



# Environmental Assessment Comments

First Name Begins with H

*Ordered by first name*

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## 2019 0402 Haley Fisher

**Comment:** To whom it may concern, Please do not widen i-5 in Portland. Please do not spend \$500 million on roads that will significantly degrade public transit and public spaces, especially affecting those in historically oppressed and marginalized communities. Other cities have done the same in hopes that it will curb the effects of climate change, but we see time and time again that it does nothing. Please do not make the same mistake.

**Attachments:** N/A

## 2019 0402 Hannah Anderson-Dana

**Comment:** I oppose the I-5 freeway expansion and ask you to direct those funds to more progressive, equitable causes, like improved public transportation. Working for a bicycle advocacy organization means that every day, I am thinking about sustainability, equity, and access to public services. Investing longterm in car commuters not only undermines a commitment to equity and accessibility, but demonstrates that multimodal forms of transportation and those who can afford it are not included in this bigger picture. I understand a decision in favor of the freeway will not erase Portland's many different commitments accessibility but it will undermine it and step the region in an unsustainable and inequitable direction. Please oppose the expansion.

**Attachments:** N/A

## 2019 0331 Hannah Penfield

**Comment:** As a car-owning resident of downtown Portland, I am vehemently opposed to the freeway expansion. It will not improve congestion. It will worsen climate change. I have seen this city change in my 27 years of life here. The climate is different. The roads are too crowded. The transit system is taxed. Do not expand the freeway. Expand the transit system, like in Seattle. They have had great success with more buses and trains. Please do not sentence Portland to its next 27 years of overcrowded roads, unhappy commuters, and more extreme weather.

**Attachments:** N/A

## 2019 0327 Harriet

**Comment:** I am against expanding the freeway.

**Attachments:** N/A

## 2019 0226 Harriet Stosur

**Comment:** Please no!!! This is a band aid solution to a massive problem, and only creates an opportunity to pretend like we don't need to direct ALL our energy to INNOVATIVE, non fossil



fuel based solutions. GET CREATIVE! People use public transit more when they hate congestion-- don't fix the congestion-- make force people to make different choices!

Citizens concerns about climate change are not getting any support from the Federal government. I expect my state of OREGON to do better than what the masses do.....

**Attachments:** N/A

## 2019 0401 Hatham Al-Shabibi

**Comment:** No comment included

**Attachments:** N/A

## 2019 0331 Hau Hagedorn

**Comment:** As a resident of North Portland, and someone that drives, rides the Max, and bikes frequently through the project location on nearly a daily basis. I do not support this project. I have grave concerns regarding the Environmental Assessment, and the resulting conclusion that the project will only have adverse environmental and human health impacts only during construction. With recognition that transportation emissions contributes to 40% of the greenhouse gas emissions in this state, I don't think ODOT has done its due diligence to estimate the potential induced demand due to widening the highway which only continues to encourage more driving, especially of single occupancy vehicles.

**Attachments:** N/A

## 2019 0401 Haverty Brown

**Comment:** Please do not expand the freeway system in Portland, and instead invest in other modes of transportation which will fuel our future with vitality, rather than unhealthy and unsustainable ways of travel. Let's work to improve the health of this neighborhood rather than further the injustices towards North Portland residents who have been the victims of public policy decisions in the past.

**Attachments:** N/A

## 2019 0311 Hayley Darby

**Comment:** I do not support freeway expansion. We have a very short window to reduce carbon emissions to a level where we are avoiding the most catastrophic models of climate change. There should be minimal public money directed towards personal vehicle transportation improvement. We need to encourage carbon-minimal forms of transportation by increasing light rail access, improving bus, walking and biking routes and discourage personal vehicle use with congestion pricing. Carbon emissions aside, air pollution has been on the increase in Portland. Expanding the freeway will only exacerbate the smog problem and will have direct public health



consequences, especially for the vulnerable elementary students at Harriet Tubman. It would be an absolute shame for this freeway expansion to come to pass. Oregon can do better than this for its residents.

**Attachments:** N/A

## 2019 0302 Heather Buletti

**Comment:** Portland has long had the reputation one of the most bike-friendly cities in the country and a lot of residents have been drawn to the area by that promise. In recent years, Portland has fallen behind many cities like New York as they allocate more substantial resources into non-car infrastructure and demonstrate they are more interested in building their cities around people than cars.

The freeway expansion project is making the opposite statement. It is doubling down on regressive infrastructure championed by a previous generation and ignoring vast amounts of evidence that expanding freeways does not, in the end, lead to reduced traffic. Other cities like Chicago have also experienced increased violence in neighborhoods bisected by freeway infrastructure, which should be a lesson that doubling down on a freeway that cuts right through the heart of our city is a huge mistake.

