelecky		It is now known (and an EIS will show) that those living, working and studying near a freeway suffer the long-term health consequences of higher NO2, NOx, CO, SO2, ozone and particulate matter.	AQ-2, HLTH-1, NEPA-1
1742	7710	1/4/2023	Email	Melissa	Kostelecky		Widening lanes also only serves to induce the demand for more driving, which is wreaking havoc on our climate in the form of higher CO2 levels as driving is incentivized and other, cleaner forms of transportation are squeezed out.	INDD-1
1743	7710	1/4/2023	Email	Melissa	Kostelecky		A train or bus-rapid transit system would serve our city far better (and relieve congestion more effectively) than widening the freeway would, and all for a much lower price tag.	COST-1
1748	7711	1/4/2023	Email	Dr. Christopher	Hale		The reasons for this are numerous. The most straightforward of these is simply that it won't work to relieve congestion. Due to the well known phenomenon of induced demand, any change in congestion will be brief, before the increased flow of traffic encourages more people to drive during their commutes, and the new lanes become just as crowded as the prior lanes.	INDD-1
1749	7711	1/4/2023	Email	Dr. Christopher	Hale		The increased lanes will also have extremely detrimental effects on health for the people living nearby. Take it from me as a doctor, it is well known that proximity to highways result in higher rates of air pollution, leading to higher rates of respiratory illness, and lifelong diseases including cancer. This expansion would be taking place in a marginalized community that is already negatively impacted by its proximity to the highway, a historic embarrassment and a stain on Oregon's history from a social justice lens.	HLTH-1
1750	7711	1/4/2023	Email	Dr. Christopher	Hale		I fully support the plan to cap the highway to reconnect the Albina neighborhood, but that does NOT need to include the lane expansion.	LID-2
1751	7711	1/4/2023	Email	Dr. Christopher	Hale		The lane expansion will also threaten Portland's goals of reducing carbon emissions, at a critical time in the fight against climate change, when we can't afford a single misstep.	INPT-1

Comment #	Submission #	Submission Date	Communication Type	First Name	Last Name	Organization	SEA Comment Text	Applicable Summary Issue Statement(s)
1752	7711	1/4/2023	Email	Dr. Christopher	Hale		We need to focus this huge cost into infrastructure for public transit, bicycling, and pedestrian infrastructure. More lanes, encouraging more driving, is NOT sustainable.	COST-1
1753	7711	1/4/2023	Email	Dr. Christopher	Hale		It's critical that an EIS be conducted, and that the I5 lane expansion at the Rose Quarter not take place.	NEPA-1, INPT-1
1821	7712	1/4/2023	Email	Jonathan	Hinkle		This project will not relieve congestion long-term. More traffic will quickly arrive to use the new capacity. That's just how roads work. Frankly, it's embarrassing that ODOT doesn't understand this.	INDD-1
1822	7712	1/4/2023	Email	Jonathan	Hinkle		Williams and Wheeler are not just roads with a bike lane. They are currently a *major* bike thoroughfare, the most direct way of reaching inner Northeast and North Portland from the central city. Any damage done to the safety of this route for cyclists is a major hit to Portland's bike network. It would truly be only a matter of time before a cyclist would be killed by a highway- aggressive driver coming off this new exit.	INPT-1
1823	7712	1/4/2023	Email	Jonathan	Hinkle		If fixing congestion is the goal, why not just do congestion pricing?	ALT-1, TOLL-1
1818	7713	1/4/2023	Email	Christine	Manning		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: ODOT, I am opposed to the Rose Quarter Freeway Expansion. I will not vote for anyone who is in support of this project. This project is not the solution.	INPT-1
1819	7714	1/4/2023	Email	Dave	King		Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion?: we need less cars on the roads. That's why the new apartments are not having parking. Lets be consistent.	INPT-1
1719	7715	1/4/2023	Email	Stone	Doggett		The Rose Quarter project currently proposed by ODOT has no demonstrably clear benefit to Oregon and federal tax payers, but does have substantial costs and will likely cause harm. Increasing vehicle miles traveled, expanding the physical space of the highway and encroaching further on the East bank of the Willamette river will increase pollution, disrupt the lives of Portlanders with more single occupancy vehicle traffic and overall will cause more harm.	INPT-1
1720	7715	1/4/2023	Email	Stone	Doggett		ODOT has not sufficiently evaluated implementation of alternative strategies for congestion relief such as congestion pricing prior to freeway expansion.	ALT-1, TOLL-2
1721	7715	1/4/2023	Email	Stone	Doggett		The complete extent of this harm is unknown because ODOT has refused to conduct an adequate environmental impact study for this project. It is essential that ODOT conduct an adequate environmental impact study to align with our current understanding of climate change and instability. If this project is truly intended to meet its stated goals, and is not primarily a DOT reflexively seeking out massive federal and state funds without stewardship or conscience, a full assessment of risks must be conducted.	CC-1, NEPA-1
1722	7715	1/4/2023	Email	Stone	Doggett		The Rose Quarter project currently proposed by ODOT has no demonstrably clear benefit to Oregon and federal tax payers, but does have substantial costs and will likely cause harm. Increasing vehicle miles traveled, expanding the physical space of the highway and encroaching further on the East bank of the Willamette river will increase pollution, disrupt the lives of Portlanders with more single occupancy vehicle traffic and overall will cause more harm.	INPT-1
1723	7715	1/4/2023	Email	Stone	Doggett		ODOT has not sufficiently evaluated implementation of alternative strategies for congestion relief such as congestion pricing prior to freeway expansion.	ALT-1, TOLL-2
1724	7715	1/4/2023	Email	Stone	Doggett		It is essential that ODOT conduct an adequate environmental impact study to align with our current understanding of climate change and instability.	NEPA-1
1705	7716	1/5/2023	Email	Elizabeth	Brenner		Our local roads are crumbling. We encounter potholes and cracked asphalt everywhere we drive, Invest in rebuilding local infrastructure instead of Interstate expansion.	COST-1
1706	7716	1/5/2023	Email	Elizabeth	Brenner		Institute equitable congestion pricing NOW before considering any expansion. Follow scientific research demonstrating that expansion just leads to more traffic. Then do an EIS for a more reasonable plan.	ALT-1, INDD-1, TOLL-2
1707	7716	1/5/2023	Email	Elizabeth	Brenner		Caping the freeway is a giveaway to developers, not reparations to those displaced in Albina. Reparations would go to individuals, not developers.	INPT-1
1683	7717	1/5/2023	Email	Elliot	Nopp		Hi, I am a student at the University of Oregon studying city planning. The first thing we learned in both my urban transportation class and my city planning class is that freeway expansions DO NOT reduce congestion. Because of induced demand the regular congestion problems will come back after a couple years. A better way to reduce congestion is with strategic tolling on the highway - which is already being implemented in 2025. Please don't spend my tax dollars on a project that will barely make an impact.	ALT-1, INDD-1, TOLL-2

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1701	7719	1/4/2023	Email	Adam	Zucker		While the notion of the lids are a good start towards providing some environmental justice, the proposed SB, jug-handle exit in the heart of the district is a dangerous and quixotic design that completely negates the ODOT's goal of safety and the City's goal to make this district more walkable.	LID-2, PN-1
1702	7719	1/4/2023	Email	Adam	Zucker		Furthermore, wouldn't the project be better served by understanding the effects of tolling first? Maybe this would reduce the need to for such a wide freeway expansion and would result in either less expensive freeway lids or lids that could support taller development or both.	TOLL-2
1703	7719	1/4/2023	Email	Adam	Zucker		This project represents an enormous expenditure of our state's treasure, the least ODOT could do is to double check their assumptions and analysis through a more rigorous EIS process.	NEPA-1
1870	7733	1/4/2023	Email	Becky	Hawkins		ODOT needs to conduct a full Environmental Impact Statement that examines alternatives to freeway widening.	ALT-1, NEPA-1
1871	7733	1/4/2023	Email	Becky	Hawkins		There's no reason that highway covers, bike lanes, and other repairs to the Albina neighborhood need a freeway widening project and a \$1.4 billion price tag attached.	COST-1
1872	7733	1/4/2023	Email	Becky	Hawkins		In order to keep our climate livable, we need people to make more trips by bicycle and transit and fewer trips by car.	INPT-1
1873	7733	1/4/2023	Email	Becky	Hawkins		We can't afford to prioritize moving cars along I-5 as quickly as possible, which is the stated purpose of the "auxiliary lanes" and shoulders. This project serves to benefit people traveling from outside of Portland, and creates congestion and pollution for people who live here.	INPT-1
1874	7733	1/4/2023	Email	Becky	Hawkins		Because of induced demand, the project will not even reduce congestion in the long term, but the added pollution in Albina will continue.	INDD-1
1875	7733	1/4/2023	Email	Becky	Hawkins		ODOT calls this proposed freeway expansion a "safety investment," but this stretch of I-5 hasn't seen a fatalitin a decade. The estimated cost of this project has almost tripled since 2017. ODOT owns numerous dangerous arterials in the area, including TV Highway, Barbur Boulevard, Powell Boulevard, and McLoughlin. How many Oregonians' lives could be saved if ODOT spent \$1.4 billion on safety measures on these roads?	COST-1
1876	7733	1/4/2023	Email	Becky	Hawkins		How much could we mitigate pollution in the area if that money went toward funding mass transit and active transportation?	COST-1
1877	7733	1/4/2023	Email	Becky	Hawkins		I'm sure you're getting a lot of letters about induced demand and climate goals, so I want to focus on the Hybrid 3 placement of the I-5 southbound off-ramp. I attended the Supplemental Environmental Assessment virtual public hearing on December 14, and about half the speakers (including myself) were cyclists who are specifically concerned about safety at the proposed southbound off-ramp. I commuted by bicycle near Providence Park for about 10 years, so I'm familiar with biking near a freeway entrance on streets that get inundated with game-day traffic. I've seen rush hour drivers speed, ignore "No Turn on Red" signs, and run red lights to get to the 405 faster. Bringing this experience to the table, I feel comfortable saying that the Hybrid 3 design is more dangerous for cyclists. The proposed southbound off-ramp will discourage cycling and eventually injure or kill people. Here are a few scenarios that come to mind when I look at the plans: 1. In Fig 3-9 of the SEA, the island between the on-ramp and off-ramp doesn't look big enough to hold more than a few cyclists. If we get an increase in cycling in the area (in line with our climate goals), cyclists approaching this intersection will have to judge whether they have time to cross two or four traffic lanes while going uphill, AND whether there will be space on the island for them. If there isn't space, they're stranded in the middle of the on-ramp between impatient drivers and a freeway.	ACT-1, BWI-1, SAF-1
1878	7733	1/4/2023	Email	Becky	Hawkins		2. A lot of the drivers in the southbound off-ramp will be heading to the Moda center. That means a lot of them will be in a hurry and unfamiliar with the roads. The off-ramp is a very tight turn where you need to slow down from highway-speed to 25mph or a full stop, depending on the traffic light. They don't have a good view of the intersection because of the hill and the highway cap. Consider that southbound cars will sometimes speed or misjudge the turn. A speeding southbound car could easily plow into the pedestrian island.	ACT-1, BWI-2

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1879	7733	1/4/2023	Email	Becky	Hawkins		3. An inexperienced cyclist might misjudge how long it takes to bike uphill across the freeway exit. While they're pedaling across the off-ramp, their light turns red. A driver on the southbound off ramp is making a tight uphill turn, and they see the green light before they see a cyclist in the intersection. The driver may have to decide between hitting a cyclist and getting rear-ended by the car behind them. 4. I'm also concerned about having two right-turn lanes from N Williams onto NE Weidler (page 25, 2.2.2.6 of the SEA). People turn right on red all the time, even if a sign says not to. This design is just setting up a driver in the right-hand turn lane to hit a cyclist who was blocked from view by an SUV in the other turn lane. This intersection will discourage hesitant cyclists at a time when we need to encourage more cycling. In order to meet our climate goals, we need to create bike lanes with inexperienced cyclists in mind. If there are 4.9 miles of bike lanes and one hazardous intersection between home and work, there are 0 usable miles of bike lane for most commuters. Putting the off-ramp across this bike lane will reduce the number of cyclists on N Williams, the Eastbank Esplanade, and other connecting bike lanes throughout the city. This creates a negative feedback loop where bike lanes aren't being used, so better bike infrastructure isn't built, so more people will drive, adding to the number of car trips in the city, increasing congestion and pollution.	ACT-1, BWI-2, SAF-1
1895	7734	1/4/2023	Email	Lisa	Caballeno		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... ODOT has not been transparent or forthcoming about the true impact of this freeway expansion.	NEPA-1
1896	7734	1/4/2023	Email	Lisa	Caballeno		They have not considered the effects of tolling or congestion pricing, and whether those policies would be a less expensive a more environmentally wise way of solving traffic flow issues.	TOLL-2
1893	7735	1/4/2023	Email	Zach	Aldim		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because...it only presses the accelerator, speeding up our nation, and world, towards the climate crisis. If you truly value climate accountability, you will push for a full EIS that is unbiased. Freeway expansions are known to always increase VMT. Stop claiming this freeway expansion will reduce emissions, it is an outright lie.	NEPA-1, INPT-1
1894	7736	1/4/2023	Email		Anonymous		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... Portland is not in a "highway shortage" crisis. We ARE in... * a housing crisis * an environmental crisis * a racial equity crisis * an identity crisis Let's use that square footage, that money, and that time investment towards resolving the real issues at hand.	INPT-1
1897	7737	1/4/2023	Email		Claire		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... by ODOT's own admission, this project will worsen safety for everyone: drivers, bikers, and pedestrians. We deserve safe streets. Claire	NEPA-1
1898	7738	1/4/2023	Email		Anonymous		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... IT WILL DESTROY OUR LOCAL ENVIRONMENT AND OUR GLOBAL WELL-BEING. IF ODOT'S STATEMENTS ON REDUCED CONGESTION + SUSTAINABLE TRANSPORT ARE TRUE, THEN THE ASSESSMENT WILL SHOW THAT. ODOT'S RELUCTANCE TO CONDUCT THE STUDY ONLY PROVES THEIR WILLINGNESS TO DESTROY OUR ENVIRONMENT...	NEPA-1
1899	7738	1/4/2023	Email		Anonymous		ACTUALLY, IT SEEMS THAT EVERY CLAIM ODOT HAS MADE IS ROOTED IN LOGICAL FALLACY. FOR EXAMPLE, ODOT CLAIMS THE PROJECT WILL "SMOOTH TRAFFIC" BUT THERE HAS NEVER BEEN A SINGLE HIGHWAY WIDENING PROJECT WHICH REDUCED CONGESTION LONG TERM. IF YOU DON'T KNOW THIS, PLEASE GOOGLE IT... AND IF YOU DO, WHY CONTINUE?	NEPA-1
1900	7739	1/4/2023	Email		Anonymous		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... I believe a project of this size needs to have the proper process and scientific evidence to proceed. ODOT is short-circuiting true discovery around the impact of this project on carbon emissions and particulate pollution. I live in Brooklyn neighborhood, which is affected by the particulate pollution of the three major state roads surrounding us. I shudder to think of the impact of this project from not knowing how it will affect my fellow Portlanders.	NEPA-1
1901	7740	1/4/2023	Email		Anonymous		ODOT has made multiple claims that the Rose Quarter Freeway expansion will reduce CO2 emissions, yet other analysis by non ODOT experts indicate CO2 emissions will increase. A full EIS is required by law for a project of this magnitude in order to fully understand the CO2 emissions.	NEPA-1
1902	7741	1/4/2023	Email		Anonymous		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... it will disprove your lies that the expansion won't cause pollution and other environmental harms to the Albina Neighborhood.	NEPA-1
1903	7742	1/4/2023	Email	Jacob	Aperes		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... this project will kill people from: -pollution -climate change -pedestrian-vehicle collisions Freeway expansions are unwise. Let's do better.	INPT-1
1904	7743	1/4/2023	Email		Sky		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... The pain this community has felt from the mere existence of this freeway is immeasurable. We should not be victims of the sunk cost fallacy. We must stop the cycle of harm!	INPT-1

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1905	7744	1/4/2023	Email	David	Kirchmeir		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... WHEN HAS WIDENING A ROAD EVER DIMINISHED CONGESTION? SEE LOS ANGELES. MORE CARS = MORE CARBON. HOW MANY HEAT DOMES WILL IT TAKE? PLEASE FUND MASS TRANSIT + CYCLING. BE A LEADER	INPT-1
1906	7745	1/4/2023	Email	Alison	Kastner		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... It's time we stop with knee-jerk fossil fuel based solutions and start putting people and communities first. Let's be bold and come up with better solutions. The future DEPENDS ON IT.	INPT-1
1907	7746	1/4/2023	Email		Anonymous		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... I want students at Harriet Tubman Middle School without an increased threat to air pollution to their health.	NEPA-1, INPT-1
1908	7747	1/4/2023	Email		Ukiah		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... we can't make decisions w/o adequate research.	NEPA-1
1909	7748	1/4/2023	Email		Anonymous		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... "It is hard to get a man to understand something he is paid to not understand" Stop paying engineers to widen freeways!!! use the money to maintain what we have and start building alternative travel options	COST-1, NEPA-1
1910	7749	1/4/2023	Email	Robin	[Redacted]		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... I want to be a kid. I'm only 17, with so much of my life left to grow + learn. This freeway has + will kill people. We need life, not death! We need real equity, not performativity! I demand a full EIS. Lids NOT lanes.	NEPA-1, INPT-1, ALT-1
1911	7750	1/4/2023	Email	Tegan	Valo		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... I've seen firsthand through my work that alternatives to the status quo can transform our communities for the better. I work for B-Line Urban Delivery, a company focused on reducing pollution and congestion using electric freight tricycles. In 2021 along, we prevented over 500,000 lbs of CO2 from entering the atmosphere and avoided 320,000 miles of traffic that would have otherwise been driven by traditional delivery vehicles. There are better, more sustainable, safer, healthier ways to reduce congestion than building more auto-centric infrastructure. Please invest in alternatives (transit, cycling, congestion pricing, etc.)	NEPA-1, INPT-1
1912	7751	1/4/2023	Email	Vivek	Jeevan		I want to see a full EIS for the proposed \$1.4 billion Rose Quarter Freeway Expansion because... Transportation infrastructure takes ~60% of Portland's surface area! That's too much!! Convert that space to revenue-generating businesses, housing, or growing foods. Not one more road!	INPT-1, NEPA-1
1933	7752	1/4/2023	Email	Susan	Bladholm		This project - your project is massive & transformative. Given the magnitude, please do an EIS to insure all impacts are considered. It's a best practice - get good information for you to make good decisions.	NEPA-1
1960	7753	1/4/2023	Email	Rich	Reese		A full Environmental Impact Statement should be mandatory.	NEPA-1
1961	7753	1/4/2023	Email	Rich	Reese		Your plan to widen the freeway will increase driving, greenhouse gas emissions, and traffic on local streets. It will bring more cars and pollution even closer to Harriet Tubman Middle School and Lillis Albina Park, and to the existing and future residents, visitors, and workers of the Albina Vision neighborhood.	INPT-1
1962	7753	1/4/2023	Email	Rich	Reese		Please build a lid over the current freeway, without widening it.	LID-2

