



Environmental Assessment Comments

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Ordered by first name

Contents

2019 0331 Faith O'Malley	2
2019 0311 Faye Powell	2
2019 0331 Florence Field	2
2019 0311 Fran & Joe Mazzara.....	3
2019 0301 Francesca Anton.....	3
2019 0328 Francisco Gadea.....	4
2019 0304 Frank Shen	4
2019 0331 Fred Estrada	4
2019 0320 Fred Nemo	4
2019 0401 Freda Kerman	5



2019 0331 Faith O'Malley

Comment: I am writing today to submit a comment about the proposed I-5 Rose Quarter Improvement Project. While an initial reading of the proposal makes it sound like a good idea, it actually will not produce the intended results. The WSP study shows that widening the highway will not help reduce congestion in the long run. The fact that the stated goal of the expansion will not be obtained should be enough to stop a \$500 million project. Rather than investing in projects that won't work, the city would be better off investing in public transportation options, including more bus, MAX, or even subway routes. As a person who lives in the suburbs of Portland and who commutes by car to work to NW Portland every day, I would appreciate a faster public transport option that would feel like a real, viable alternative to driving to work every day.

Another issue that I take with the proposal is that widening the highway will add to Portland's greenhouse emissions. We are at a critical point in our history and every decision we make should be based in climate science and this project is not. It will increase our carbon emissions, contributing to climate change, and disproportionately affect people of color and particularly students at Harriet Tubman Middle School. A study by Portland State University release last year has already advised students at the school to stay indoors due to high emissions from cars that are already taking I-5. As a community that claims to be focused on social justice, this would be another tragic instance of the government disregarding the health and wellbeing of people of color in this city for the "benefit" (although the WSP has already shown that the benefit will not be realized) of less congested roads for the privileged people like myself who have access to our own vehicles.

Please, do not move forward with this costly, environmentally damaging project.

Thank you for your time,

Faith O'Malley

Attachments: N/A

2019 0311 Faye Powell

Comment: I strongly oppose expansion of this freeway at a time when every effort must be directed at reducing pollution and single driver transportation. No one believes it will reduce congestion. In fact, it will only increase it. And to impose greater hardship and health risks on school children in the process is unconscionable! Reject this bad idea, please.

Attachments: N/A

2019 0331 Florence Field

Comment: NO EXPANSION!



I vote, I'm paying attention, I am completely opposed to this expansion as a waste of tax dollars and effort of those doing the work. There are many other improvements our beautiful city can benefit from.

Attachments: N/A

2019 0311 Fran & Joe Mazzara

Comment: The narrowing of I-5 at the Rose Quarter is an utter disaster and the engineers who designed it ought to be barred from road design forever. There is a free flowing freeway of 3-4 lanes in each direction and no matter the time or day, it becomes a traffic jam as cars are forced to merge into 2 lanes to get under the two overpasses. It doesn't take a genius to realize that this will automatically cause traffic to slow to a stop as cars and trucks merge. Add in the crossover in the south bound lanes for the I-84 exit and you have a double mess. As soon as the I-84 exit is reached and passed traffic takes off. DUH!?

Forget all the embellishments, footpaths, bike paths etc. Strip the plans down to the basics, widen the roadbed, eliminating the narrowing from 3-4 lanes down to 2 and see what it costs. Traffic at a standstill emits more greenhouse gasses than traffic flowing freely. The additional plans could be added later, stick to the problem.

OR, see if an upper/lower deck could solve the problem. Just get rid of the narrowing any way you can and watch a 100% improvement in traffic flow in Portland !

Fran & Joe Mazzara

Attachments: N/A

2019 0301 Francesca Anton

Comment: I understand the frustration you hear from people who drive the Rose Quarter section of I-5 who want it expanded---it can seem both scary and insane at times. However, as a long-time resident of Oregon I would like to place my encouragement to refrain from the proposed expansion. All the research tells us congestion is NOT relieved by expansion, and this area is already in a dense part of Portland, with more people who would be exposed to additional pollution, noise and stress living and working in this area every year. We must, MUST, stop the usual and historic approach and take the step to stop a response to added population that only has made life more miserable in the past. We must get through the uncomfortable and sometimes confusing time to re-think and re-design a world that gives up our old and increasingly hopeless ways that does not leave our children a viable future. As a devoted member of 350.org and Sierra Club, among others, let's hold on to our courage to change for the better. Please join us in refusing to bow to short-sighted pressures, and help us move forward always thinking of the health and well-being of those coming after us. Sincerely, Francesca Anton



Attachments: N/A

2019 0328 Francisco Gadea

Comment: I'm writing to express my opposition to this project. I'm concerned about the impact this expansion will have on the environment, on the quality of air and on increased traffic congestion. I feel this money should be spent on mass transit expansion like light rail or electric bus lines. I feel that ODOT should do a full environmental impact statement on this project. Thank you.

Attachments: N/A

2019 0304 Frank Shen

Comment: The City of Portland will be so much more pleasant if the middle I-5 section did not exist. Cities are for people who live there to enjoy, not for people who live outside to drive to or pass through. Tear down I-5!

Spend the money elsewhere.

Attachments: N/A

2019 0331 Fred Estrada

Comment: To Whom It May Concern,

Please do not widen I-5 in Portland. Please do not spend \$500M on roads that will significantly degrade public transit and public spaces.

I live near Legacy Emmanuel Hospital, and I already have to stay inside several days a year because of the poor air quality. Not only will the expansion make it worse, but cars slowing down during construction will also have an adverse effect on air quality. Has the hospital been taken into consideration in any environmental assesment?

Fred Estrada,
Portland, OR

Attachments: N/A

2019 0320 Fred Nemo

Comment: ODOT lacks proper oversight. its engineers and administrators have conflicts of interest. what alternatives have been explored in any sort of serious way? why have incentives to large employers and school districts to stagger their hours of operation not been on the table?



if HALF the cost of rebuilding I-5 was applied to such incentives, the savings would DWARF their projected (and probably exaggerated) estimate. and gridlock would disappear. not to mention the increased productivity from the increased leisure, reduced stress, and better sleep schedules.

Attachments: N/A

2019 0401 Freda Kerman

Comment: I have been a taxpaying resident of Portland for nearly three decades. I vehemently oppose any freeway expansion.

Attachments: N/A