It is our responsibility to invest in infrastructure that will reduce the environmental impact of transportation and show the rest of the country that we understand the threat of climate change and are doing everything in our power to combat it. Let's keep Portland a haven for people, bicycles, public transportation and progressive policies and use those funds to build something delightful, sustainable, and people-oriented.

**Attachments:** N/A

## 2019 0000 Heather Cook

**Comment:** This is not going to get us passed the congestion...this pressure cooker needs more places to release, not more pressure going into a narrow bridge..... the toll aspect is despicable, since it was already built using tax payer money,....we need a freeway to move traffic around Portland not through the middle of it. More smog, more noise, continued pressure and stress. By the time you're done building we'll have equal amount of congestion

**Attachments:** N/A

## 2019 0331 Heather Ikeler

**Comment:** I am concerned that the proposed Rose Quarter Freeway Expansion Project will cost \$500,000,000 while not making a significant impact on congestion. This project will only lead to more people taking cars on the freeway rather than using other more sustainable options like public transit, bikes, carpooling and trip consolidation. The RQFEP is a non solution to a pressing problem that ODOT should be giving more long term and creative thought to solve.



**Attachments:** N/A

## 2019 0331 Heather Ikeler 2

**Comment:** In light of the huge scale of the Rose Quarter Freeway Expansion Project it is imperative that ODOT provide a full Environmental Impact Statement so that the public can adequately assess the impacts on health and public safety before moving forward.

**Attachments:** N/A

## 2019 0331 Heather Ikeler 3

**Comment:** With 11 years to address the most catastrophic outcomes of global climate change an expansion of infrastructure that produces huge amounts of carbon emissions is the exact opposite of what we need to be doing right now. Those tax dollars should be spent on building solutions to our transportation needs that drastically reduce or eliminate carbon output.

**Attachments:** N/A

## 2019 0331 Heather Ikeler 3

**Comment:** As someone who has had asthma since childhood I am concerned about the impact the proposed Rose Quarter Freeway Expansion Project will have on air quality in Portland and particularly the effect this poor air quality will have on the students at Harriet Tubman Middle School. This is an environmental justice issue, 40% of the students at Tubman are African American and 73% are identified by PPS as vulnerable.

**Attachments:** N/A

## 2019 0301 Heather Mathewson

**Comment:** To Whom It May Concern, Please do not widen I-5 in Portland. The \$500M on roads could be used in much better places to do a lot more good than a widening highway, that studies show will do nothing to decrease congestion. Increasing sidewalks, bike lines, and bus lanes is only one way that money could be used to actually help improve transit in Portland. Please put the money to better use.

Thank you for your consideration. Heather Mathewson Portland, OR

**Attachments:** N/A

## 2019 0302 Heather McCoy

**Comment:** I moved to Portland to get away from the 10 lane freeway nightmares of my hometown in Orange County California.

Portland is noted for its excellent public transportation.



I know as a Californian and a planning student at Cal Poly San Luis Obispo that freeway widening projects never solve traffic issues.

In project alternatives you need to pencil in a new bridge to Washington which wouldn't be a draw bridge and includes light rail capability to Vancouver because that's where the origin of a lot of the Rose Quarter's traffic issues come from.

Give Vancouver an option to ride the max into Portland or they need to pay a congestion price to cross the bridge during peak times.

There is more I would like to add but I do not have time.

**Attachments:** N/A

## 2019 0225 Heather Walker-Dale

**Comment:** I cannot believe a 21st century America city, especially one as \*seemingly\* progressive as Portland, would think that expanding a freeway will reduce greenhouse gas emissions...For a cost of half a billion dollars we could start making the necessary developments on greener light rail and carbonless public transit options.

I live in Wilsonville and would like the kind of regular, circular transit options so common in European cities that bring people in and out of the city at a frequency that makes public transport the best option always. As more residential buildings are built downtown without any parking, and as the city tries to move away from being car-centric, it is a painful irony that it is also seeking to swell the freeway.

NO expansion project has EVER reduced congestion! PSU, all other states, and anyone with experience will tell you that, if anything, initially freeing up lanes just makes more people drive by 'induced demand'. This is a catastrophic step backward in efforts to limit climate change, a huge waste of taxpayer money, and a source of great disgust for me.

I urge you in the strongest terms possible to end this project and explore other public transport infrastructure that has long been needed and that is a far more sustainable use of funds for our goals.

**Attachments:** N/A

## 2019 0225 Heather Walker-Dale 2

**Comment:** I cannot believe a 21st century America city, especially one as \*seemingly\* progressive as Portland, would think that expanding a freeway will reduce greenhouse gas emissions...For a cost of half a billion dollars we could start making the necessary developments on greener light rail and carbonless public transit options.



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I'd like to think you've come across all the following already--but then that would mean you're in denial about it. Still, it is an issue of pollution, social justice, climate denial, unrealistic goals, and costs.