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1973	7754	1/4/2023	Email	Buff	Brown		Portland's Climate-Denying Freeway Plans and ODOT's Public DeceptionPortland has been a national leader in transportation, and now it is about to become a national failure at a time of crisis. Portland will go backward, when it has the funds, the knowledge, and the wherewithal to move forward.Portland's PlanningFor a city known for its environmentalism, urban planning, public transportation, public involvement, and progressive politicians, Portland is about to blaspheme the Sunrise Movement [https://www.sunrisepdx.org/], the Albina Vision Plan [https://bikeportland.org/wp-content/uploads/2019/03/1764_001.pdf], Portland Public Schools [https://www.portlandmercury.com/news/2019/12/03/27580279/portland-public-schools-to-condemn-odot-for-rushing-through-i-5-widening-plan], and its national environmental reputation. ODOT, in cooperation with "Climate" Governor Kate Brown, Mayor Ted Wheeler, and Metro President Lynn Peterson are about to step aside and watch ODOT jam billions of dollars of freeway-widening projects down our proverbial throats with the claim that it's good for the climate and has no effect on equity. ODOT has produced a deceitful Rose Quarter Environmental Assessment (EA) [https://www.i5rosequarter.org/wp-content/uploads/2019/03/508_20190225_I5RQ_Draft-EA_SCREEN_508_RELINK_TAGGED.pdf] that claims this, and has a new Director willing to propagate this fully-debunked myth [https://cityobservatory.org/odots-climate-lie-an-idle-theory-of-greenhouse-gas-emissions/].These projects will result – as all highway expansions do – in more VMT, more GHG emissions, more deaths, and less walking, biking, and transit use, while worsening social equity; exactly the opposite of what we need in this time of crisis.Old-School ODOTIn my 20 years as a professional transportation planner, 5 years as INDOT's travel demand modeler, I know DOTs are a relic that are still moving white flight forward [https://www.theatlantic.com/ideas/archive/2019/07/car-crashes-arent-always-unavoidable/592447/] and equity backward. This legacy is baked into their engineering standards [https://transportationjusticeblog.com/2019/10/22/transportations-exclusionary-measure-v-c-volume-capacity-currently-means-vehicles-color/], the educational institutions, and their state and federal funding mechanisms.ODOT is doing what DOTs have always done – building more lanes where there's congestion. Many DOTs are far more advanced [http://www.dot.state.mn.us/research/TS/2013/2013RIC02.pdf] having realized their focus on moving cars and trucks has had environmental and social consequences. But this effort by ODOTmaintain old-school policies has been especially egregious through its purposeful deception – to hide and deny the truth to the public (by public servants!) – which I find especially troublesome.	INPT-1, PE-2
1974	7754	1/4/2023	Email	Buff	Brown		Transportation planners know building more car capacity causes more driving.	INDD-1
1975	7754	1/4/2023	Email	Buff	Brown		Current and growing evidence shows the amount of miles driven (Vehicle Miles Traveled), not congestion, is the major factor in GHG emissions as well as vehicle crashes. California has mandated VMT analyses [https://www.law.berkeley.edu/wp-content/uploads/2018/09/Implementing-SB-743-October-2018.pdf] for their environmental analyses and condemns congestion delay as an environmental measure. Along with a plethora of evidence [https://opr.ca.gov/ceqa/updates/sb-743/index.html#keyresources], they have produced short videos [https://www.youtube.com/watch?v=HpOsLfi_7k] explaining why congestion factors are not just inappropriate [https://www.youtube.com/watch?v=tM3rdWOkbwA], but antithetical to GHG and crash reductions.	INPT-1
1976	7754	1/4/2023	Email	Buff	Brown		Behavioral effects of widening a congested road: SHORT TERM: • (1) some drivers who avoided the congestion by using parallel roads will use it, • (2) some drivers who delayed their trip will no longer delay their trip, and • (3) some drivers who skipped their trip completely will now make the trip. LONG TERM: • (4) Some drivers will travel farther for trips or live farther away, and • (5) some cyclist, walkers, transit users will drive; some will need to buy a car. EMPIRICALLY PROVEN RESULTS [https://pubs.aeaweb.org/doi/pdfplus/10.1257/aer.101.6.2616]: Road widening does not relieve congestion – it just increases VMT.	INPT-1

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1977	7754	1/4/2023	Email	Buff	Brown		<p>Transportation Modeling In transportation planning, there are two major modeling tools, a macro model called a travel demand model, and a micro model called a simulation model. These are very different tools: the travel demand model looks at an entire travel region and can tell us what roads people will use, estimate each road segment's traffic volume, and produce regional VMT estimates. A travel demand model will do well at effects (1) & (2), but will underestimate (3), (4), & (5), which are considered "induced travel." Simulation models look at particular road segments and how the traffic signals, lane configurations, and ramps might function to move traffic. Traffic volumes are inputs to these models, not outputs; the volumes must be acquired from a travel demand model. ODOT's Rose Quarter Environmental Assessment (EA) have many grievances with the analyses in the EA, but one is they do not provide enough information to explain how their GHG emission numbers were calculated. Secondly, they use unorthodox methods and results from a simulation model – not the travel demand model – to estimate GHG emissions and crash data, which is the wrong tool. They provide a previous 2015 traffic operations analysis [https://i5rosequarter.org/wp-content/uploads/2019/03/TOAS-Main-Report.pdf] that is literally proof of malfeasance where their speed and crash analyses assumed no change in traffic volumes on I-5 from constructing the Rose Quarter project (see p-16). Not only do we know the volumes will increase on I-5, but induced VMT will exist throughout the regional travel network, causing new GHG emissions and crashes throughout the network. The right modeling procedure, and every modeler knows this, is to run the regional travel demand model with and without the project, and the difference in VMT is the model's VMT estimate induced by the project. We can assume this is an underestimation of induced VMT, as noted previously. This new VMT must also be considered in the regional crash analysis, which their analysis does not do, and it wrongly isolates the crash analysis to a very limited geography, and to crash-types caused by "emergency braking events." However, hiding in the bowels of the appendices is the [mostly] right data [https://i5rosequarter.org/wp-content/uploads/2019/02/I5RQ_Air-Quality-Technical-Report_010819_Appendix-A.pdf] – regional VMT from the travel demand model for the "build" (with the project) and "no-build" (without the project) scenarios. I say "mostly" because this table only reported the induced VMT in a subarea of the region, but VMT will be induced beyond this subarea. The induced VMT caused by the construction of the Rose Quarter project is not small; the growth in the subarea is 2.4% in 2040 and 2.9% in 2045, or 5,770,395 annual Vehicle Miles just in this subarea in 2045. As noted, models inevitably underestimate induced travel, and there will be additional induced VMT outside this area. Metro's 7-page EA Comment letter to ODOT [https://www.documentcloud.org/documents/5787678-EA-Review-Comment-Letter-040119.html] states these exact concerns (p-4, last bullet). I can only conclude that the reason ODOT did not use this information, and instead used other non-standard methods, was because they did not want the public to know of the VMT growth caused by this project nor its GHG and crash consequences.</p>	CC-4, SAF-6, TRAF-2, TRAF-3
1978	7754	1/4/2023	Email	Buff	Brown		<p>Oregon Transportation Commission (OTC) On the political side, the OTC and ODOT have worked to make these projects happen. I find it amazing how hard legislators from the rest of the state have worked to make sure freeway bottlenecks in Portland are funded notwithstanding the evidence overwhelmingly shows these widenings exacerbate congestion, GHG emissions and crashes. OTC will be the ultimate decider whether this project goes forward without a full Environmental Impact Statement (EIS) and the project breaks ground. OTC is not made of elected politicians. It is made up of appointees who unfortunately have a lesser obligation to the public. Two years ago, the legislature pulled the power of appointing the new ODOT Director from the governor and gave it to the OTC, and the OTC just hired a VMT denier [https://bikeportland.org/2019/12/05/oregon-senate-confirms-odot-director-who-believes-freeway-widening-is-a-climate-change-strategy-308458] – one who believes in the alternative facts that (1) widening roads relieves congestion, and (2) widening roads is good for the climate and crash rates. The writing is on the wall [https://www.oregonlive.com/commuting/2019/12/portland-politicians-sound-alarm-over-rose-quarter-freeway-decision-days-before-scheduled-vote.html]. To conclude, I am dumbfounded and heartbroken that our Portland leaders are not adamantly opposed to the Rose Quarter project. Mayor Ted Wheeler has been silent which results in support, and Metro President Lynn Peterson is in support, and our Climate Governor Kate Brown has been silent which results in support. I appreciate Commissioner Eudaly's engagement, but disappointed in her reticence. At most, I am hearing leaders recommend a full EIS, but if they have the climate and equity conscience they claim, they should be adamantly opposed to the Rose Quarter project, the 217 widening, and any project that advance driving in this time of crisis. Period. And they should be firmly lobbying for our legislature to redirect those billions of dollars to bike, walk, and transit projects only, now and forever. Their lack of noise is painful and disheartening.</p>	INPT-1

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1963	7755	1/4/2023	Email	Kathleen	McConnell	Portland Sabin Community Association Land Use & Transportation Committee	The Land Use and Transportation Committee (LUTC) of the Sabin Community Association (in NE Portland) appreciated meeting with representatives from the I-5 Rose Quarter Improvement Project on September 1st, 2021. After considering the analysis presented and related documents, the Sabin Community Association (SCA) is opposed to the freeway widening aspect of the project. Below are some of our key concerns.	INPT-1
1964	7755	1/4/2023	Email	Kathleen	McConnell	Portland Sabin Community Association Land Use & Transportation Committee	1) The SCA strongly believes the I-5 Rose Quarter Improvement Project needs to be part of a larger plan that incorporates the Interstate Bridge Replacement project. The proximity of the two projects and the strong probability that one will impact the other in terms of traffic volume would suggest they should be considered in tandem, and the SCA is concerned by the lack of a comprehensive analysis or plan.	NEPA-2
1965	7755	1/4/2023	Email	Kathleen	McConnell	Portland Sabin Community Association Land Use & Transportation Committee	2) According to news reports, Governor Brown said that Harriet Tubman Middle School, presently perched directly above the I-5 freeway in the middle of the I-5 Rose Quarter Improvement Project, must be moved. However, we have yet to be told where and when the school will relocate, and who will pay for it.	HTMS-1
1966	7755	1/4/2023	Email	Kathleen	McConnell	Portland Sabin Community Association Land Use & Transportation Committee	3) If the proposed I-5 cover is to successfully meet the goal of creating “walkable, vibrant community connections,” we feel it is important that the Albina Vision Trust be integral to the project. We appreciate that an agreement was recently reached between ODOT and the Albina Vision Trust on the location and load bearing capacity of the projected cap that better aligns with the group’s values of revitalizing the historically Black neighborhood that was demolished for the original construction of I-5.	EJ-1, LID-2
1967	7755	1/4/2023	Email	Kathleen	McConnell	Portland Sabin Community Association Land Use & Transportation Committee	We also believe that a wider array of options should be considered, including the simpler and less costly alternative of capping the existing freeway in similar manner, without the widening of the roadway and cap construction that would be required by the proposed lane additions, and that a more complete and reliable accounting of the environmental impact of the various options be provided to advocates for the surrounding community and other stakeholders.	ALT-1, LID-2
1968	7755	1/4/2023	Email	Kathleen	McConnell	Portland Sabin Community Association Land Use & Transportation Committee	4) As representatives of our community, whose western border lies about one mile from the I-5 corridor, we feel that induced demand and its consequences, including its impact on air quality, have not been adequately considered or explained in decision making about this project. While the ODOT project team has assured us that the project will not create any induced demand, we have not found it easy to verify that claim through the analysis and information they have provided.	INDD-1
1969	7755	1/4/2023	Email	Kathleen	McConnell	Portland Sabin Community Association Land Use & Transportation Committee	On the contrary, a memorandum from the No More Freeways Technical Advisory Committee submitted to ODOT in April 2019 details numerous shortcomings in the assumptions, modeling methods, and range of options relied upon in ODOT’s Environmental Assessment, raising serious doubts about its credibility. These shortcomings include, among others, inflated estimates of traffic in the project area and reliance on Static Trip Assignment Modeling—which is known to produce distorted projections of traffic volume, congestion benefits, and emission savings—in both cases leading to potentially serious underestimation of induced demand.	TRAF-8

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1970	7755	1/4/2023	Email	Kathleen	McConnell	Portland Sabin Community Association Land Use & Transportation Committee	A 2021 study by Transportation for America (T4A) found that the U.S. spent \$500 billion on highway expansion from 1993 to 2017 and saw traffic delays increase by 144%. T4A urges cities to focus instead on reducing car traffic by investing in safer local streets that support mixed modes of transportation.	COST-1
1971	7755	1/4/2023	Email	Kathleen	McConnell	Portland Sabin Community Association Land Use & Transportation Committee	In addition, the Environmental Assessment explicitly omits any consideration of the effects of congestion pricing, despite Governor Brown's message to ODOT on December 16, 2019, "as you move toward a decision on an environmental review path I would like you to include a full review of congestion pricing and how its implementation would impact the Rose Quarter," and the public testimony of its own consultants that congestion pricing alone would deliver the same congestion relief as the proposed freeway widening project.	TRAF-2, TOLL-2
1972	7755	1/4/2023	Email	Kathleen	McConnell	Portland Sabin Community Association Land Use & Transportation Committee	Thank you for registering the concerns of the Sabin Community Association Board. This project directly impacts our community and we ask that our comments be entered into the public record.	INPT-1
1948	7756	1/4/2023	Email	Suzanne	McInay		We understand that ODOT has proposed additional improvements to the I-5 Rose Quarter project as a response to the Supplemental Environmental Assessment in the form of : I-5 ramp to ramp connections Highway covers Hancock crossing I-5 southbound offramp relocation upgrades to bicycle and pedestrian facilities on the local street network near the Broadway-Weidler interchange to improve accessibility and safety. We are not in favor of any improvements focused solely on I-5 through-put as this has always been the traditional highway design criteria and has proven destructive in ignoring the value of community building as an equally valued design criteria.	INPT-1
1949	7756	1/4/2023	Email	Suzanne	McInay		Climate change metrics and air quality are critical for community health but are not measurably improved by the proposed project. Improving local/ global health must be an added design criteria in 2023 in view of lessons learned from 20th century highway design projects nationwide. Prioritizing EV's, and auto-shutoff of combustion engines at stops, or volume control using tolling as both policy and incentive in the US is leading to faster drops in our transportation carbon footprint that cannot be addressed in highway design in terms of idling concerns (as shown in ODOT air quality graphs).	INPT-1
1950	7756	1/4/2023	Email	Suzanne	McInay		The goal of this project cannot be "more vehicles thru" as a response to idling. The metrics of the SEA response should demonstrate future climate sustainability design criteria to the Federal review. Additional SEA data should be required to demonstrate greater measurable air quality improvements as a direct result of this use of public funds.	CC-2
1951	7756	1/4/2023	Email	Suzanne	McInay		We support the implementation of congestion pricing/equitable tolling in lieu of any I-5 travel lanes expansion.	INPT-1
1952	7756	1/4/2023	Email	Suzanne	McInay		We support use of priority funding to correct some of the legacy damage to the city of Portland Albina-Elliot areas in the form of highway covers, adding Hancock crossing, and local urban design/ bike-ped improvements.	INPT-1
1953	7756	1/4/2023	Email	Suzanne	McInay		We support the relocation of the I-5 off ramp to the MODA district and ramp-to-ramp lane improvements to smooth entry/exit movement in the area proposed as a community-restoring design by removing the current ramp arrival into the Broadway/Wiedler corridor.	INPT-1
1954	7756	1/4/2023	Email	Suzanne	McInay		However, the cost is astounding at \$1.5b.	INPT-1
1955	7756	1/4/2023	Email	Suzanne	McInay		What is not evident is how the added "auxiliary" lanes will require further excavation to the affected neighborhoods. Conditions of approval must include zero-intrusion on existing properties or mitigation at the minimum rate of 2-to-one replacement of land.	INPT-1

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1956	7756	1/4/2023	Email	Suzanne	McIlInay		sidewalk design and street crossings for people walking, rolling and biking through the area - this is the number one critical component needed to erase the legacy of a vehicle dominated landscape along the i-5 corridor imposed on the Albina-Elliott neighborhoods corridor. Both the master-plan proposed in the Environmental Supplement look and feel of the street environment and gathering spaces for people- Again the street section designs must take their cue from multimodal precedents established with the Green Loop and other PBOT design best practices including separated bike lanes and pedestrian + bike safe intersections, people+bike preference traffic signals - all which demonstrate a Vision Zero level of safety .	INPT-1
1957	7756	1/4/2023	Email	Suzanne	McIlInay		Public open space in combination with mixed-use development is needed in the Broadway/Weidler corridor to provide people and activities not reliant on curb-cut commercial activities like gas stations and car dealerships. These designated zones would be expected in the highway covers proposed, as well as current unused/paved lots.	INPT-1
1958	7756	1/4/2023	Email	Suzanne	McIlInay		City Block developments should consider the placement and integration of transit stops in urban design by both city+TriMet design standards, and private development requirements.	INPT-1
1959	7756	1/4/2023	Email	Suzanne	McIlInay		maximize Disadvantaged Business Enterprise contracting opportunities, estimated at \$250 million support economic opportunities that honor the local communities' needs and provide the potential for wealth creation. MBE inclusion is a requirement anytime a project uses Federal Funds. The ODOT SEA response must demonstrate how this statement is being implemented beyond minimum Federal/State requirements.	JOBS-1
1940	7757	1/4/2023	Email	Tabitha	Boschetti		I believe that a full EIS is warranted for the proposed Rose Quarter I-5 project. While ODOT has made what appear to be sincere strides in bringing in broader community development concerns, at its core, the proposed project as it stands is centered on expanding highway capacity, with resultant impacts on increasing vehicle miles traveled, local and regional air pollution, and negative impacts on people using active modes.	NEPA-1
1941	7757	1/4/2023	Email	Tabitha	Boschetti		Socioeconomics Supplemental Technical Report While I believe that a highway lid can hold promise for positive community development, I do not believe that ODOT's analysis on socioeconomic impacts is sufficient here to support their environmental justice claims. ODOT touts long-term benefits through community development, which I believe are well-intentioned, but where outcomes are far from guaranteed. ODOT demands credit for outcomes it cannot be held accountable to. It cites a Community Framework Agreement process for future development that would lean on "City of Portland zoning" (hardly a special offer) and promises community involvement (good, but a base-level expectation). There is no clear actor here that would meaningfully be responsible for equitable development outcomes tied to ODOT's freeway expansion aims.	LU-1
1942	7757	1/4/2023	Email	Tabitha	Boschetti		There are significant impediments to the positive social outcomes ODOT is suggesting. It seems unlikely that many builders will find developing on a freeway cover to be an attractive alternative to nearby surface parking lots or other sites between cost, uncertainty among lenders, and other practical concerns for engineering and construction management. Development products that have a social purpose like affordable housing or affordable commercial incubator space can require many public and private parties and funding sources that are far outside of ODOT's realm or even influence. ODOT does not appear to have proposed a meaningful methodology for accountability here. It is also common knowledge that large portions of public projects are often value-engineered out, and our region and society at large has a clear history of making and breaking promises to marginalized communities. For ODOT to offer their social equity aims to support their analysis, they must propose a stronger mechanism that would keep current and future leaders accountable, directly linking the ability to create lane miles with specific and measurable equitable community development goals.	EJ-1, INPT-1, LU-1
1943	7757	1/4/2023	Email	Tabitha	Boschetti		Land UseIn the "Land Use" section of the SEA, ODOT claims the SEA "complies with the City of Portland comprehensive plan." The City of Portland Comprehensive Plan Chapter 9 in fact contains numerous goals and policies that make clear that Portland intends to center active modes, reduce vehicle miles traveled, and work against climate change. ODOT should address these policies for the Revised Build specifically in order to claim consistency with local plans: How does a highway project that treats the bike and pedestrian experience at a major highway ramp as an after-thought consistent with Portland's modal policies which would otherwise call for walking to be the "most attractive" mode at this location (Policy 9.17) or improve safety (9.19)? How is a project that openly would increase VMT consistent with Policy 9.5 to reduce VMT? Certainly it is possible to fall short of some goals while being compliant on balance, but this does not seem adequately explored for the Revised Build Alternative.The land use report engages with Title 33, but does not engage with the related Comprehensive Plan policies as they apply to the Revised Build Alternative.	LU-3