Increase in air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue - 40% of Tubman's students are Black.

Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation as a recent Oregonian article pointed out, Oregon simply cannot decarbonize our transportation sector without driving a lot less. If we are going to spend \$500,000,000 on a transportation project that addresses the urgent existential threat that climate change represents, this money should be spent on improving and prioritizing public transportation and building walkable communities. Not a single urban freeway expansion in North America has ever solved the problem of congestion, due to a concept that urban planners call "induced demand." Why are city leaders willing to spend \$450 million betting that somehow, the Rose Quarter Freeway Expansion will be any different?

Opportunity Costs: Even \*if\* ODOT can manage to keep this project under \$500,000,000 (pretty unlikely, given the agency's track record), it's an enormously expensive undertaking whereas the revenues could be spent on a litany of other projects and needs across the region. \$500 million could build bus rapid transit lines across town, or be a solid down payment towards the proposed underground light rail tunnel. And unlike a freeway widening, all of those investments would be better for air quality, carbon emissions, public health, and congestion relief.

Community Opposition: Despite ODOT's claims that this project "reconnects the community" there are numerous concerns about the surface-level bicycle and pedestrian facilities currently proposed. ODOT intends to remove the Flint Avenue crossing (one of the city's most popular bike commuting routes), the proposed "lids" over the freeway won't be strong enough to support buildings like the Albina Vision is proposing, and is opposed by all major bike/ped groups and local neighborhood organizations (we wrote a letter to Portland City Hall last year articulating the ways the surface-level street changes are not an improvement to the community



I urge you in the strongest terms possible to end this project and explore other public transport infrastructure that has long been needed and that is a far more sustainable use of funds for our goals.

**Attachments:** N/A

## 2019 0331 Heidi Perry

**Comment:** Widening highways does not ease congestion. More lanes lead to more people driving on more trips, which in the end creates the same congestion, but with more pollution - air, noise, and climate. We need more, better, faster transit. Not more highway lanes.

**Attachments:** N/A

## 2019 0328 Heidi Snellman

**Comment:** I am vehemently opposed to the freeway expansion in my neighborhood. We need to look at all ways of reducing traffic on the I5 corridor, and not adding additional lanes that will increase traffic and make really bad air quality much worse. I read that our lack of sales tax drives a lot of Washingtonians to cross the river, so that maybe something to consider. The fact that Tubman was a horrible place to begin with, doesn't mean anything goes with our middle schoolers. OBIT needs to go back to the drawing board. Other countries figure out how to build tunnels, and how to cap freeways, build bike roads that are innovative, why should we have such a problem with it.

**Attachments:** N/A

## 2019 0327 Helen McConnell

**Comment:** I am a native of Portland and am wanting to submit my comments about the I-5 Rose Quarter project. As a lay person, the proposal is a nightmare to understand. Thank goodness for others who have the time to translate. I recently read the CityObservatory.org's detailed critique of ODOT's plans. ODOT is hiding their plans within these plans. ODOT is comparing apples to oranges in their summary of volume data. I don't profess to understand much of what's being discussed, but I do know that ODOT isn't telling us the truth. In fact, they are lying! And that bothers me. If I submitted a plan to upgrade my property with an ADU, but actually built a large condo project, the appropriate bureau would be all over me. But it seems that the big dogs aren't held accountable for such things. As a resident of NE Portland, this project concerns me personally. As a resident of Portland and of Oregon, ODOT's integrity concerns us!

Do it right or don't do it!

**Attachments:** N/A



## 2019 0301 Helen Ost

**Comment:** What Portland needs is better air quality, less carbon emissions, better public health and easier freeway commuting. Instead, the Rose Quarter Freeway Expansion would worsen all of these. Public Health worsened. The project proposes to expand the freeway affecting the Harriet Tubman Middle School. This would increase the pollution in a school where PSU's researchers already recommend that students forgo outdoor recess because of pollution. All of these students, teachers, and other school personal health would worsen, especially any of those with asthmatic or any other breathing conditions. Environmental Justice Issue: The fact that 40% of Tubman's students are Black is an environmental justice issue. Increasing the pollution in the area disproportionately affects Black students. Congestion worsened. Freeway expansion has never solved traffic congestion, anywhere. Recurring traffic congestion is not addressed, even according to the ODOT's consultants. Climate affects increased. This project allows and encourages more driving, and 40% of Oregon's carbon emissions come from transportation. Money can be better spent decreasing carbon use by prioritizing public transportation. Bicycle transportation adversely affected. The Flint Avenue crossing (one of the city's most popular bike commuting routes) would be removed. All major bike/ped groups and local organizations object to the project. Money better spent elsewhere. \$500,000 could be better spent to build more sidewalks, improve and increase bus lines, and improve bicycle safety to encourage safe bicycle transportation. Implementation of decongestion Pricing should be first. Other means of reducing congestion should be tried first using methods of fair pricing. Not easy, but reducing driving in the congested areas should be more effective in reducing carbon and pollution.