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1944	7757	1/4/2023	Email	Tabitha	Boschetti		I also find ODOT's discussion of 84 NE Weidler unconvincing and believe impacts to this use and impacts to the low-income population now housed at this location should be analyzed further. That a tiny house village has a limited lease on what is otherwise a publicly owned piece of land does not automatically conclude that the project will have no impact on this use as ODOT suggests. It is certainly possible that the lease could expire; it is also entirely possible that the lease would be continued beyond its current expiration date, or that Prosper Portland may be more likely to pursue another project serving this community in this location.	SE-1
1945	7757	1/4/2023	Email	Tabitha	Boschetti		Safety The Safety Supplemental Report shows that the Revised Build would "degrade" conditions at several locations, including a higher risk to cyclists and pedestrians. At a time when Portland is experiencing record road deaths, including a disproportionate number of lives lost on existing and legacy ODOT facilities, it is not appropriate to be sinking large sums of money into a project that moves us backwards on pedestrian safety. It is insufficient to point toward a potential menu of ways to mitigate the increased risks to pedestrians inherent in the project design, rather than building in improvements centering active and vulnerable users at this stage. ODOT should engage in a more meaningful analysis of pedestrian safety impacts and improve the design to further this aim.	INPT-1
1946	7757	1/4/2023	Email	Tabitha	Boschetti		As it relates to this SEA review, ODOT should further address the environmental justice, air pollution impacts, public health, safety, and other impacts of this project through an EIS.	NEPA-1
1947	7757	1/4/2023	Email	Tabitha	Boschetti		Beyond that consideration, I encourage ODOT to really go back to recenter the goals for this project. A project that meaningfully promotes life/ safety for people on our roads, and honestly seeks restorative justice in our community, would not center adding lane miles as the primary consideration. Better outcomes are possible.	INPT-1
1934	7758	1/4/2023	Email	John	Charles	Cascade Policy Institute	The SEIS fails to analyze a project scenario that would be financially feasible. Since 2010, ODOT has tried to appease critics of the project by adding non-essential elements such as a highway cover, the potential of "air rights" for real estate development, and local street improvements designed to encourage non-auto travel. Although such elements raised the expected costs substantially, it did not appease critics. This became evident in June 2020, when the Albina Vision Trust withdrew its support, followed almost immediately by the City of Portland and Gov. Kate Brown.	INPT-1
1935	7758	1/4/2023	Email	John	Charles	Cascade Policy Institute	Subsequently, Gov. Brown personally intervened to force the Hybrid 3 Highway Cover Design Concept, which raised the expected costs to roughly \$1.45 billion. With this decision, the project is no longer a mobility and safety project, it is a social justice project. If built, the cover would create 4.1 acres of usable space above the highway, with another 2.2-3.5 acres of off-cover land. At a cost of more than \$100 million per acre – exclusive of the cost of any subsequent development – there is no possible rationale for this design feature. The project has costs that are wildly in excess of benefits.	COST-1
1936	7758	1/4/2023	Email	John	Charles	Cascade Policy Institute	Since ODOT already knows that other auxiliary lane projects built in recent years on I-5, I-205, and HW 26 have been successful for the narrow purposes of providing congestion relief and traffic safety, the SEIS should be revised to consider a scenario that is equally bare-bones. The reality is, project opponents will never be satisfied, so instead of expanding the number of project goals to address non-essential social concerns, ODOT should narrow the goals. What would it cost to build the auxiliary lanes and new shoulders, and nothing else? That number should be known, and used as a new baseline for comparison with other options.	INPT-1

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1937	7758	1/4/2023	Email	John	Charles	Cascade Policy Institute	If ODOT proceeds with the Hybrid 3 Cover Design, the plans to turn over decision-making to Black-led community groups will likely violate civil rights laws. The SEIS and various technical appendices are replete with references to racially exclusive processes. For example: Appendix B, Conceptual Design Assumptions summary, July 2021 P. 2, Finance & Governance: "...increase the level of benefit the project will provide to the Black Historic Albina community." Community wealth: "...Creating a Black-led community development corporation, along with a Black-controlled CLT..." P. 3: "Developing a Black cultural center"... "creates experiences and education around Black food, Black art and Black music." Development capacity overall: "The ICA team assumed that a single Black-led governing entity would own or control all the land in a given scenario, both on and off the highway cover." Appendix K: Project Governance and Finance, July 2021 P. 3: ODOT should transfer highway covers and remnant lands to the "governing entity" at a "nominal value." P. 13, Phase I, Infrastructure and Development Planning: Reference to a Cover Development Commission..."Structured to give decision-making power sitting with members of the Black Portland and Black Historic Albina Community..." When the Oregon Legislature created the \$62 million Oregon Cares Fund to provide pandemic relief to Black-owned businesses, it was challenged twice by non-Black business owners, and the state settled the claims each time. Race-based carve-outs for development on the cover would invite similar challenges.	PE-7
1938	7758	1/4/2023	Email	John	Charles	Cascade Policy Institute	Narrowing the inside highway shoulders to 4-6 feet inside the Hybrid 3 Cover would be a fatal flaw in both design and implementation. The original design concept included full shoulders on both inside and outside lanes, in both directions. Apparently one of the trade-offs of building the Hybrid 3 cover is that the inside shoulders would be too narrow for emergency vehicles to pass inside the cover. While such design flaws already exist on the I-5 Interstate Bridge, I-84, and parts of HW 26, those are legacy projects. It makes no sense to deliberately design a serious safety flaw in a \$1 billion project being planned in 2022.	INPT-1, SAF-4
1939	7758	1/4/2023	Email	John	Charles	Cascade Policy Institute	If ODOT is going to tear down three overpasses and rebuild them, the job should be done right, with future driving safety as the top priority.	INPT-1
1932	7759	1/4/2023	Email	Brian	Rousseau		Implement tolling to fix traffic habits in portland. After the results of tolling are realized, do an honest EIS to prove the merits of your project. ODOT is an untrustworthy agency and you have a lot of work to do to rebuild our trust in your abilities.	ALT-1, TOLL-1
1913	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	Since the late 1980s, Oregon's Department of Transportation (ODOT) has continued to study the improvement of the Interstate-5 Rose Quarter. This corridor is the 19th worst freight bottleneck in the county, has the top crash rate in Oregon, and is the site of one of Oregon's most extreme examples of eminent domain ¹ . The externalities directed by freeway centered planning continue to plague the communities who work, live, pray, and play in the corridor. The area includes some of Portland's most prominent tax increment finance zones, bustling business districts, and historic neighborhoods.	INPT-1
1914	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	In 1962, this project began as a part of the national freeway building movement, cutting through the Lower Albina Neighborhood. Due to the Federal Housing Administration sanctioned racialized segregation, the area had the most significant concentration of African Americans in the state. When the project was completed it demolished more than 300 homes that were not replaced. The original bustling mainstreets lost the needed traffic generated by Portlanders utilizing Oregon Highway 99E. The massive increase in traffic on the freeway collapsed the local neighborhoods "In the aftermath of freeway construction, I-5 turned the Albina neighborhood from houses and shops to a collection of car dealers, gas stations and parking lots. Humans were replaced as the dominant life form by metal boxes." ² Since 1987, ODOT, the City of Portland, and other agencies have explored ways to address the challenges this freeway legacy project presents.	EJ-1
1915	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	In 2017, ODOT began its latest study on the area. Titled the project the Interstate- 5 Rose Quarter Improvement Project. This improvement project is a conjunction of the City of Portland's North/Northeast Quadrant Plan and the ODOT I-5 Broadway/ Weidler Facility Plan. Centering goals to lower crashes, decrease transportation delays, provide new multimodal connections, and provide a catalyst for near term job creation. Over the past 30 years the City of Portland, and ODOT have only studied alignment alternatives which recommend expanding the freeway right-of-way. Each time, the project has been unsuccessful and unpopular by Portlanders.	INPT-1

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1916	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	Since 2017, new policies provide a new landscape on addressing the challenges in the corridor. The current improvement study does not follow these new local, state, and national policies oriented to climate mitigation and adaptation. ODOT and the City of Portland should reconsider the current project. Each entity continues to uplift climate irresponsible projects which do not lower greenhouse gas emissions, redress historical planning missteps, or provide alternatives to business as usual. ODOT and the City of Portland should utilize best available science to study alternatives which are not as historically unpopular as freeway expansion. It is both their collective duty to service the future needs of our ecological community	ALT-1, CC-1, CC-2
1917	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	In March 2020, Governor Brown issued Executive Order 20-04 which boosted Oregon's goals to reduce GHG emissions to at least 45 percent below 1990 emissions levels by 2035 and to at least 80 percent below 1990 emissions by 2050. The Executive Order directs several state agencies, including ODOT, to take immediate actions to address climate change. The Executive Order directs ODOT to add a GHG reduction lens to project investment decisions in the Statewide Transportation Improvement Program planning process, conduct a statewide needs analysis for transportation electrification charging infrastructure, and provide reporting on progress. ³ Shortly After, City of Portland City Council and Mayor Ted Wheeler voted to adopt a Resolution, the Climate Emergency Declaration, that acknowledges the Portland metro area faces a human-made climate emergency and frontline communities as being the least responsible for, but most impacted by, climate change. Through the declaration, the city Amends the City's emission reduction targets to at least 50% reduction in carbon emissions by 2030 and net-zero carbon emissions before 2050; Requires transportation justice, where projects and policies will reduce carbon emissions while advancing racial equity; Commits the City to adopt new policies that prevent further expansion of fossil fuel infrastructure in the City, and quicken the transition to clean, renewable fuel options that are also good for airquality; Seeks to support and advance climate justice and climate action initiatives led by the community, especially Black, Indigenous and other communities of color and youth. ⁴ Most recently the United States Department of Transportation produced its Strategic Plan. The Fiscal Year 2022-2026 U.S. The Department of Transportation Strategic Plan is a roadmap for how the agency will implement the once-in-a-generation investment to create a transportation system that works for every American. Of the 6 strategic goals, climate and sustainability was highlighted as a key goal to achieve in the 2022-2026 fiscal year. Central to this objective was to tackle the climate crisis by ensuring that transportation plays a central role in the solution as well as, substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities. ⁵	CC-2
1918	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	The Interstate-5 Rose Quarter Improvement Project provides an unique opportunity to rebuild, reconnect, and redress the historical displacement caused by previous projects within the greater Portland community. It provides a further opportunity to deliver on city, state, and national climate goals to address the negative externalities that single-occupancy-vehicle road planning continues to force onto our most vulnerable communities. The project can promote environmental and social longevity of the community. It could even provide a possible revenue generating public good.	EJ-1, INPT-1
1919	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	Over the countless attempts to expand the freeway in the corridor, each attempt continues to fail. A review of the Climate Change Supplemental Technical Report published by ODOT in the summer of 2022 provides a complete look of the environmental challenges with the current option for the corridor. In this report ODOT studied the current options against a "non-build alternative". The report found that the "non-build alternative" reduced greenhouse gas emissions (GHG) by 1% more than the current alternative. The report concluded that the current alternative will increase the number of vehicle-miles-traveled by urban restricted vehicles at a higher rate than the non-build-alternative.	CC-4, INDD-1
1920	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	By 2045, the area will see an increase and induced demand of freight vehicles required to utilize the corridor.	INDD-1
1921	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	The report further concluded that urban non-restrictive vehicles will decrease in the corridor. This decrease in demand to the freeway corridor will be felt by other urban streets around the corridor. Single-occupancy-vehicles will utilize arterials and other local connector streets to avoid the freight traffic on I-5. Without a viable option, demand will outpace any freeway expansion in the corridor. ⁶	INDD-1

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1922	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	Although the report finds that electric vehicle adoption will reduce emissions, the increased presence of freight traffic and urban spillover will have a negative effect on the neighborhoods directly adjacent to the corridor.	INPT-1
1923	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	This increase will continue to contribute to the existing Social Determinant of Health inequities present by past efforts of racialized planning in the corridor.	AQ-2, HLTH-1
1924	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	The Center for Disease Control CDC finds that residents living in or near areas of high pollution have negative health and social outcomes directly related to their proximity to emissions. These externalities are compounded by high industrial uses centered in proximity to neighborhoods. Continued freeway expansion centering increased capacity for freight vehicles will impact the health equity of residents in the area. This is compounded by planned industrial centered development by other partner agencies (Port of Portland, Oregon Metro, etc.). This new transportation demand management challenge will adversely affect the same residents ODOT and the City of Portland looks to uplift. Failing the goals set by their own declarations and orders.	HLTH-1, CI-1
1925	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	Furthermore, single-occupy-vehicle planning, in this fashion, does not provide an equitable way to address the bottleneck in the area. Low income communities will be some of the latest adopters of electric vehicles and will have to pay the increased penalties on not being able to make the transition. These communities also reside in areas where charging is either unavailable, or the cost of purchasing an electric vehicle is too high. Although equity continues to be a shared vision by city, state, and federal government agencies, this project does not represent an equitable distribution of the burdens related to freeway expansion. ODOT and The City are placing the burden on low income communities by forcing them to continue to utilize the freeway without providing a legitimate alternative.	EJ-1
1926	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	We All Rise and Sutra-Teleport recently conducted a baseline alternative analysis to the current Interstate-5 Rose Quarter Improvement Project. This analysis centered an alternative to freeway to address the bottleneck presented in the corridor. Specifically, An on-demand network of fully electric personal rail pods. Using the principles of high-speed rail along with some new components, Sutra-Teleport continues to innovate on the age-old convenience and cost issues presented by high-speed rail. New Sutra technology makes it possible for vehicles to switch themselves between tracks, enabling them to travel closely, autonomously and without stopping for others. Additionally, these rail pods will use 85% less energy than conventional cars of the same size, and around 31% less energy than electric cars, thanks to the simple physics of railway wheels. The system will also be free from many of the issues facing electric cars and be lower-cost, as they will not require large onboard batteries, instead drawing power from track infrastructure. Unlike transit infrastructure, it can also be used for businesses to transport goods and packages	INPT-1
1927	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	The funding for the Interstate-5 Rose Quarter Improvement Project would be better used to create a comprehensive high-speed network through Portland. Low costs achieved through new tunneling technology and the Sutra-Teleport system estimates the current cost challenges of high speed rail. Additional implementation strategies would provide a	COST-1
1928	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	Additional implementation strategies would provide a connection from the Interstate-5 Rose Quarter with downtown, then building the system out on a modular basis, opening it to passengers in this fashion. This will allow the system to become useful as quickly as possible and be useful to most people. The first neighborhoods to be connected to the system will be those which are near the freeway corridors, as these will have the highest population to cost ratio. Furthermore, in order to reduce as many miles driven by car as possible, we can prioritize the installation of lines with the furthest distance such as the Salem or Troutdale connections. We are able to create an extremely low-cost installation process in large part by using existing freeway infrastructure. This specifically means utilizing left-hand shoulders among other freeway-adjacent surfaces, strategies which are also commonly used to create new express lanes in other cities. This alternative provides a climate resilient alternative to freeway expansion by giving residents and local businesses options for local transportation throughout the corridor, does not include an expanded roadway, address the climate and greenhouse gas concerns by promoting individualized public transportation, provides a better alternative to spending the estimated 1.2 billion dollars, maximizes the benefits to other parts of Portland while minimizing the burdens to the Lower Albina and surrounding neighborhoods, provides a profitable public good for ODOT and the City of Portland, and develops a national innovative model to personalized high speed rail/ rideshare.	ALT-1, INPT-1

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1929	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	ODOT and the City of Portland should consider an alternative to the current option that does not expand the freeways. To address the climate emergency both state and local governments have declared, an alternative which adequately lowers greenhouse gasses, provides options other than the unsustainable and unpractical road expansion, provides innovative solutions to transportation demand management, and places Portland as a global leader in modern transportation development.	ALT-1
1930	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	Both city, state, and federal governments have the goal of increasing participation by people of color, youth, and those traditionally left out of transportation projects. Equity continues to be front and center of agency-wide goals. Our community deserves an alternative analysis that demonstrates and delivers on the shared vision our various levels of government continue to uplift. ODOT should work with the next generation to ensure a future which does not make the same mistakes of our past, but usher in a sustainable and equitable future.	EJ-1
1931	7760	1/4/2023	Email	Jacob	Gearhart	Sutra-Teleport; We All Rise	Our recommended alternative provides legitimate options for residents and businesses to utilize a system where private vehicle ownership is not necessary. However, transportation convenience is not lost. The system also positively incentivizes public transportation use without the inconvenience associated with the current system. The alternative models share the climate responsive vision each agency calls on all Portlanders to hold.	INPT-1
1880	7768	1/4/2023	Email	Naomi	Rubin		There are mountains of data supporting that adding lanes to highways does not reduce traffic. There is almost no data that shows otherwise, as a quick search will show: https://www.wired.com/2014/06/wuwt-traffic-induced-demand/ https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/ https://www.vox.com/2014/10/23/6994159/traffic-roads-induced-demand Widening the freeway will generally cause an increase in drivers and traffic. Even if it stayed the same, is that really a success worth the budget for this project?	INDD-1
1881	7768	1/4/2023	Email	Naomi	Rubin		The project goals stated on page 5 of the EA include: "Enhance pedestrian and bicycle safety..." But increasing car use always yields the opposite. The more cars on the freeways and roads leading up to them, the more difficult it is for Portlanders to continue (or transition to) walking, biking, or many of the growing alternative modes of transportation like ebikes.	SAF-1
1882	7768	1/4/2023	Email	Naomi	Rubin		On top of that, the relocated southbound off-ramp on section 2.2.2 .4 of the EA is a dangerous change, moving the off-ramp right into an already busy and pivotal road for bike commuters with poor visibility for drivers. The EA states that "Improvements would be made... to accommodate traffic exiting I-5 and existing traffic movements on surface street" but it doesn't say what those are. This would almost certainly lead to drivers colliding with vulnerable pedestrians and bicyclists on Williams/Wheeler, none of whom will be expecting each-other.	ACT-1, SAF-1, BWI-1
1883	7768	1/4/2023	Email	Naomi	Rubin		The result would be one more bike-route turned non-viable for me and thousands of other commuters.	INPT-1
1884	7768	1/4/2023	Email	Naomi	Rubin		Families for Safe Streets, Oregon Walks, and Bike Loud all oppose this change.	INPT-1
1885	7768	1/4/2023	Email	Naomi	Rubin		The project goals stated on page 5 of the EA also include: "Support...Infrastructure for healthy, safe, and vibrant communities that respects and complements adjacent neighborhoods"	SAF-1
1886	7768	1/4/2023	Email	Naomi	Rubin		Yet, the assessment itself is incomplete because it doesn't include sufficient studies of congestion pricing, which ODOT itself published could possibly lower congestion *AND* carbon emissions this year: https://nomorefreewayspx.files.wordpress.com/2022/11/rq_rmpp_sensitivity_test_results_summary_20220721.pdf	TRAF-2, TOLL-2
1887	7768	1/4/2023	Email	Naomi	Rubin		While there are are benefits to the freeway lids connecting neighborhoods (which would probably be a net gain without the freeway expansion), I cannot see any way that moving forward with the existing plans without a more thorough full Environmental Impact study is consistent with the project goals to improve safety for Harriet Tubman Middle School, Lillis Albina Park, and Legacy Emmanuel Hospital.	NEPA-1
1888	7768	1/4/2023	Email	Naomi	Rubin		Please listen to the many concerned residents and organizations on this matter.	INPT-1
1864	7769	1/4/2023	Email	Naomi	Fast		Please permit me to ask four questions about this project that deviate from the public's valid concerns about our air, to shine a spotlight on water:	INPT-1

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1865	7769	1/4/2023	Email	Naomi	Fast		First: What effect would this project have on water temperatures of the Willamette River, which flows into the Columbia and out to sea? An immediate byproduct of motor cars is heat and a hotter environment around them, as every bicyclist who has waited at a red light next to a hot vehicle running its air conditioner can attest. We are being asked to expand a freeway into very close proximity to state-owned waterways, which are the habitat of many species of fish and marine life. For humans, these creatures have become an important source of food and livelihood (and even sport, though some species are endangered and protected; the Rose Quarter project falls into NOAA Fisheries' West Coast Region Salmon & Steelhead Recovery Domain). Thus, this first question is sparked by concern about salmon. The EPA says, "Sometimes water can get too warm and have negative impacts on fish, including physiological stress, increased metabolic and cardiovascular demands, added disease risk, accelerated maturation, migration delays, and even death. [...] To ensure their spawning success, some salmonids use cold water patches, or refuges, as they make their way upstream." (https://www.epa.gov/sciencematters/swimming-upstream-research-protect-salmon-habitat-columbia-river). Second question: How much vehicle tire microplastic pollution (among other toxins, the reduction of which has been an ongoing effort by the EPA's Willamette Watershed Toxics Reduction Partnership) will be deposited into the Willamette and other ocean-destined waterways as a direct result of this project, both if induced demand occurs, and if induced demand does not occur (in the instance, for example, that bus transportation is improved in the state, and people become widely aware of it and adept at using buses)?	WR-1
1866	7769	1/4/2023	Email	Naomi	Fast		Third: the cost of this project to Oregon taxpayers, from Portland to Klamath Falls to Ontario in Malheur County to Astoria, is substantial to the point of exorbitancy.	COST-1
1867	7769	1/4/2023	Email	Naomi	Fast		In the interest of ensuring this freeway will never "need" to be redone or expanded, yet again, it seems important that it'd last. So to that, how does climate change, and thus changing ocean levels and tides, threaten the success of this potential project, during, but especially years after, its completion? The Willamette River is tidally influenced, as discussed by NOAA Fisheries and elsewhere; if "traffic projections" can be done with accuracy, I expect it's possible to conduct hydrographic surveys to project the future of rivers that are subjugated to anthropogenic climate change and thus, tidal changes. But I have no illusions that determining the answer to that will be simple; for example, vanguard research on climate change and tidal freshwater wetlands in the lower Rhine and Meuse delta in the Netherlands found that neglecting the impact of wind led to "a significant overestimation of accretion rates." (https://onlinelibrary.wiley.com/doi/10.1002/rra.3282 ; River Research and Applications Volume 34, Issue 6, July 2018, Pages i, 493-614)	INPT-1
1868	7769	1/4/2023	Email	Naomi	Fast		Fourth & final question: What conflicts—exactly and specifically—does this project and its design have with the Willamette River Greenway (WRG) in Portland? In particular, what will happen to the "open space" highlighted in City of Portland's 'Map 2: Base Zones' on page 17 of the December 16th, 2020 WRG Inventory Goal 15 Update, and 'Map 8: Recreation.' The City of Portland notes that ORS 390.318 requires that the Greenway boundary must be at least 150 feet from the ordinary low water line of the river. ORS 390.318 states, "The State Parks and Recreation Department, in cooperation with units of local government that have lands along the Willamette River within their respective boundaries, shall prepare a plan for the development and management of the Willamette River Greenway as described in ORS 390.314," and, "The plan shall include the location of all known subsurface mineral aggregate deposits situated on lands within the boundaries of the Willamette River Greenway." But ORS 390.314(2)(a) gets to the essence of what the Legislative Assembly was doing with that legislation, i.e.: "Recognizing the need of the people of this state for existing residential, commercial and agricultural use of lands along the Willamette River, finds it necessary to permit the continuation of existing uses of lands that are included within such greenway; but, for the benefit of the people of this state, also to limit the intensification and change in the use of such lands so that such uses shall remain, to the greatest possible degree, compatible with the preservation of the natural, scenic, historical and recreational qualities of such lands." While Portlanders may see the entire state of Oregon as a recreational destination, Oregonians living outside the city may see Portland and its riverfront trails as a recreational destination. That aspect of Portland could be doomed to fail, under such a wide expanse of noisy freeway hanging over it. That would be unfortunate.	LU-4
1869	7769	1/4/2023	Email	Naomi	Fast		To answer these questions and address their implications, I predict further study is needed, as the answers are not currently or readily available or obvious. Therefore I request that a full Environmental Impact Statement be done.	NEPA-1
2037	7780	1/10/2023	Email	Aaron	Brown		Tonight we are going to air our community concerns against the Oregon Department of Transportation's proposal to widen I-5 to the Albina neighborhood.	INPT-1

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2038	7780	1/10/2023	Email	Aaron	Brown		Where are we now? Well, we are on lands that were stolen as recently as 170 years ago, the Multnomah and Cathlamet, Clackamas, Chinook, Tualatin Kalapuya, and Molalla Tribes. All lived in this land before white people showed up. This is a very abbreviated history. Decades of racist planning led to Albina, where you're standing today, become the largest Black neighborhood in the State of Oregon. In the 1950s, there were 365 homes, approximately, destroyed by urban growth schemes. And of those, a total of approximately 450 were destroyed by ODOT in the construction of Interstate Avenue to where the yellow line is today, I-5, and the Kirby Avenue offramp on the Fremont Bridge. This process of (inaudible) was deliberate. It was (inaudible) Black community to divide and destroy the neighborhood and added significant air pollution, noise pollution, and car traffic through a community already struggling with economic disinvestment, redlining, drugs, and racist law enforcement and over-policing. This wasn't accidental or unique. Flush with (inaudible) and local racist leadership eager to displace peoples of color, similar freeway projects decimated Black and Brown communities in dozens of other cities in America, from Miami to St. Paul, from Tulsa to Los Angeles.	EJ-1, INPT-1
2039	7780	1/10/2023	Email	Aaron	Brown		The building that you are sitting in here today was opened in the 1950s before the freeway was established. Tubman served as a major Black institution for the Albina neighborhood and was the site of numerous protests in the 1980s as the Black community fought Portland Public Schools' efforts to relocate the school through the desegregation initiatives.	INPT-1
2040	7780	1/10/2023	Email	Aaron	Brown		The school was closed for a few decades but reopened in 2018. When it did reopen, Portland Public Schools had to spend \$20 million on the air purifiers that are above this roof that we're -- above the roof where we're sitting today. But that's \$20 million that could have been going into -- also into other education initiatives. But for Portland Public Schools to reopen this building, they had to invest in the air purifiers. And even that doesn't change the fact that the air immediately outside this building is some of the worst in the entire State of Oregon. So please keep your masks on after you go outside. You might appreciate that.	AQ-2, HLTH-1
2041	7780	1/10/2023	Email	Aaron	Brown		How did we get to right here? Well, in 2017, the legislature passed, and Governor Brown signed House Bill 2017, which allocated, among other things, \$450 million. They said at the time this project would cost under half a million dollars. It's now about \$1.5 billion. They allocated \$450 million for this project. And No More Freeways founded in August of 2017. Shoutout to Chris Smith. He's the guy that let you into the building.	INPT-1
2042	7780	1/10/2023	Email	Aaron	Brown		The environmental assessment came out in 2019. So it was during that 45-day public comment period in the spring of 2019 when we had the first chance to tell what we thought about this project. We got over 2,000 comments on the record. 91 percent of them were opposed to the project. ODOT was really frustrated with that. Demands for environmental impact statement -- as opposed to the environmental assessment, which ODOT is currently proposing and is conducting -- we want a fuller, more thorough study that looks at alternatives to expansion. Demands for EIS included -- came from places like Metro, the City of Portland, Audubon Society of Portland, Audit Oregon (inaudible), Business for a Portland, Former State	ALT-1, NEPA-1
2043	7780	1/10/2023	Email	Aaron	Brown		And the federal government issued a finding of no significant impact saying that, okay, you can move forward with the environmental assessment plans that you came up with. So we sued because lawsuits are fun. And that's how we hold powerful institutions accountable. We filed two lawsuits in 2021, one through the Land Use Board of Appeals and statewide and then nationally through the national Environmental Protection Act.	INPT-1
2044	7780	1/10/2023	Email	Aaron	Brown		In 2022, after all the attention that we focused on this, the federal government actually rescinded the finding of no significant impact that they had issued the previous two years ago. Without that document, ODOT cannot move forward with this project. So what ODOT is doing now, is they've released a supplemental environmental assessment, which is pretty much entirely what they submitted in 2019 with some other details. And we are in the midst of the 45-day public comment period for that. And that ends tomorrow.	INPT-1
2045	7780	1/10/2023	Email	Aaron	Brown		So that's why we're here, because ODOT decided against in -- hosting an in-person public comment meeting. And so we said, all right, we'll just -- we'll just host our own.	INPT-1
2046	7780	1/10/2023	Email	Aaron	Brown		So my final thoughts on this -- No More Freeways' official response for the public comment period, Chris and Joe, in particular, have done incredible work going line item through line item of all the different pages of this document, finding the spots where they are lying to us. And we are going to be hearing about that directly from them and the rest of you tonight.	PE-2
2047	7780	1/10/2023	Email	Aaron	Brown		We are in full support of building caps and hybrid 3 plan to restore the Albina neighborhood. We want to see investment. We want to see healing from the racist plundering that happened in this neighborhood 70 years ago.	LID-2

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2048	7780	1/10/2023	Email	Aaron	Brown		We still believe that this neighborhood will be healthier and safer and more vibrant if it has less air pollution and less asthma coming from additional lanes of diesel trucks running right through this neighborhood. And we have reasons for deep skepticism for ODOT's claims to be otherwise, given the way they've been funding their traffic projections. And by doing so, that also means that they are able to manipulate how much air pollution, how much traffic congestion, and how much carbon emissions this project is going to create.	PE-2
2049	7780	1/10/2023	Email	Aaron	Brown		I'm here today because I see an issue. Our planet is dying, and we are the cause of it. We are living in times where heat waves and fires are killing hundreds of Oregonians. I'm growing up in a world where getting to school means polluting the place I call home. 40 percent of Oregon's carbon emissions come from transportation. And even though elected officials know this, they're not doing anything about it. Our world is changing in devastating ways, and we're not doing enough. And honestly, I'm scared. I'm scared of this very real possible -- very real possibility. But what's even worse is that time and time again, after we've gone to countless meetings for city councilmembers, Metro, and the Oregon Transportation Commission, after I and thousands of my classmates took to the streets and protested and shouted at the adults in charge of this city to change and stand up against climate change, they keep making stupid decisions like the Rose Quarter Expansion Project.	CC-2
2050	7780	1/10/2023	Email	Aaron	Brown		I've been working on this project for over year now. It is not acceptable. I'm sure most of ou, especially any Tubman students here tonight, ave been down past the playground and have seen his freeway. How is this acceptable?	INPT-1
2051	7780	1/10/2023	Email	Aaron	Brown		The students that go here are already breathing in some of the most polluted air in the entire City of Portland. And now they want to move the freeway close and create more pollution? Well, they say we can just move the school. But what happens when the school is moved then -- but eventually the air quality is toxic everywhere in the city? What then?	AQ-2, HLTH-1
2052	7780	1/10/2023	Email	Aaron	Brown		We cannot keep prioritizing expanding freeways over the literal health and safety of the people that live here because what good are widened freeways on a planet where ecosystems cannot sustain food, where floods, fires, droughts, and storms only get worse with every passing year?	INPT-1
2053	7780	1/10/2023	Email	Aaron	Brown		I'm 16-year-old -- 16 years old now. Climate scientists say that our fate will be largely sealed by 2030. In 2030, I will be 23 years old. The kids that go here now will only be 19. What kind of life is that for us? Are we really willing to give up and succumb to this future? I'm not.	INPT-1
2054	7780	1/10/2023	Email	Aaron	Brown		It is time to fight. We cannot let this expansion pass. I demand that, on behalf of an entire generation of Oregonians terrified of climate change, ODOT, do -- please conduct a full environmental impact statement that studies alternatives to adding more fossil fuel infrastructure to our city. The oceans are rising, and so are we.	ALT-1, NEPA-1
2055	7780	1/10/2023	Email	Aaron	Brown		I'm here today because we oppose the expansion of the I-5 freeway. A full environmental impact statement must be done to study alternatives to freeway widening, alternatives that support investment and infrastructure and amplify the vision of Albina community leaders and residents to restore this neighborhood.	ALT-1, NEPA-1
2056	7780	1/10/2023	Email	Aaron	Brown		When the I-5 freeway was completed in 1962, not only did it split through the heart of Oregon's largest Black neighborhood and demolish over 300 homes, which it never replaced, it was also built in the backyard of this school right there.	EJ-1

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2057	7780	1/10/2023	Email	Aaron	Brown		For years, students in this historically Black neighborhood have been breathing dangerous levels of pollutants from the cars and trucks using the freeway. When the levels of arsenic and petroleum byproducts that come from vehicle exhausts were found to be well in excess of local safety guidelines, Neighbors for Clean Air partnered with Portland State University and advocated for improvements to this school's indoor air quality. The PSU team designed a state-of-the-art air filtration system and a maintenance plan, which is installed as part of the \$30 million renovation -- now -- oh, a major part of a \$30 million renovation. It was said just moments ago upwards of \$20 million. So now, Harriet Tubman Middle School has the best indoor air quality system in the district. However, there is still guidance from PSU researchers suggesting that students' outdoor activities be limited. It's not safe to have recess outdoors. Stay inside where our \$20 million system makes it easier for your students to breathe. Harriet Tubman students refuse to remain silent as the threat of continued pollution from vehicle exhaust became clear to them. In 2019, with the help of Gerald Scrutchins, a teacher and coordinator of environmental justice groups here at the school, Neighbors for Clean Air mobilized students to head to Salem and voice their concerns. Young activists from Harriet Tubman Middle School told legislators about the impacts of air pollution on their lives, and their testimony was key to the passage of HB 2007. This is legislation that made Oregon the second state in the nation to have any regulations on the operation of big trucks to reduce diesel emissions. Their hard work and the costly improvements to this school will, however, be compromised if this freeway is expanded. ODOT has failed to adequately address the increase in air pollution and greenhouse gas emissions that will result with the addition of over a million additional vehicle miles of travel that will come from aspects of this design.	AQ-2, HLTH-1
2058	7780	1/10/2023	Email	Aaron	Brown		I'm going to go back to the statement I just made before that. The hard work of the students and the costly improvements to this school will be compromised if this freeway is expanded, if we're able to see millions of miles of vehicle travel added to just overcome these improvements that have been made and all of the hard work of the students who have used their voice to tell their stories.	INPT-1
2059	7780	1/10/2023	Email	Aaron	Brown		This project is a disaster for air pollution in a community trying to heal from repeated harms caused by ODOT and institutional systemic racism. We must see a comprehensive environmental impact statement that includes alternatives to support restoration and repair.	ALT-1, NEPA-1
2060	7780	1/10/2023	Email	Aaron	Brown		So as Aaron mentioned, we've taken a very close look at the technical work that's been done for the Rose Quarter project. And what I want to suggest is that there are serious problems with the technical analysis. It dramatically understates the negative environmental impacts of freeway widening.	PE-2
2061	7780	1/10/2023	Email	Aaron	Brown		And one of the tragic things about this whole discussion is, half a century ago, Portland knew that expanding freeways was bad for the community. We took out Harbor Drive. We didn't build the Mt. Hood freeway. We didn't build a Prescott freeway through north and northeast Portland.	INPT-1
2062	7780	1/10/2023	Email	Aaron	Brown		MR. CORTRIGHT: Today, tragically, the environmental impact process has been twisted by the Oregon Department of Transportation by presenting false and misleading information about the impacts of freeways. And what I want to do is give you a quick version of the analysis that we'll be submitting in our formal comments to the - - to the Oregon Department of Transportation and the U.S. Department of Transportation.	PE-2
2063	7780	1/10/2023	Email	Aaron	Brown		In reality -- and this is a picture you won't see often -- we're really talking about a mammoth freeway- widening project, widening the I-5 freeway to as many as 10 lanes for a mile and a half through north and northeast Portland.	DES-2
2064	7780	1/10/2023	Email	Aaron	Brown		And this comes at a time when the science on the effects of freeways is increasingly well known. We've been building freeways for 70 years in the United States, and traffic congestion has only gotten worse. And the reason for that is something called induced demand. And I know we have, I think, the -- the songwriter who has captured that here today. Paul is somewhere behind us.	INPT-1
2065	7780	1/10/2023	Email	Aaron	Brown		So yeah, the thing I will show you is basically the journal article, which now calls this the fundamental law of road congestion. This is not in dispute. Expanding roadways encourages people to drive more, increases congestion, and increases pollution. You cannot build your way out of congestion, and yet that is exactly what ODOT is planning to do.	INDD-1

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2066	7780	1/10/2023	Email	Aaron	Brown		Now, the tragic thing about this project is that, despite all of the money that's been spent on so-called public outreach, nothing has really been told you about the size of the project. You're being told by ODOT that they're just going to add one or two auxiliary lanes to this freeway. But occasionally, they let slip what this will really look like. This is a picture of what it will look like near where we are today at Tubman school where they will literally cut away the hillside to bring the freeway even closer. And while they show a certain number of striped lanes here, they're actually planning to build a roadway that's much wider. They present this comic book illustration, which they note is "not to scale," which shows the existing freeway at the top, four lanes of traffic and then supposedly just adding two additional "auxiliary lanes" at the bottom. That's not the reality. We found the actual plans, ones that ODOT didn't produce in the environmental assessment, ones that they kept hidden. And we found three different versions that showed that they're actually planning 160-foot-wide roadway. And 160 feet is wide enough for a 10-lane freeway through our -- through our neighborhoods. So this isn't a simple little expansion. It's actually a mega freeway which could have five lanes of traffic in both directions in that 160-foot-roadway.	PE-2, DES-2
2067	7780	1/10/2023	Email	Aaron	Brown		But why does that matter? Because when you expand the capacity, we know that people who are avoiding the area now will suddenly choose to take trips through it. And that will produce more pollution. We have something -- sorry -- called the induced travel calculator, which is based on the best scientific research about the impact of adding capacity to new driving. It shows that widening this freeway would add between 31 million and 47 million additional vehicle miles of travel in the Portland area as a result. And that would produce between 200,000 and 500,000 additional tons of greenhouse gases as a result.	CC-4, INDD-1
2068	7780	1/10/2023	Email	Aaron	Brown		So this is a project that we know, based on the best available scientific literature, will add to greenhouse gases. Now, ODOT has tried to deny that by claiming that they're only building those two additional lanes. But in reality, they're building a structure that's easily wide enough to handle much more.	DES-2, PE-2
2069	7780	1/10/2023	Email	Aaron	Brown		And what's perverse about that, in fact, is the fact that traffic in this area has actually been going down for 25 years. Now, these are not my numbers. These are numbers taken from the Oregon Department of Transportation. It used to be that, about 135,000 vehicles a day travel through the Rose Quarter area. That has declined to about 120,000. And that's before the pandemic.	TRAF-5
2070	7780	1/10/2023	Email	Aaron	Brown		And what ODOT is saying is, if we do nothing, there will be this huge increase in traffic. But that's not been the trend in this area. So they're widening a freeway in an area where traffic has been declining for a quarter of a century.	INPT-1
2071	7780	1/10/2023	Email	Aaron	Brown		And they're proposing to do it at prodigious cost. This would probably be the most expensive freeway construction project in the United States on a per-mile basis. As Aaron mentioned, the -- the original estimates we were told, this would cost \$450 million. Then that double to about \$800 million. And the most recent estimates are it will be \$1.45 billion. That works out to about a billion dollars a mile for a freeway. Just imagine what you could do with a billion dollars for anything else. Do we really need a billion dollars to get a billion-dollar-a-mile freeway? MR. CORTRIGHT: And what's worse is the Oregon Department of Transportation, frankly, just doesn't have the money to pay for it. Their plan -- they haven't developed a plan as yet to show where the money will come from. In fact, what they've done is, in the last two years, shifted the money the legislature designated for this project and, instead, used it for the Abernethy I-205 bridge in Oregon City, which means that they now have a more than billion-dollar shortfall in the amount of money that's needed for this project. But their plan is to just get the project started and spend a few hundred million dollars getting it started and then come back with a partially finished project and ask for the additional billion dollars. That's no way to make a rational policy decision, and we shouldn't go along with it.	COST-1, COST-2, COST-4

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2072	7780	1/10/2023	Email	Aaron	Brown		The other thing we know, because ODOT has told us, is that the only way that they can come up with this kind of money is to put tolls on local freeways. And the -- this is the head of the Oregon Transportation Commission in March of last year saying they don't have the resources to build this project without tolling. And that's probably true. But the conundrum from the standpoint of an economist is, if you toll these roadways, then fewer people will drive on them. So while you're spending a billion dollars, or a billion and a half dollars, widening the freeway, putting tolls on it will cause fewer people to use it, which is something they failed completely to analyze in their environmental impact statement. We do have some other work that was done commissioned by ODOT for a separate project that shows that tolling will actually do a better job of improving congestion -- that is, reducing traffic and speeding the flow of traffic than widening the freeway because tolling would shift traffic to off-peak times, and it would work better. (Applause.) MR. CORTRIGHT: So ironically, instead of spending a billion and a half dollars to widen a freeway that we don't need, if we just charged a price for its use at the peak hour, we could shift traffic and avoid a lot of the congestion problems that we have.	COST-4, TOLL-1, TOLL-2
2073	7780	1/10/2023	Email	Aaron	Brown		So to summarize, this is a giant freeway. It's a 160-foot-wide freeway. Don't listen to talk about so-called auxiliary lanes. It will increase traffic and greenhouse pollution, according to the best available scientific information.	CC-4, INDD-1
2074	7780	1/10/2023	Email	Aaron	Brown		Congestion won't go down because of induced demand. It isn't really needed because traffic in this area has stabilized. And if anything declined, this is a hugely expensive project that they don't have the money to pay for. And if they implement tolling, we really don't even need to expand the freeway here.	INPT-1
2075	7780	1/10/2023	Email	Aaron	Brown		MR. CORTRIGHT: And we do need an EIS to fully explore this.	ALT-1, NEPA-1
2076	7780	1/10/2023	Email	Aaron	Brown		MR. CAGE: My name is Danny Cage. I'm a member of Sunrise PDX. I have the honor of serving on the Oregon's Environmental Justice Council as a State board member appointed by Governor Kate Brown this year as its youngest member. More importantly, I am a high school student who should be doing math homework right now and not telling a transportation agency how to conduct itself.	INPT-1
2077	7780	1/10/2023	Email	Aaron	Brown		MR. CAGE: I am speaking here today in strong support of the Oregon Department of Transportation conducting an environmental impact statement on the proposed Rose Quarter freeway expansion.	NEPA-1
2078	7780	1/10/2023	Email	Aaron	Brown		As the climate crisis continues nationwide and, more importantly, statewide, it is important to me -- important to me not only how we implement environmental justice in our work, but have it embedded in our process so it is not an afterthought.	EJ-1
2079	7780	1/10/2023	Email	Aaron	Brown		As both a young Oregonian who is a frontline community member, a young person, and a state board member of the Environmental Justice Council, it is important to me how ODOT conducts itself again and again because, yes, I believe the idea that a public transportation -- that a public transit agency should be able to conduct itself in a manner that honors the citizens that it serves.	INPT-1
2080	7780	1/10/2023	Email	Aaron	Brown		Recently, Oregon passed -- (Applause.) MR. CAGE: -- HB 47, which allows natural resource agencies, which ODOT is defined as to request consultation from the Environmental Justice Council. I believe that the Department of Transportation should request consultation from both the Environmental Justice Council as well as the communities that their projects affect.	EJ-2
2081	7780	1/10/2023	Email	Aaron	Brown		On the Rose Quarter proposal -- as the Rose Quarter proposal has proved both past and present to be problematic, controversial, rooted in racism, lacked community collaboration, I request that ODOT not only do an environmental impact statement, but also address the impact freeways may have on noise pollution, green space, and et cetera. I urge ODOT to conduct an environmental impact statement and go further because I believe an agency should think of itself not as a freeway agency, but as a transportation agency.	NEPA-1
2082	7780	1/10/2023	Email	Aaron	Brown		So you know, I'm representing the neighborhood that we're in right now, the Eliot neighborhood, which went from a population of 12,000 down to a population of 4,000 due to various planning projects, some of which you mentioned earlier. And this area, which is close to downtown, wants to be an urban neighborhood with tall buildings and lots of people living here. You -- this current project, which I've been following since November of 2010, began because some highway engineers think that a mistake was made many years ago. And that mistake, they believe, was that I-5 was made too narrow.	INPT-1
2083	7780	1/10/2023	Email	Aaron	Brown		However, this mistake was actually a blessing because even more cars coming through this neighborhood would be that much worse for the climate and for local air pollution, which we've been monitoring recently and hope to have more data on soon.	INPT-1
2084	7780	1/10/2023	Email	Aaron	Brown		Widening the highway is not going to make this area more livable. If this was a jobs project, we should be building something with our money that's going to actually stand the test of time.	COST-1

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2085	7780	1/10/2023	Email	Aaron	Brown		What are we getting for 1.5, \$1.4 billion? We're getting something that no one wants. We could be spending that money building housing. People just worked -- (Applause.) MR. RUDWICK: -- really hard to pass the housing bond. We could have more housing at the end of spending that much money. You could easily do the same minority contractor and all the other incentives that ODOT is trying to throw to make this project more palatable. It could just be done by doing a different kind of building.	COST-1
2086	7780	1/10/2023	Email	Aaron	Brown		This -- the interchange that's being designed appears to be trying to pump a lot more cars onto local streets into our neighborhood, which we are very opposed to.	INPT-1
2087	7780	1/10/2023	Email	Aaron	Brown		This project should be killed. If it needs an EIS to study some other alternatives, that's a good plan. If someone decides to just pull the plug on the funding for this project, that also sounds like an okay plan to us.	ALT-1, NEPA-1
2088	7780	1/10/2023	Email	Aaron	Brown		MR. RUDWICK: This -- this neighborhood wants to be an urban neighborhood. It's an inner area. It's close to downtown. It has great access to lots of things.	INPT-1
2089	7780	1/10/2023	Email	Aaron	Brown		And this project, having been hanging over the area for the last 13, 14 years, has been delaying development. I've seen multiple projects proposed and get shelved. And a big part of it is, well, what's going to happen over there with the freeway? So hurry up. Kill it already so we can get on with building ourselves back up and realizing the vision that people have for greatness here.	INPT-1
2090	7780	1/10/2023	Email	Aaron	Brown		Families for Safe Streets urges the Oregon Department of Transportation to conduct a full environmental impact statement and refocus the Rose Quarter Improvement Project to center safe transportation for non- drivers and healing the Albina neighborhood.	NEPA-1
2091	7780	1/10/2023	Email	Aaron	Brown		Families for Safe Streets supports the proposed freeway cap included in hybrid 3 as well as affordable housing and bicycle and pedestrian safety improvements. These components can and should be accomplished without the expansion of I-5, which will result in more noise, pollution, death, and injury in the surrounding community.	LID-2
2092	7780	1/10/2023	Email	Aaron	Brown		Pedestrian and traffic deaths are at a 70- year high in Portland. And yet ODOT's own analysis shows that this project will make conditions worse for people walking in the Rose Quarter. The freeway offramp included in Highway 3 will result in a flood of cars into the streets surrounding the Moda Center. ODOT's supplemental environmental assessment references pedestrian-auto conflict, which is a sanitized way of saying human bodies, loved ones, friends, and neighbors will be struck by thousands of pounds of metal traveling at high speeds. Twelve years ago, my one-year-old son, Shamis, experienced a pedestrian-auto conflict on an ODOT road. His -- his 30-pound body did not stand a chance against the careless driver who plowed through our cross -- crowded crosswalk. He is one of hundreds of people who have been killed and injured on ODOT roads. So when I hear the agency asking taxpayers to foot the bill for a \$1.5 billion highway expansion, their claims about safety ring pretty hollow. Families for Safe Streets does not accept the deaths and injuries of our loved ones, the poisoning of the air, or the destruction of our planet as acceptable trade- offs for faster freight transport or convenience of motorists.	INPT-1
2093	7780	1/10/2023	Email	Aaron	Brown		An EIS is a critical component of accountability that will ensure our tax dollars are not worsening the twin crises of traffic violence and climate change.	NEPA-1
2094	7780	1/10/2023	Email	Aaron	Brown		We didn't just, you know, pick Portland because it was the -- you know, the biggest city or the city with the best resources. A lot of it had to do with what Portland values. We're a city that values community, livability, sustainability. Those are things that brought me to Portland 20 years ago, and those are reasons why I and countless other folks have decided to start a business here. And if you think about those things -- community, livability, sustainability -- they all have one thing in common. And that is that they take time. They take care. That's what all of you are doing here tonight by being here. And I so appreciate that.	INPT-1
2095	7780	1/10/2023	Email	Aaron	Brown		And that is why it's so offensive for a state agency who is supposed to be working for us to be rushing through a project trying to hit an arbitrary 2023 construction deadline they have set for themselves so that other folks can rush through our neighborhood. That is not what Portland's about. That's why I started a business here. I don't think that's what makes Portland great. And I think we can do better.	INPT-1
2096	7780	1/10/2023	Email	Aaron	Brown		So we're asking you, ODOT, to slow down; consider the alternatives; do your homework, including a full environmental impact study, just like all of us are going to go home and do our -- our jobs and our homework when we get done here; and consider what makes Portland great. It might be different from the things that -- that ODOT typically values in its processes.	ALT-1

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2097	7780	1/10/2023	Email	Aaron	Brown		I don't have a lot of faith that -- that anyone at ODOT will pay attention to this testimony. Here is why: I was the pedestrian representative on the 2020 I-5 Rose Quarter Community Advisory Committee. And that -- that committee was made up of community members chosen by ODOT, including transportation advocates and people born and raised in the Albina neighborhood. As representatives of the community, we repeatedly asked ODOT if we could provide input on the single largest part of this project, the freeway. And every time, ODOT said, no, we do not want to listen to you.	PE-2
2098	7780	1/10/2023	Email	Aaron	Brown		So since ODOT doesn't seem to care what the people think about that part of the project, I'm hoping they will care about what they claim is their number one concern, safety.	INPT-1
2099	7780	1/10/2023	Email	Aaron	Brown		So there is going to be a new hairpin turn coming off the freeway that is -- that will take -- all of the exiting traffic exiting from I-5 will take that hairpin turn. And that turn is so tight that ODOT requires a design exception from their own freeway manual to build it. And they estimate that this ramp will increase crashes by 13 percent, so unsafe for cars.	BWI-2
2100	7780	1/10/2023	Email	Aaron	Brown		This very same exit ramp will cross the Williams Avenue bike lane. Anybody who bikes in Portland knows that's a major bike route through the city. And there's now going to be 12,500 vehicles exiting I-5 and taking Williams Avenue -- unsafe for bikes.	ACT-1, BWI-1, SAF-1
2101	7780	1/10/2023	Email	Aaron	Brown		So due to all those -- due to the new location of the ramp, those cars are going to be -- having to make extra turns through the area, producing, just due to those extra turns, 1.3 million more miles of local vehicle traffic in the Rose Quarter and leading to the closure of two separate crosswalks due to -- this is a direct quote from the environmental assessment -- "increased traffic generated by the ramp."	TRAF-9
2102	7780	1/10/2023	Email	Aaron	Brown		So pedestrians will have to triple the number of dangerous crossings they have to make, crossings which are made even more dangerous by the increased traffic.	ACT-1, BWI-1, SAF-1
2103	7780	1/10/2023	Email	Aaron	Brown		It will also be made more dangerous by longer crossings due to ODOT shaving off corners so that cars can drive even faster around those corners.	INPT-1
2104	7780	1/10/2023	Email	Aaron	Brown		And well, Michelle already quoted this, but I'm going to quote it again. The project will cause "increased potential for pedestrian-auto conflict.	INPT-1
2105	7780	1/10/2023	Email	Aaron	Brown		MS. VLACH: ODOT is planning on spending \$1.5 billion to increase the chance that somebody will end up in the hospital or at the morgue. But they won't spare a few million dollars for safety improvements on our deadly orphan highways like Powell Boulevard and TV Highway.	COST-1
2106	7780	1/10/2023	Email	Aaron	Brown		MS. VLACH: So to be clear, Oregon Walks does not support freeway expansion. It is a misguided investment and an outdated transportation system with negative effects on transportation justice, air quality, climate change, and livability. And it doesn't even fix the one problem it does claim to solve -- congestion.	INPT-1
2107	7780	1/10/2023	Email	Aaron	Brown		Apparently, ODOT doesn't care about any of this. And yet in the one area that ODOT does claim to care about, safety, this project is, by their own assessment, also a failure.	INPT-1
2108	7780	1/10/2023	Email	Aaron	Brown		Briefly, some things Oregon Walks does support: We support building lids over the freeway to reconnect the neighborhood, congestion pricing to improve traffic flow on I-5 with funds dedicated to improved transit, a full environmental impact statement to show the true environmental costs of this project, and union construction jobs with good pay, putting people to work all over the state, building safer streets for pedestrians and other vulnerable road users.	INPT-1, LID-2, NEPA-1
2109	7780	1/10/2023	Email	Aaron	Brown		Nine years passed. I turned 16. And the thermometer read 113 degrees in the shade. The temperature rose and rose and didn't fall below 95 degrees. And the heat baked those beautiful fields of hay, turning them brown before each stalk could finish growing. And then they stood just up to my knees, withered and shrunken from the heat and the drought. My neighbors, those farmers, worked in the heat harvesting that meager proportion of grass, and they got a lot less hay that year, probably less than any year that they'd been alive or that their families had farmed this land. The heat, they said, we're just dealing with Mother Nature. I really wish that was all.	INPT-1
2110	7780	1/10/2023	Email	Aaron	Brown		So I'm just a 17-year-old girl who dreams about traveling and making art and learning languages and finding a job that I really, really love and raising kids and building community, growing a garden, and hiking on Mt. Hood. I'm just a 17-year-old girl who reads the news and listens to transportation experts and scientists and pays attention to historical patterns. And I see the flaws in ODOT's proposed freeway expansions, including the one right out here.	INPT-1
2111	7780	1/10/2023	Email	Aaron	Brown		So yeah, I'm just a 17-year-old girl. But I've done my research, and I'm asking ODOT to do theirs. Hey, ODOT, conduct an environmental impact statement on this unstrategic, polluting, dangerous, money-sucking freeway expansion before it's too late.	NEPA-1

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2112	7780	1/10/2023	Email	Aaron	Brown		Come on, ODOT. It's time to address our climate crisis with integrity -- MS. BLADHOLM: -- and urgency -- integrity and urgency.	INPT-1
2113	7780	1/10/2023	Email	Aaron	Brown		You have mega projects on the drawing board, and I ask you to take a look at these projects and be honest about how they will impact air quality and induce more car capacity.	INPT-1
2114	7780	1/10/2023	Email	Aaron	Brown		While your credibility legacy, your personal legacies, are at stake, our collective health and the safety for many generations to come is at stake as well. Please don't let your legacy be that of continuing to pollute our air.	INPT-1
2115	7780	1/10/2023	Email	Aaron	Brown		Safety is your second listed value. Please live up to it.	INPT-1
2116	7780	1/10/2023	Email	Aaron	Brown		As you are aware, 40 percent of greenhouse gas emissions are caused by transportation, and you have the opportunity to invest a new and active transit to get cars off roadways, to help with traffic congestion, and free up roadways for things like freight mobility.	COST-1
2117	7780	1/10/2023	Email	Aaron	Brown		Excellence is one of your values. How are you driving excellence through innovation? I am advocating for a new green mode of transit steeped in social and environmental equity while advancing climate resilience, supporting disadvantaged communities, and bringing innovation to our region. Equity is also listed as one of your values. Frog Ferry can stand up and start an electrified ferry service within two years on the Willamette River for \$10 million from Cathedral Park dock to the Riverplace dock in downtown Portland. I started this project almost six years ago because we can't build roadways out of this congestion issue, as Joe has explained.	INPT-1
2118	7780	1/10/2023	Email	Aaron	Brown		Your mission statement is to provide safe and reliable multi-modal transportation system that connects people and helps Oregon's communities and economy thrive. Please live up to that promise and your own values. Conduct the EIS. It's the right thing to do.	NEPA-1
2119	7780	1/10/2023	Email	Aaron	Brown		And I want to start this off by saying I love public transit with my whole entire heart. I love the feeling of riding the bus to see my friends on a Sunday right before school starts and having my earbuds in my ears, listening to music, and seeing the beautiful scenery around me, and seeing other people being able to enjoy the wonderful privilege that public transit is. And I love the feeling of riding my bike across Alberta Street and just spending time with myself and being able to grow as a teenager in this wonderful city. But I don't love going over a massive pothole while I'm riding the bus. I don't love having to worry about being hit by a car while I'm riding my bike. And what I really don't love is that you are investing \$1.4 billion into this destructive project.	INPT-1
2120	7780	1/10/2023	Email	Aaron	Brown		MS. SACK: I joined the climate movement in September 2021. I was only 14 years old. I just turned 17 last week. And the fact that so much time has passed but such little has changed brings me to tears, honestly. I have spent hours sobbing to my parents in my kitchen saying I don't know what to do. There is so much happening around me, and I don't know what to do. And they just don't have a response for me.	INPT-1
2121	7780	1/10/2023	Email	Aaron	Brown		And what I want to bring to your attention tonight is that you are an organization full of adults. And tonight, we have multiple teenagers speak on the fact this project is not benefitting anybody. It's going to continue to hurt our planet to hurt multiple, multiple generations of people, and to hurt people that have been hurt in the past by this project again and again.	INPT-1
2122	7780	1/10/2023	Email	Aaron	Brown		And so what I came here to ask you tonight, ODOT, is that you conduct a full environmental impact statement on the Rose Quarter freeway expansion project. We are asking for lids, not lanes, because that is the right green thing to do. Please start listening to us. It's time to act.	ALT-1, NEPA-1
2123	7780	1/10/2023	Email	Aaron	Brown		We believe in building walkable communities full of abundant, affordable housing connected by frequent, reliable transit. While integration and harmony between transit planning, housing planning, and meeting our carbon emissions goals may never be completely aligned, we must ask ourselves as a community if a multi-billion-dollar investment into widening our highway aligns with our values and goals. We believe that the propose 1.4 billion Rose Quarter freeway expansion will not help solve congestion long term, meet our local and state emissions goals, nor advance equity and restorative justice in the Albina neighborhood.	INPT-1
2124	7780	1/10/2023	Email	Aaron	Brown		We are, therefore, community partners, including Neighbors for Clean Air, No More Freeways, and demanding that ODOT address -- conduct a full environmental impact statement that studies alternatives to freeway expansion to address congestion, air pollution, and traffic safety.	ALT-1, NEPA-1
2125	7780	1/10/2023	Email	Aaron	Brown		What I will state, is -- is that, currently speaking, we are not in a highway lane crisis. We are in a racial equity crisis.	INPT-1

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2126	7780	1/10/2023	Email	Aaron	Brown		MS. KWIATKOWSKI: We're in an affordable housing crisis. (Applause.) MS. KWIATKOWSKI: We are in a wealth and equity crisis, which I would offer this is a very convenient project, as many others, to wedge between the growing disparities square-footage-wise and money-wise and ideology-wise that we think separates us but may not, in fact, actually be really clearly stating the connective ties that ties like mycelial threads under the soil of our shared tragedies and traumas.	INPT-1
2127	7780	1/10/2023	Email	Aaron	Brown		I would also state that I think it is highly important to always listen to the past and the present, as those are the two ways that we build our future. I think it is highly important that ODOT, which is a collection of humans, which are collected of pasts, which are collected of their base experiences connected to other humans and ecosystems because I also wonder about how many animals and trees have died in the past several decades, of which as a professed animist -- myself, not Portland: Neighbor Welcome -- I feel exceeding rage in regards to the voiceless screams that die in the night. I would heavily argue to ODOT that you may want to listen to the human and non-human voices, which are your -- your predecessors and your contemporaries, as opposed to trying to create and envision a future, which the only inheritances of that past that we are creating now will be people who genuinely and deeply care -- do not care about suffering or in the ways in which our -- our actions yield manifold consequences of which we are clearly seeing the future now through the eyes of ourselves. Thank you.	INPT-1
2128	7780	1/10/2023	Email	Aaron	Brown		Since 2015, I have driven over 70,000 miles in Portland, and I can attest that our freeway system is insufficient. However, our freeways are insufficient because they were built without community input, nor concern for their wellbeing.	INPT-1
2129	7780	1/10/2023	Email	Aaron	Brown		So tonight, I wish to include in my testimony in support of a full and complete environmental impact analysis four key issues, starting with Vision Zero. I am grateful to ODOT and PBOT for advocating for the Vision Zero campaign. I donate monthly to the international Vision Zero network.	NEPA-1
2130	7780	1/10/2023	Email	Aaron	Brown		But how is it possible that expanding I-5 -- how is expanding I-5 going to meet your goal of eliminating traffic deaths? (Applause.) MR. FERGUSON: Why are we talking about expanding a freeway system when so many drivers in Portland do not care about following traffic laws and the Portland Police Bureau is not doing much to enforce them? How will expanding I-5 freeway meet the Vision Zero goals? Please include that in your environmental impact analysis.	INPT-1
2131	7780	1/10/2023	Email	Aaron	Brown		Secondly, including -- in addition to peak-hour tolling, I also want the -- the EIS to include streetlight synchronization. Those two pieces together could ultimately solve all of our traffic problems and eliminate the need for freeway expansion.	ALT-1, INPT-1
2132	7780	1/10/2023	Email	Aaron	Brown		Third, bring back the Tigard MAX line proposal. We must demand that Metro government offer voters another opportunity to approve Measure 26- 218. I strongly believe a MAX line to -- in a MAX line to Tigard. However, it was too easy at the beginning of the pandemic to vote against 26-218. Now that we are more settled with our new reality, I am ready to vote yes on a new ballot measure that funds a MAX line to Tigard.	INPT-1
2133	7780	1/10/2023	Email	Aaron	Brown		MR. FERGUSON: But wait. One moment. Won't 1.45 billion cover the cost of that MAX line?	COST-1
2134	7780	1/10/2023	Email	Aaron	Brown		I want our alternative plans to include discussions about the Southwest Corridor plan. I also want to tell TriMet to stop creating and maintaining automobile-centric transit centers. We need pedestrian and bike-friendly communities surrounding our Light Rail stations, not parking lots.	INPT-1
2135	7780	1/10/2023	Email	Aaron	Brown		MR. FERGUSON: Lastly, can the environmental impact study include a scenario where I-5 is eliminated on the east side? (Applause.) MR. FERGUSON: A fellow Portlander and user interface designer, Forest Smith -- I don't know if he is here tonight -- but anyway, in -- on May 5th, 2014, Forest posted an article about removing I-5 from Portland's east side to his website. His idea proposes design improvements to I-405, making it the official I-5 freeway.	INPT-1
2136	7780	1/10/2023	Email	Aaron	Brown		Mr. Smith also proposes removing the I-84 and I-5 interchange on the east side and replacing it with prime -- prime waterfront real estate. His ideas are remarkably similar to, oh, years ago, a design proposed in one of Portland's long-lost alternative newspapers, which would convert the Marquam Bridge into affordable housing.	INPT-1
2137	7780	1/10/2023	Email	Aaron	Brown		So again, ODOT and PBOT, can the environmental impact study include a scenario where I-5 is eliminated on the east side?	INPT-1
2138	7780	1/10/2023	Email	Aaron	Brown		You know, I first became aware of the idea for this project back when we were fighting the Columbia River Crossing. And even as that project was failing back in 2010, 2012, people were saying, well, you know, if you do the CRC, the next bottleneck will be Rose Quarter.	INPT-1

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2139	7780	1/10/2023	Email	Aaron	Brown		House Bill 2017 really changed the landscape when it provided a funding source for this project, which as Joe mentioned, has now been largely spent on the Abernethy Bridge in Oregon City. But it brought forward a whole agenda of freeway widening in the region. And in fact, ODOT has gone so far as to create an Urban Mobility office. And the projects they propose include this project; the revived CRC; the Interstate Bridge Replacement, or IBR; widening seven miles of I-205 down by Oregon City. They have expansion on 217 under construction, and now they're targeting the Boone Bridge down in Wilsonville. When we add it all up, it's more than \$8 billion of freeway widening.	INPT-1
2140	7780	1/10/2023	Email	Aaron	Brown		So we deserve not just EIS on this project. We deserve an EIS on the entire urban mobility vision for this region and what the alternatives to a system that would basically toll drivers significant amounts of money to fund freeway expansions.	ALT-1, NEPA-1
2141	7780	1/10/2023	Email	Aaron	Brown		But we deserve alternatives to that. We deserve a vision of a region where we manage our congestion with equitable congestion tolling and use that to fund biking, walking, and transit to make this region the kind of livable paradise that it should be.	INPT-1, TOLL-2
2142	7780	1/10/2023	Email	Aaron	Brown		And so I urge all of you to stay engaged and to keep putting the pressure on ODOT to do just that. We need to see the big picture, and we need to plan for the big picture with a vision of justice and environmental outcomes.	INPT-1
2143	7780	1/10/2023	Email	Aaron	Brown		When my kids and I moved to Portland 14 years ago, we moved to historic Albina so my kids would grow up in a positive, supportive Black community. This community and schools like Boise- Eliot/Humboldt, Harriet Tubman Middle School, and Benson High School have been true gifts to my family. It seems like only a few years ago that I worked with other parents in inner North and Northeast Portland to reopen Tubman, this school here, so kids like mine could have a dedicated middle school like almost every other neighborhood in town. My kids have benefitted from excellent Black administrators and teachers of all races who have real racial and cultural competency, who don't see them as stereotypes, but as students there to learn.	INPT-1
2144	7780	1/10/2023	Email	Aaron	Brown		Sadly, that's not always been my children's experience in Oregon. If my children have a positive self- image and esteem, I attribute that to this Black community, to this neighborhood.	INPT-1
2145	7780	1/10/2023	Email	Aaron	Brown		It's amazing that this neighborhood has survived. The Oregon Highway Department devastated the community when it tore a hole through Albina, a scar that pollutes the air, makes our community sick, and remains to this day.	AQ-2, HLTH-1
2146	7780	1/10/2023	Email	Aaron	Brown		And now ODOT wants to double down on the harm to this community with an unnecessary freeway expansion. Even worse, they are calling it restorative justice, as if paying Black contractors to further destroy their communities to hurt Black children is anything other than cynical exploitation.	INPT-1
2147	7780	1/10/2023	Email	Aaron	Brown		MS. PETTIT: Is the health and wellbeing of my children irrelevant to ODOT? Are their lungs just collateral damage?	INPT-1
2148	7780	1/10/2023	Email	Aaron	Brown		Shame on ODOT for their cynical marketing, for their branding and rebranding, for their lies, for only seeing cars and trucks on the highway, for not seeing -- really seeing -- the kids in this neighborhood, in this school, who are as deserving of clean air and good schools as every other child in this state.	INPT-1
2149	7780	1/10/2023	Email	Aaron	Brown		We need a full environmental impact statement. We need to build the caps and rebuild this neighborhood before we think of spending even a penny more on building more freeways.	ALT-1, NEPA-1
2150	7780	1/10/2023	Email	Aaron	Brown		And my assessment on the Rose Quarter widening is that traffic hazards will worsen. On my -- my list of concerns, safety is always first, and the cost is last. Traffic hazards will worsen to the degree that there will be more accidents and more severe accidents; more injuries; more passenger, pedestrian, and bicycling fatalities. And I believe ODOT knows this for a fact. ODOT management, Department heads, Director Kris Strickler -- they know this project, as proposed, will result in deaths on the -- on the -- that segment of highway and leading to the highway.	INPT-1
2151	7780	1/10/2023	Email	Aaron	Brown		I -- I noticed that, well, there's been a redesign that's proposed to go along with the idea of capping the freeways. And I personally do not support the idea of the cap.	INPT-1
2152	7780	1/10/2023	Email	Aaron	Brown		And who wants to really live near a freeway? I mean, the air pollution coming up from those cars is not just going to stay down. There's going to be a blow-up in the air, and it will be unhealthy.	INPT-1
2153	7780	1/10/2023	Email	Aaron	Brown		I think we need to make a -- address congestion near a freeway. Then you plant trees along the sides of it so that particulates that make their way up can be attracted to trees and fall to the ground below. And I expect that the development of the area where Tubman school is now is already slated for apartment block housing directly facing the freeway because that's who I -- I see our Mayor Wheeler as a -- nothing more than a real estate broker. He's just selling out.	INPT-1

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2154	7780	1/10/2023	Email	Aaron	Brown		I have come to that -- this sort of conclusion on several other projects that 25 ODOT has been a part of, that safety hazards are neglected and kept from the public view. I accuse ODOT and the other agencies involved, which includes WSDOT, PBOT, Portland City Council, Metro Council, and TriMet of crimes -- criminal, prosecutable crimes that include potential and misdirection of project studies to predetermine outcomes, willful concealment from the public of the safety concerns, reckless endangerment, and negligent homicide. If they know that people are going to die and they carry on with the project without -- with -- without -- they can get away with it.	PE-2
2155	7780	1/10/2023	Email	Aaron	Brown		Oh, one last thing. There is one thing that I found early on that I could support. Now, it's been canceled on the new design, and it includes the -- the -- that -- that Wheeler and Williams and Vancouver intersection have a bicycle ramp across the freeway that would have gone straight up Clackamas Town Center to 7. It's part of the Green Loop. That's the safe way for bicyclists to make the -- this, too, not on broadly -- Broadway and Weidler. They can never be made safe. They're for bicyclists. And all bicyclists should voice opposition to that idea, that it's obviously a hazard.	ACT-1, FAC-1
2156	7780	1/10/2023	Email	Aaron	Brown		MR. LUAN: I -- the one thing I said I could support was the idea of relocating the southbound onramp over to the Weidler where you would have a downhill entrance ramp and you would have plenty of good visibility. That alone was the one thing since the start of this project that I was able to support and -- and bring to public's attention. That -- that is one safety improvement that could be made. So --	INPT-1
2157	7780	1/10/2023	Email	Aaron	Brown		I decided to come here today because yesterday morning at breakfast, my 19-year-old college son asked me if I had lived with impending doom when I was his age. And we discussed that, during the greatest nuclear threat that I have lived under, it still seemed that the decision-makers were honestly trying not to kill us.	INPT-1
2158	7780	1/10/2023	Email	Aaron	Brown		Now we're the decision-makers. And I am asking that this project -- the decisions in this project be made in the trade space -- you all are engineers; you know trade spaces -- be made in the trade space of a full environmental impact statement. And I'm asking this because I cannot give up on these kids, and I cannot give up on our planet.	NEPA-1
2159	7780	1/10/2023	Email	Aaron	Brown		We've reviewed the supplemental environment assessment, and we assert that it doesn't sufficiently consider all of the project's impacts.	INPT-1
2160	7780	1/10/2023	Email	Aaron	Brown		It doesn't include the alternatives to highway expansion, including congestion pricing, without adding lanes.	ALT-1
2161	7780	1/10/2023	Email	Aaron	Brown		A full environmental impact statement is necessary to comprehensively identify all aspects of this massive proposal. And it is still a proposal. ODOT wants you to believe it's a done deal, but it is not.	NEPA-1
2162	7780	1/10/2023	Email	Aaron	Brown		We also -- we support the idea of buildable caps over the highway and the Rose Quarter, but this doesn't require expansion of the highway at all. There's no technical reason why capping the freeway has to be coupled to expanding the freeway. They have simply never considered or studied that as an option.	LID-2
2163	7780	1/10/2023	Email	Aaron	Brown		MR. HETRICK: Instead of spending billions widening the freeways, we believe they should focus on improving safety on -- on their own roads. In the last 18 months alone in the Brooklyn neighborhood, multiple people have died on Powell and McLoughlin Boulevards, both ODOT roads. In the face of a surge of road user deaths, the opportunity cost of this project is far too high when the money could be better spent to save lives. The freeways, which are already regrettable in the Rose Quarter area, but even so, they're -- they're relatively safe. And the level of funds being spent here simply aren't warranted under the banner of supposed safety project.	COST-1
2164	7780	1/10/2023	Email	Aaron	Brown		And we also find that ODOT has not been sufficiently transparent, truthful, or responsive. Important project details have been obscured or hidden from the public and were only revealed after continued action and pressure from community members, many of whom are in this room.	PE-2
2165	7780	1/10/2023	Email	Aaron	Brown		These join the long list of concerns raised by many other people and that we have also raised at other phases of this project, including negative impacts to walking, biking, and transit on surface streets, ballooning cost estimates, continued investment in fossil fuel infrastructure, the inability to simply solve congestion through expansion and air quality in this area. And given	INPT-1
2166	7780	1/10/2023	Email	Aaron	Brown		And given these, we continue to oppose this project, and we continue to demand a full EIS.	NEPA-1
2167	7780	1/10/2023	Email	Aaron	Brown		And so now we're at this -- this dilemma. It's like, why are you going forward with this project when you have so much backlash and -- and so many common sense? Like, what are you doing?	INPT-1

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2168	7780	1/10/2023	Email	Aaron	Brown		And -- and I posit it's like when they're -- when they're design and they're civil engineers, like, every solution is a mass freeway, that's what they're designed to do. They're -- they're not -- they didn't go to school and hear about all the alternative forms of transportation. So we -- we have this dilemma. And you still ask, why -- why are they going forward with this after so much input? And -- and a large part is how organizations -- somebody -- some manager -- if you're managing the largest project, 1.5 billion, you -- you -- you move up in status with that organization. If you're a civil engineer and -- and you're -- you get to be -- design the new ramps, it -- once again, it aids in your credibility and your financial wellbeing.	INPT-1
2169	7780	1/10/2023	Email	Aaron	Brown		And so there -- there has to be checks on all of our government agencies. And one of them absolutely we recognize is the EIS. This -- this document is designed to say, what is the impact to the -- the community that we live in; what is the impact to the planet?	NEPA-1
2170	7780	1/10/2023	Email	Aaron	Brown		So without those types of full assessments, somebody can make claims of whatever, and -- and it's just self-fulfilling for their advancement of their personal career. So I -- the -- this is a plea out to the ODOT. You know, do what's required by law so you can have good information and make sound decisions.	INPT-1
2171	7780	1/10/2023	Email	Aaron	Brown		I'm a Portland resident, almost born, but mostly raised in the city since I was two. I have lived in Southwest, Southeast, and Northeast Portland, and I oppose any form of freeway expansion as a part of the I-5 Rose Quarter project.	INPT-1
2172	7780	1/10/2023	Email	Aaron	Brown		I also support building a lid over I-5 in the Albina neighborhood	LID-2
2173	7780	1/10/2023	Email	Aaron	Brown		and demand that ODOT -- to conduct an environmental impact statement on this project.	NEPA-1
2174	7780	1/10/2023	Email	Aaron	Brown		Among the obvious reasons, the extra lanes will bring extra pollution to the city and exacerbate our already disastrous climate crisis. Freeway -- freeway expansion will continue to harm Albina and adjacent neighborhoods by inviting dangerous car traffic onto their streets.	AQ-2, HLTH-1
2175	7780	1/10/2023	Email	Aaron	Brown		Both Northeast Broadway and Weidler are two busy boulevards where businesses, bikers, and pedestrians exist in spite of car traffic. Are we willing to harm businesses by expanding Broadway? Are we willing to accept pedestrian deaths by expanding Weidler?	INPT-1
2176	7780	1/10/2023	Email	Aaron	Brown		If we expand I-5, it will lead to more deaths not just from pollution, not just from climate change, but also from cars colliding into people.	INPT-1
2177	7780	1/10/2023	Email	Aaron	Brown		Once again, I ask for ODOT to forego their plans to expand I-5. I also demand ODOT to conduct an environmental impact statement on the Rose Quarter project and to change the agency's current mentality of valuing personal vehicles over people. Do better.	NEPA-1
2178	7780	1/10/2023	Email	Aaron	Brown		MS. HANDLIN: Climate change is real. I'm pretty sure that even all you ODOT folks understand that. I assume that some of you have kids and grandkids. I'm not sure why you're not considering their futures, but clearly you're not. It is not too late to do -- to do something about climate change. I mean, it's here. We've got fires and flooding. And my adult daughter was turning blue with the smoke. I mean, it was -- anyway, we all know the problems. And it's not too late to minimize the damage, but we have to act like there is a climate emergency because, clearly, there is, a climate justice emergency.	INPT-1
2179	7780	1/10/2023	Email	Aaron	Brown		And this project is -- is just emblematic of all the wrong things -- spending huge piles of money doing this dangerous, ridiculous project that -- that is just going to make everything worse in the name of reducing commute times for some adults for, you know, like, a day or two before the induced demand makes it worse.	INDD-1
2180	7780	1/10/2023	Email	Aaron	Brown		And you're doing this at the cost of these kids' future. This is -- it -- it -- it -- this -- this just makes me crazy. And I have notes, and I just don't even care because, like, you all have heard way too many people here who are, you know -- know more about this. And -- and these kids who have spent, like, endless hours, you know, instead of, like, going and doing fun things, they are learning about freeways and crap. And it's like -- it -- it -- it's ridiculous. But now, apparently, these kids know and understand this problem better than you ODOT folks do.	INPT-1
2181	7780	1/10/2023	Email	Aaron	Brown		MS. HANDLIN: So I don't really need to say that much more. You absolutely need to do the environmental -- environmental impact study. I mean, not doing it is just morally and financially bankrupt.	NEPA-1
2182	7780	1/10/2023	Email	Aaron	Brown		And you need to -- the lid makes sense, you know, covering it. When we start to, you know, wipe out some of the damage that ODOT has caused in the past, that's great. And you know, congestion pricing, yeah, that's all good. But honestly, what you really need to do is stop widening freeways and start listening to the kids.	INPT-1

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2183	7780	1/10/2023	Email	Aaron	Brown		And something I wanted to bring across was that the city was intended to design -- intended-ly design to be landlocked. The freeway was landlocked for the public system to be enhanced. Therefore, the funding should be allocated towards green infrastructures, such as the TriMet system, such as bike lanes, and walkways, especially targeting towards Albina communities where there is already low car ownership.	COST-1
2184	7780	1/10/2023	Email	Aaron	Brown		It doesn't really make sense to justify putting a whole freeway for people who don't really have cars versus people who can walk or may use wheelchairs or bikes. Therefore, you're already increasing the -- the demographics who can use these spaces.	INPT-1
2185	7780	1/10/2023	Email	Aaron	Brown		So I -- I ask for you to reconsider the design, to maybe look at the TriMet operation's headquarters on the Southeast 17th and Center. They have a really great design where they have a TriMet system in the middle with vegetations and art that also center historical pieces. And then they also have cars, big car lanes that's also paired with bike lanes and also sidewalks.	INPT-1
2186	7780	1/10/2023	Email	Aaron	Brown		And you're already a leading sector or polluting the environment. So by enhance -- by increasing infrastructure to -- to pollute more doesn't really decrease your greenhouse gas emission in any way at all.	INPT-1
2187	7780	1/10/2023	Email	Aaron	Brown		So yeah, I really -- I would call for, also, a public outreach as well because I don't think the -- the public or the Albina community actually know that this project is actually going on and as well as the environmental impact assessment as well.	EJ-1, PE-6
2188	7780	1/10/2023	Email	Aaron	Brown		And the point I want to hit on is that I categorially reject any narrative that pits the needs of pedestrians, cyclists, the environment, and the citizens who live here against the needs of freight trucking -- trucking and the economy. (Applause.) MR. VALO: Those needs are not mutually exclusive. We've shown that firsthand. Our impact reporting shows that, in 2021 alone, our electric freight tricycles prevented over 500,000 pounds of CO2 from entering the atmosphere and reduced over 320,000 traffic miles that would have been done -- (Applause.) MR. VALO: -- by traditional vehicles. So if you want to improve freight mobility through our region, there are far cheaper and more effective ways to do so than expanding I-5. And I do believe that's a noble goal, to be improving freight mobility through our region.	INPT-1
2189	7780	1/10/2023	Email	Aaron	Brown		But we can do that by spending money on transit, cycling, and pedestrian infrastructure that will get cars off the road.	COST-1
2190	7780	1/10/2023	Email	Aaron	Brown		And we can do it, as many other people have said, by just doing the congestion pricing.	INPT-1
2191	7780	1/10/2023	Email	Aaron	Brown		We do not need to build more lanes to fix this problem.	INPT-1
2192	7780	1/10/2023	Email	Aaron	Brown		So five years ago, I was reading about expanding the freeway. And it seemed like such an insane, ridiculous idea that -- I mean, seriously, I was like, what -- why are we doing this? Why are we wasting our time talking about this? And so I called up to get a -- get an appointment to testify to the City Council. And I knew I wanted to sing a song. But of all the different reasons not to widen, I thought -- I wasn't sure what I was going to do because I could talk about how it ruins the character of Portland by putting people in cars instead of public transport. Or I could have talked about the inherent racism of inter -- of inter -- you know, urban highways. Or I could have talked about how it undercuts all the public transportation. I could have talked about the fact that the planet is dying and you want to build more concrete highways with more cars.	INPT-1
2193	7780	1/10/2023	Email	Aaron	Brown		The thing we need to understand is induced demand. In the '60s, we built the interstate. In the '70s and '80s, it was looking kind of great. In the '90s and 00s, we said, well, let's build another lane. And now, my God, they want to do it again. But the thing we need to understand is induced demand. Now, a lot of folks like to drive aroundtown, and they can't help notice that things have slowed down. But adding more lanes is never done because, if we build them -- (IN UNISON): They will come. MR. RIPPEY: And the thing we need to understand is induced demand. I wish Tom McCall was still alive. He tore down Harbor Drive. He was a Republican, by the way. I'm just saying. And now Dennis Buchanan has gone away. He blocked the Mt. Hood Expressway. People of courage, people of goodwill, I hope we got that kind of leader still. But the thing we need to understand is -- (IN UNISON): Induced demand. MR. RIPPEY: And of course, we'll need more buses and MAX. That's just transportation facts. But the way to get the highway lobby off of our backs is with a comprehensive congestion tax. (IN UNISON): And the thing we need to understand is induced demand. MR. RIPPEY: In the '60s, we built the interstate. Let's stop the madness now before it's too late. And the thing -- (IN UNISON): -- we need to understand is induced demand.	INDD-1

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2194	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	Both commissions applaud the rigorous process the agencies and design teams have engaged in including the Independent Cover Assessment and subsequent outreach conducted by Historic Albina Advisory Board (HAAB). These efforts have resulted in a project concept that supports community redevelopment, reconnection, safety and an enriched public realm for neighborhood residents, businesses and visitors. The Portland Historic Landmarks Commission and the Portland Design Commission support the proposed I-5 Rose Quarter Hybrid 3 cover concept. We acknowledge it is the preferred design option and will serve to remedy past harms to both the community and the urban fabric of the City.	INPT-1
2196	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	Our recommendations to you are to consider evaluating the design proposal in the context of (1) Repairing Past Harm, (2) Urban Design Aesthetic and Quality, (3) Transportation System Connections and (4) Climate Resilience.	INPT-1
2197	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	1.Repairing past harm It is important that the process has been robust and flexible. As the process continues, community desires should be prioritized in funding decisions. The Commissions understand that the lid structures to be built over I-5 may not be appropriate for ownership in the same way a parcel of land could be owned by a private owner. However, there are currently small, irregular parcels of land on either side of the highway that are in public ownership (ODOT rights-of-way). We strongly advocate for these buildable parcels to be returned to private ownership, and specifically given- or sold for a below-market price- to the minority communities that lived in lower Albina prior to the construction of I-5 and the Veteran's Memorial Coliseum. Although a mechanism to do this would have to be carefully considered, the ownership of these parcels could begin to address the losses the BIPOC community endured and allow for future wealth-building. There are precedents for development over highways and transit tunnels using air rights agreements and long-term building pad leases.Future buildings that can be supported on actual, at-grade parcels of land (see above bullet point) should also be created where feasible.	EJ-1, LU-1, LU-2, INPT-1
2198	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	1. Repairing past harm • ODOT's remnant at-grade properties, next to the developable lids, should be packaged with the lids to enhance the feasibility for development for the combined parcels. Additional outreach to the HAAB may be needed to ensure this approach aligns with the scope and projects identified in the Independent Cover Assessment.	LU-1, INPT-1
2199	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	1. Repairing past harm • St. Philip the Deacon Episcopal Church is an important resource in Albina. The Landmarks Commission strongly encourages that it be added to the list of churches in the "Pillars of Albina" list of places, people, events, or industries important to the African American experience in Oregon.	DES-6, INPT-1
2200	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	1. Repairing past harm • As one of the few remaining historic buildings in the vicinity of I-5, the Landmarks Commission strongly encourages discussion with the owners of the Left Bank building, so as to potentially list it on the National Register of Historic Places as part of the project.	HIST-1, INPT-1

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2201	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	1. Repairing past harm ▪ “Wall 15” and other surfaces are opportunities for more local black artists and designers. ▪ Consider ways to celebrate and express the legacy of jazz, and music in general, in the design of embellishments and open spaces as both are relevant to the cultural history of the Albina neighborhood.	INPT-1
2203	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	2. Urban Design Aesthetic and Quality ▪ The project needs to designate a budget to elevate the design so that it is more about Portland and not “anywhere” infrastructure. Areas to focus on include: - Elevate the portal designs as one passes from open highway to covered highway. - At portals and arrival points look for opportunities to express a sense of arrival in Albina. Focus on “telescoping” the project up through the structure at the portals and at off-ramps. - Connecting the edge of the deck to adjacent properties and allowing for unique opportunities for the public to occupy edges and see views.- Celebrate the structure. Right now, it is a harsh concrete deck and there are opportunities to celebrate it as a healing intervention.- Street-level embellishments should be prioritized over highway-level treatments.	INPT-1
2204	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	2. Urban Design Aesthetic and Quality ▪ The Design Commission notes that large expanses of concrete walls, such as “Wall 15”: - Should be minimized to avoid another sea of concrete. - Large walls could be terraced to provide room for landscape treatments, however, terracing could increase the footprint of the highway, potentially reducing the size of development parcels flanking the ODOT ROW. An attractive corridor that maximizes both on-grade and on-structure development parcels is the goal. - The designs should include changes in plane, details at different scales and culturally meaningful motifs.	INPT-1
2205	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	2. Urban Design Aesthetic and Quality ▪ I-5 in the Rose Quarter area was unfortunately not constructed exactly parallel to Wheeler Avenue and the grid west of it along the river, but it may be close enough to that angle so that it will be perceived as the same, once development occurs on the highway lids. The Landmarks Commission strongly encourages the recognition of the two older street grids in the development of the highway covers. Because of the two street grids coming together in this area, development on the new highway covers might be appropriate with two slightly different approaches. The western side of the highway covers will face the river grid and could be developed as angled buildings at the inflection point. The eastern side, however, may be more appropriate as orthogonal buildings, facing the more predominant street grid.	INPT-1
2206	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	2. Urban Design Aesthetic and Quality ▪ Durability, vandal-resistance, vandal access prevention to visible surfaces, ease of replacement or repair - are critical for all design elements; future maintenance will be minimal, and Portland has a significant graffiti problem on both private and public property.	INPT-1
2207	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	2. Urban Design Aesthetic and Quality ▪ Ensure that the cost of highway cover(s) result in economically feasible development parcels. ▪ Ensure successful, lively, inviting public open space - location, adjacent uses, access, solar orientation, active programming, character of detailed treatments, etc. - are all critical. ▪ Support Title 33 Zoning Code Amendments to allow commercial development on future created parcels over and along the existing highway.	LU-1, INPT-1
2208	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	2. Urban Design Aesthetic and Quality ▪ a development proposal or in a courtesy, advisory review for major public works, uses the Central City Fundamental Design Guidelines (CCFDG) as our basis of evaluation and recommendation. Three major chapters of the CCFDGs are Context, Public Realm and Quality and Permanence. You’ll find the language of those guidelines entirely relevant to the I-5 Rose Quarter Project.	INPT-1

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2209	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	3. Transportation System Connections ▪ The Green Loop as it crosses I-5 is an important part of the design and an important part of the project. The Landmarks Commission notes that the lack of street trees or development for several blocks next to I-5 on these streets is hardly conducive to pedestrian or bike traffic. At a minimum, street trees are critical for the Green Loop to be inviting, and the pattern of trees must extend into the lid design. There are technical ways to integrate at-grade street trees on the local streets crossing the cover, using precast boxes nested between girders. Street trees, streetlights, furnishings in normal urban sidewalk configuration will be essential to giving continuity of the neighborhood fabric as it crosses the cover east to west.	INPT-1
2210	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	3. Transportation System Connections ▪ It will be important to address the Vancouver Avenue intersection with Broadway as it is currently dangerous for pedestrians and bicyclists.	INPT-1
2212	7785	1/4/2023	Email	Matthew	Roman	Portland Historic Landmarks Commission and Portland Design Commission	4. Climate ▪ Mitigation for the negative climate aspects of using a significant amount of concrete in the project might include encouraging white or light-colored surfaces especially at surfaces facing the sun, planning for tree wells and other planters to provide greenery, and to consider shade at the pedestrian realm as a critical design consideration. ▪ Additionally, innovative concrete mixes that reduce carbon like fly-ash, geopolymers and graphene should be investigated. This project is one that can not only be less impactful on the environment but can also contribute to Portland's reputation for being ahead of many American cities in terms of transportation and sustainability.	INPT-1
2213	7786	1/4/2023	Email	Jana	Jarvis	Portland Freight Committee	On behalf of the Portland Freight Committee (PFC), we are submitting the following testimony in support of ODOT's I-5 Rose Quarter Improvement Project, for which the Federal Highway Administration published the Supplemental Environmental Assessment (SEA), in accordance with NEPA, that examines the environmental effects associated with the updated "Hybrid 3" highway cover design.	INPT-1
2214	7786	1/4/2023	Email	Jana	Jarvis	Portland Freight Committee	The Rose Quarter area is one of the top 100 traffic-clogging bottlenecks of the freight industry in the country. Moreover, it represents one of the two major bottlenecks listed by the American Transportation Research Institute for the State of Oregon. Therefore, we want to stress the importance of this project to the movement of goods for our region at this major freeway interchange area.	INPT-1
2215	7786	1/4/2023	Email	Jana	Jarvis	Portland Freight Committee	We also recognize and appreciate the additional community outreach completed as part of the Independent Cover Assessment work as directed by the Oregon Transportation Commission and support the resulting updated project concept to provide a larger cover over the highway and restore the local street grid in the project area.	INPT-1
2216	7786	1/4/2023	Email	Jana	Jarvis	Portland Freight Committee	Questions to be answered include if there are substantial changes to freight travel patterns and what infrastructure considerations are necessary for the streets and intersections providing local connections in the area. Thus, we want to stretch the need to understand the freight operational needs better to inform the appropriate design that accommodates the freight demand flows in both the interstate and the local routes. We encourage ODOT to address the following topics: 1. Design considerations (i.e., geometric approaches, slopes, vertical clearances, alignments, and turning radii) that support the efficient and safe movement of freight while balancing the needs of a multi-modal transportation network.	FRGT-1, INPT-1
2217	7786	1/4/2023	Email	Jana	Jarvis	Portland Freight Committee	We encourage ODOT to address the following topics: 2. Comprehensive outreach to the freight community to capture better what over-dimensional load, heavy freight, local delivery, and temporal patterns are inherent in this area.	INPT-1

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2218	7786	1/4/2023	Email	Jana	Jarvis	Portland Freight Committee	We encourage ODOT to address the following topics:3. The associated impacts to travel time and local movement for freight operations related to the relocation of the I-5 southbound off-ramps from Broadway further south to N. Wheeler Ave and circulation change based on the highway cover design, including: a. Broadway and Weidler are the designated freight routes. However, the proposed design requires the usage of Wheeler and N Williams Ave, both local service truck streets not designed to accommodate major freight volumes Thus, we encourage ODOT to evaluate what infrastructure changes are required based on the new travel patterns. b. Geometric design of the SB exit ramp at Williams. The SEA materials show a sharp turning radius for this connection that could negatively impact trucking operations and increase conflict between freight and other road users.	FRGT-1, INPT-1
2219	7786	1/4/2023	Email	Jana	Jarvis	Portland Freight Committee	We encourage ODOT to address the following topics:4. Implications related to increased vehicle traffic on local streets as a result of tolling or the reconfigurations of the interstate or to the local connection associated with this project or the IBR project.	FRGT-1, TOLL-2
2220	7786	1/4/2023	Email	Jana	Jarvis	Portland Freight Committee	We encourage ODOT to address the following topics:5. Regional project coordination between ODOT and their regional partners for the IBR and Rose Quarter project.	INPT-1
2221	7786	1/4/2023	Email	Jana	Jarvis	Portland Freight Committee	We encourage ODOT to address the following topics:6. Earthquake resilience design considerations in particular for the upgraded lid over the i-5.	INPT-1
2222	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	The Portland Bicycle Advisory Committee (BAC) has reviewed the I-5 Rose Quarter SEA and is deeply concerned that this project fails to meet a wide variety of city, county, regional, and statewide goals. We are concerned that this project will not make conditions safer for people who want to ride bicycles, walk and take transit in Portland. The project is now rescinding a previously included walking and bicycling bridge at Clackamas Street alignment. The SEA acknowledges that conditions will be worse than prior designs. This negative outcome is out of touch with City of Portland policies that call for conditions that are safe, attractive and convenient for everyone. While the buildable highway cover is a laudable step toward restorative justice, the project would still add several lane miles of highway, compromise one of the most heavily used bikeways in the city, expand I-5's footprint, and increase emissions including greenhouse gasses (GHG) in a marginalized community previously impacted by highway construction. As the region grows, there is no way to reduce congestion other than to have fewer vehicles on roads, dramatically lower speed limits, variable speed limits, enforcement of speed limits and more attractive walking and bicycling facilities such as the Clackamas Street bridge. Further, the two lane offramp onto NE Williams Avenue presents significant safety issues for the most vulnerable roadway users and is inconsistent with the City's design standards. Finally, by excluding any consideration of tolling in the project area and any projections of traffic volumes on I-5 and surface streets, future designs will be incongruent with reasonably foreseeable scenarios where tolling is enacted.	FAC-1, ACT-2, SAF-1, INPT-1
2223	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	"[T]he relocation of the southbound ramp would worsen LTS conditions at the intersection of NE Wheeler Avenue/ N Ramsay Way/ N Williams Avenue compared to the Build Alternative and would have similar poor crossing conditions to the No-Build Alternative." With regards to the Green Loop, "route directness in the API would be similar to the No-Build Alternative but worse than the Build Alternative without the Clackamas Bridge." These two areas are not compatible with City policy regarding the Bicycle District overlapping the project area.	ACT-1, ACT-2
2224	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	The Wheeler / Ramsay / Williams intersection does not appear to regard the safety of people walking and riding bicycles as an important consideration for this project. We are concerned about removing the bike box at Weidler leading to an increase in right hook crashes and leading to increased congestion for people riding bicycles within this intersection. We do not believe adding a one way or two way cycletrack on Weidler which already has Streetcar would be safer than an exclusive bicycle and pedestrian bridge at Clackamas Street. The Weidler cycletrack would cross Williams, an admitted LTS problem at Wheeler and Ramsay mentioned above. Portland modal hierarchy ranks pedestrian, bicycle and transit movements ahead of all others, but the cycletrack solution does not follow that hierarchy. The Clackamas Street Bridge would help mitigate the safety impacts of crossing Williams Avenue on foot or bicycle.	ACT-1, FAC-1, INPT-1, SAF-1

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2225	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	The Green Loop is planned to be the premier bicycle route in Portland, but it will lose its luster without the safety and comfort provided by the formerly proposed Clackamas Bridge. In addition to providing restorative justice, another intent of the City of Portland is to provide a high quality bicycle facilities and park-like experience on the Green Loop. Removing the Clackamas bridge is in direct contradiction with Portland 2035 Central City recommendation for a connection over the I-5. The bridge must remain, and the approach path must be realigned toward NE Multnomah Street until it can cross the I-5. Perhaps the overhead ODOT sign bridge between exit 302a and 301 (45.53199691950909, -122.66535046490218) can be replaced with a walking/bicycling bridge and the ODOT signs reattached (Option 1). After crossing I-5, the bridge can then return to NE Ramsay Way along the curvature of N Wheeler Ave.	ACT-2, FAC-1, INPT-1
2226	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	Above is a conceptual idea of two options that we ask the design team to explore. There appears to be room in the polygon between Williams off ramps and Wheeler on ramps to explore option 2. In this city-designated bicycle district the 2030 Bicycle Master Plan section 2.3.1 states that "within certain dense, mixed-use areas of Portland with multiple destinations along most streets, all streets need to function well for people bicycling to or through the district." Additional clarification is provided in section 2.3.5 on page 29, "[a]s focal points for economic, recreational and employment activities, such areas need to be exceptionally welcoming to people arriving by and traveling through by bicycle." Clackamas bridge could provide a safer connection to Flint Avenue to further "recognize the important role of Flint Avenue as a community-oriented connection between the Rose Quarter and Lillis Albina Park." To add even greater emphasis on bicycling and walking in the area, the installation of a bridge should not preclude the installation of a cycle track along Weidler. Nevertheless, Weidler is not a suitable or welcoming multi-use path compared to the Green Loop/Clackamas plan previously approved in the Central City 2035 Plan. A bridge, preferably an attractive one like Blumenauer, would be especially welcoming. The Revised Build does not comply with Portland policies, plans, and priorities. Please bring back the Clackamas overcrossing.	ACT-2, FAC-1, INPT-1
2227	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	It is puzzling that some aspects of the no build alternative are better for people riding bicycles than the revised build alternative submitted in the SEA. How will the City and FHWA endeavor to make bicycling more attractive than driving in this project?	INPT-1
2228	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	The BAC has concerns that, while provided previously, we believe are important to identify individually: 1) Tolling must be included in this project's analysis. This is becoming even more important given recent news that the Interstate Bridge Replacement Project has increased in cost from \$3-4.8 billion to \$5-7.5 billion. There is a difference between charging for road usage to regulate demand and charging to generate revenue to pay for megaprojects such as the I-5 Rose Quarter Improvement Project. With the changes to the I-5 Rose Quarter SEA from the original EA increasing the price significantly there will be more pressure to establish tolling on I-5 and I-205 to pay for these projects which would significantly impact any traffic modeling in the SEA.	ALT-1, TOLL-1, TOLL-2
2229	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	The BAC has concerns that, while provided previously, we believe are important to identify individually:2) There is insufficient space for bicycles on Williams/Vancouver based on current traffic volumes let alone future traffic volumes. Williams is a Major City Bikeway. What modes will be prioritized on the exit ramp as people walking and bicycling connect to local streets?	ACT-1, INPT-1, BWI-1
2230	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	The BAC has concerns that, while provided previously, we believe are important to identify individually:3) The southbound off-ramp to Williams is exceedingly unsafe for people walking and bicycling, probably the most dangerous spot for this infrastructure in the project area. It will be the most congested and require significant bicycle prioritization. How will ODOT/FHWA prioritize the safety of people riding bicycles over vehicles? The SEA suggests that "To mitigate the increased safety risk to pedestrians crossing the I-5 ramp terminals, additional traffic calming measures and modification to signal operations will be coordinated with the City during the design phase..."	ACT-1, INPT-1, SAF-1
2231	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	The BAC has concerns that, while provided previously, we believe are important to identify individually:4) The project area is in a city designated bicycle district meaning any transportation infrastructure must be more desirable for bicycling than other modes. Portland is an urban area, in an urban setting and therefore, there will be congestion; to think or try to design otherwise is in opposition to Metro's climate smart strategy. We should be investing in transit and multimodal movement along parallel corridors instead. This would have huge benefits in moving the needle and have significant climate and congestion benefits.	COST-1

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2232	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	The BAC has concerns that, while provided previously, we believe are important to identify individually:5) Missing crosswalks undercuts assertions that this is meant to be a space for people on foot. A pedestrian district is not compatible with the number of crossings that will be missing. When crossings are missing it sends the subtle and unmistakable message that pedestrians are tolerated in an area rather than accepted and encouraged.	ACT-1, ACT-2, BWI-1
2233	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	The BAC has concerns that, while provided previously, we believe are important to identify individually:6) Circuitous path to get to Rose Quarter destinations increasing VMT - means more dangerous, less safe, more opportunities for crashes, red light running, etc.	BWI-3
2234	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	The BAC has concerns that, while provided previously, we believe are important to identify individually:7) There is no bicycle modeling. Metro has developed a bicycle model. Region 1 and other parts of ODOT should be using a bicycle model in Portland. Does ODOT have a policy to use a bicycle model or make an exception to not use one? Does the State/FHWA need to mandate the use of a bicycle model for ODOT to comply?	ACT-3
2235	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	The BAC has concerns that, while provided previously, we believe are important to identify individually:8) No cost estimates in over two years. With increased scope plus inflation this project could have issues with a lack of funding; excessive costs will limit capacity to improve safety on urban highways throughout the city and state. This is even more critical given the recent update announced for the Interstate Bridge Replacement project revising the prior \$3-4.8 billion estimate to \$5-7.5 billion even with a decrease in scope. Meanwhile the I-5 Rose Quarter project has a significantly larger scope since the last cost estimate was released and the relocation of Harriet Tubman Middle School, which was not considered before this project gained traction, means the true cost will be at least \$120 million ¹ below what is borne by the State of Oregon.	HTMS-1, COST-2
2236	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	The BAC has concerns that, while provided previously, we believe are important to identify individually:9) The relocation of Harriet Tubman Middle School, where minority students are the majority of students, is forecast/supported by this project. We are extremely concerned about the displacement of Black children to facilitate a freeway project. This is a repeat offense, history is repeating itself. ODOT needs more lanes and Black children are in the way, so they must go. BAC fully supports restorative justice efforts by ODOT and the State of Oregon and we hope that they achieve a solution that is guided by the African American community.	EJ-1, HTMS-1
2237	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	The BAC has concerns that, while provided previously, we believe are important to identify individually:10) We are confused by this statement in the project FAQ: "Nearly 99% of southbound vehicles using the I-405 Fremont Bridge exit I-5 within 2 miles, either at Broadway, I-84, or the Morrison Bridge. These three exits are all within the project area." Broadway already has an auxiliary lane so what is the % exiting to I-84 and Morrison? Is I-405 really the culprit here? There are also on-ramps from N Greeley Ave and N Wheeler Ave onto I-5. So this leads to yet another concern: How many other southbound vehicles using I-5 besides I-405 will exit within the 2 miles of the project area? They will need to change lanes to the auxiliary lanes too. Will we just be creating a new bottleneck of lane changing and weaving to/from the proposed auxiliary lane?	AUX-1
2238	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	The BAC has concerns that, while provided previously, we believe are important to identify individually:11) Failure to analyze impact of building a lid without impacting current lane miles of I-5. Nowhere in the SEA does ODOT refer to a successful freeway tunnel in an urban area. Solving the merge problem for I-405 users will create a lane change and weaving problem for I-5 users.	ALT-1, LID-2, INPT-1
2239	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	In the figure above, we see that I-5 users will have to change lanes twice to exit at Broadway or I-84, first weaving to their right across the Morrison Bridge auxiliary lane and then changing lanes into the Greeley auxiliary lane to I-84 exit. I-5 users wishing to exit at Morrison Bridge will have to decide when to weave and change lanes, at Greeley, at 405, or after I-84 to take the Morrison bridge exit. A similar hazard will be present for northbound traffic. I-5 users will now have to change lanes twice to exit at Weidler or I-405, first weaving to their right across the I-405 auxiliary lane and then changing lanes into the I-84 auxiliary lane to Weidler exit. Northbound I-5 users wishing to exit at Greeley will have to decide when to weave and change lanes at I-84, at Weidler, or after I-405 to take the Greeley Ave exit. In the figure below we see that much of this lane changing and weaving of I-405, I-84, and I-5 will take place across three lanes in just 900 feet. There is research that shows "crash frequency is positively proportional to the number of lanes on the freeway and the average daily traffic per lane on the freeway, but negatively proportional to the length of the auxiliary lane and the percentage of heavy vehicles on the freeway." ²² Safety Impacts of Auxiliary Lanes at Isolated Freeway On-Ramp Junctions: Journal of Transportation Safety & Security: Vol 5, No 4. https://www.tandfonline.com/doi/abs/10.1080/19439962.2012.761661	SAF-5

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2240	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	Another study found that “if the weaving segment is followed by an entrance/exit ramp and this ramp has high traffic volume, it can be less operationally favorable to extend and terminate the auxiliary lane at this entrance/exit ramp location. Instead, dropping the auxiliary lane before this entrance/exit ramp represents a more operationally effective option.” ³ A third study finds: that for an auxiliary lane diverging and merging from outside, the optimum length should be “1,000m – 1,500m and be added from around the start of vertical curve to several hundred meters beyond the end of vertical curve.” ⁴ 1000m is 3280 feet, not 900’. From a fourth study, “Providing an auxiliary lane was expected to decrease crash frequency, although this reduction appeared to be primarily in crashes that were less severe (possible injury and property damage only). “53 Methods of dropping auxiliary lanes at freeway weaving segments: Transportation Planning and Technology: Vol 41, No 4. https://www.tandfonline.com/doi/abs/10.1080/03081060.2018.14534624 Effective Installation of an Auxiliary Lane at Sag Sections to Mitigate Motorway Traffic Congestion. https://www.sciencedirect.com/science/article/pii/S23521465163054525 Combined Crash Frequency–Crash Severity Evaluation of Geometric Design Decisions: Entrance–Exit Ramp Spacing and Auxiliary Lane Presence. https://journals.sagepub.com/doi/10.3141/2521-06	INPT-1
2241	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	We take umbrage to this statement in the Active Transportation Supplemental Technical Report. “Because people walking and bicycling are sensitive to conditions on a more granular scale, the active transportation network’s functionality and attractiveness would largely depend on design details, which are less defined at this level of analysis. Route directness, level of stress and risk, grades, delay, and other factors would collectively inform the user’s perception.” How can the current level of design for vehicle traffic and circulation be completed without similar efforts for people walking and riding bicycles? Again, ODOT is not treating all people who use the roadway the same, instead deprioritizing the more vulnerable road users. Conflicts with vehicles for people are not a ‘perception,’ but a stark and often tragic safety reality. In fact, mentions of right hook risk have been entirely removed. In making these statements, we feel that ODOT has abandoned people who ride bicycles, people who walk, and people who take transit.	INPT-1
2242	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	In 2019, PBOT reviewers advised the design team to use the word ‘could’ instead of ‘would’ as PBOT will need to vet and agree that people riding bicycles “would use a particular facility” as opposed to “could use a particular facility.” The word ‘would’ is still quite prevalent in the SEA. We are concerned that ODOT claims to be designing this project for an ODOT LTS 1 user and even provides a few tables (yet the “design details are less defined at this level of analysis).” We are concerned that Region 1 has not addressed the 200+ instances of events annually near Moda Center and Veterans Memorial Coliseum that generate significant pedestrian traffic near Williams and throughout the Rose Quarter. PBOT notified the design team in 2019 that Winning Way is actually Ramsay Way and yet they have failed to correct a reference to Winning Way in section 6.2.1 of the Transportation Safety Technical Report. We are concerned that this confirms the project’s focus is on the freeway, not on the local street network.	ACT-1, BWI-3, INPT-2
2243	7787	1/4/2023	Email	Joseph	Perez	Portland Bicycle Advisory Committee	In summary 1) We would like to work with ZGF architects to ensure that the Clackamas Street bridge is built by the I-5 Rose Quarter project. 2) We need ODOT to empower and support the entire design team to respect and implement Portland standards for safety, attractiveness, and modal priority. 3) We need ODOT to make meaningful investments in sidewalks, bike lanes, public transportation, lower speed limits, variable speed limits, and speed limit enforcement that will make the area safer for all people using the roadway, especially the most vulnerable ones. We need these investments to be THE priority, far and away higher than a limited widening solution.	FAC-1, INPT-1
2244	7788	1/4/2023	Email	Tiel	Jackson	Portland Pedestrian Advisory Committee	The Portland Pedestrian Advisory Committee (PAC) has reviewed the Supplemental Environmental Assessment for the Rose Quarter Improvement Project and the proposed “Hybrid 3” proposal. This project will create treacherous conditions for people walking on surface streets in the Rose Quarter. We call on PBOT to oppose the relocation of the I-5 SB off-ramp, closure of crosswalks, and other components of Hybrid 3 that will worsen conditions for active modes. The current proposal goes in the wrong direction on climate, the wrong direction on safety, and the wrong direction on our modal goals, while providing little promise of accountability and follow-through for the few positive claims it can make. PAC members volunteer their time to guide City leadership in focusing on its commitments to prioritizing pedestrian modes, and we call on PBOT to honor those commitments.	ACT-1, ACT-2, SAF-1

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2245	7788	1/4/2023	Email	Tiel	Jackson	Portland Pedestrian Advisory Committee	Portland has committed to prioritizing pedestrian modes in the City's transportation hierarchy, and PBOT policies clearly direct leaders to prioritize walking over other modes to improve pedestrian safety, accessibility, and convenience. PBOT's Transportation System Plan (TSP) Policy 9.6 states that saving the lives of our most vulnerable road users – people walking and biking – is the bureau's top priority. Further, the TSP includes commitments to: <ul style="list-style-type: none"> • Encourage walking as the most attractive mode of transportation for most short trips, within and to centers, corridors, and major destinations, and as a means for accessing transit. (Policy 9.16) • Create more complete networks of pedestrian facilities, and improve the quality of the pedestrian environment. (Policy 9.17) • Improve pedestrian safety, accessibility, and convenience for people of all ages and abilities. (Policy 9.18) In the face of these clear goals, Portland has continued to struggle with a legacy of substandard infrastructure and underfunded projects, with the heartbreaking and enraging result that dozens of our friends, family, and neighbors die on our streets each year. Two members of this committee have lost children in Portland crosswalks, and many of us have been personally impacted by vehicular violence in our lives. Pedestrian fatalities reached a 70-year high in Portland in 2022—an unacceptable and predictable result of the City not living up to their stated goals.	ACT-2, LU-3
2246	7788	1/4/2023	Email	Tiel	Jackson	Portland Pedestrian Advisory Committee	The I-5 Rose Quarter Improvement Project is, at its heart, a highway project focused on reducing congestion and moving automobiles quickly. While ODOT has expanded the project to include potential for connectivity of the surrounding area, its own analysis shows many areas where pedestrian safety and convenience will directly be made worse in the surrounding area. Specific examples from the SEA include: <ul style="list-style-type: none"> • “The relocation of the I-5 SB off-ramp at the intersection of NE Wheeler/N Ramsay/N Williams (formerly NE Wheeler) and N Vancouver under the Revised Build Alternative would increase the length and complexity of crossings and reduce safety for NB cyclists and pedestrians on N Williams south of N/NE Weidler... Closures of the crosswalk on the west side of N Williams, crossing N Broadway, and the crosswalk on the north side of NE Weidler, crossing N Williams...would introduce more complicated crossings (e.g., out-of-direction travel) on this section of N Williams...” (pg. 94) Highway ramps are often very stressful crossing points with vehicles exiting at high speeds. The Moda Center area inherently includes large pedestrian events before and after games, concerts, and other gatherings. The area is also a heavy bike/ped thoroughfare and major transit hub. Creating an environment with more difficult crossings and detours for people walking is the opposite of what we need to be doing to move toward greater pedestrian safety and comfort. <ul style="list-style-type: none"> • “Increased potential for pedestrian auto conflict due to the placement of the I-5 SB off-ramp and updated turning movements” (i.e. a double right turn lane) (pg. 97). ODOT claims that the added dangers may possibly be mitigated by signal phases and other design elements, but does not commit to any of these interventions. For a project to warrant the level of investment that ODOT is seeking, it should center pedestrian safety rather than first prioritizing high-volume high-speed traffic flow, and only then tinkering around the edges to add back some chance that people walking will be able to navigate safely. The current design violates multiple TSP policy commitments in its failure to center and commit to safe pedestrian travel. • Closing crosswalks (West side of N Williams crossing NE Broadway, North side of NE Weidler St crossing N Williams) in a Pedestrian District moves against the goals of the TSP and standards of PedPDX. • Removing Clackamas Crossing eliminates one of the few project elements that would otherwise improve active transportation access and safety consistent with local goals. • Designs for the area suggest 4-lane arterials where high speeds from freeway traffic are predictable—the antithesis of a design that would center pedestrians or further climate and safety goals. 	ACT-1, FAC-1, SAF-1
2247	7788	1/4/2023	Email	Tiel	Jackson	Portland Pedestrian Advisory Committee	These negative impacts to pedestrian safety and comfort are notable even before considering how much ODOT is leaning on the City of Portland to contribute staff time and funding toward surface street changes and other support when those resources are urgently needed to mitigate deadly conditions in hundreds of other locations citywide. We urge PBOT not to invest time and resources in a project that clearly runs against the transportation and climate goals and policies that Portlanders have set for ourselves. The current crisis on our streets demands that PBOT, ODOT, and associated partners focus on projects that actively center safety for active modes. We urge PBOT to withdraw its support of the components of the Hybrid 3 concept that will worsen conditions for pedestrians and anyone else not in an automobile.	INPT-1