**Attachments:** N/A

## 2019 0312 Helena Bales

**Comment:** I do not agree with this project. It will have a negative impact on the city and do nothing to alleviate the traffic issues. Expanding I5 within the city will decrease air quality, primarily impacting people in the city with lower income, while primarily benefiting high income people who do not live in the city. We should not be encouraging more car commuters. We should be investing in public transit, which would benefit everyone, reduce congestion, and have a positive environmental impact. I oppose this project and I hope that you will consider my perspective before continuing with this project.

**Attachments:** N/A

## 2019 0301 Hellene Gronda

**Comment:** Please, it is 2019. We know that freeway expansion does not work to reduce congestion. We know it will lead to increased transport emissions at this very moment when we



must do everything to change our carbon pollution trajectory. Climate change threatens the fundamentals of human society. And add in the embedded carbon and water cost of road infrastructure - this project is verging on suicidal. Please ODOT, help us lead the way to a liveable future. Every action we take now matters. Please. For our children. Do not commit us to a carbon regressive project. There are other ways to improve transport and connectivity.

**Attachments:** N/A

## 2019 0327 Henry M

**Comment:** Please don't do this! I've lived in Portland for 12 years now, but I grew up in Boston, which is the country's most famous case of massive freeway projects NOT solving congestion. The Big Dig cost \$22 billion and did not solve traffic. If it can't be done for \$22 billion, it isn't happening for half a billion. Most Bostonians wish that money had been used for other purposes. The amount of light rail that could be added, for fares subsidized, or riderships increased, for that amount of money could have significant effect on Oregon's contribution to climate change, 40% of which comes from transport. In the end, it is this simple: Please don't spend half a billion of taxpayer money on a thing that will not work.

**Attachments:** N/A

## 2019 0401 Herb Fyfield

**Comment:** I write to join Portland METRO, Albina Vision Trust, Portland Public Schools, members of the Harriet Tubman PTSA, The Street Trust, Oregon Walks, Portland Bus Lane Project, the Pacific Northwest Chapter of Safe Routes to School, the City's Pedestrian and Bicycle Advisory Committees, AORTA, Oregon Environmental Council, Oregon League of Conservation Voters, Center for Sustainable Economy, Portland Audubon Society, 350 PDX, Sierra Club's Oregon Chapter, OPAL - Environmental Justice Oregon, Neighbors for Clean Air the Eliot Neighborhood Association, and Irvington Community Association (among others) to explicitly ask ODOT to scrap their incomplete Environmental Assessment and conduct a more thorough Environmental Impact Statement that adequately addresses the public health, air pollution, transportation needs, traffic safety, and carbon emission concerns.

**Attachments:** N/A

## 2019 0311 Holly Balcom

**Comment:** Hello

I live and work in inner NE Portland. My kids attend school there, and will be attending Harriet Tubman Middle School in a few years.

I oppose the I5 Freeway widening project in the Rose Quarter for the following reasons



### 1) Equity

Making it easier for out-of-state commuters to bring their pollution to my kid's school at no charge to the commuters is not equitable. Economist Joe Cortright's analysis showed that the commuters are much higher income than the families of the children attending the schools. Their pollution is preventing kids at the school from playing outside for long, as well as burdening the school system with an expensive HVAC bill to clean the freeway-polluted air inside the building.

These children are already at a disadvantage due to lower socioeconomic status. Air pollution adds to their burden, as it is associated with lower test scores and higher behavioral issues.

The people doing the drive commute should be paying for the pollution, via decongestion charges that are used to mitigate the impact of their driving in the area near the freeway.

<http://cityobservatory.org/why-do-poor-school-kids-have-to-clean-up-rich-commuters-pollution/>

### 2) Climate Change

We will never hit our greenhouse gas emissions if we spend money on more car infrastructure. We've been doing that for decades, and it's not working.

### 3) Ineffectiveness

The studies released by ODOT show that this will not speed traffic or relieve congestion for more than a few years. Then what... we widen again?

### 4) Wrong priorities

The deaths in Portland do not happen on the freeway. Instead they are happening on the surface ODOT highways, where auto traffic mixes with pedestrians and bicyclists. Any available money should be spent on making people who live in Oregon safe to move around in their own neighborhoods first, and moving them efficiently around their cities. This means much slower road speeds, dedicated bus lanes, fully protected bike lanes, and cordon charges for single occupancy vehicles.

For a Portland resident, most of our safety, transportation, and health problems come from too many single occupancy vehicles. We should not spend even one more dollar building infrastructure that will attract more of them.

**Attachments:** N/A

## 2019 0304 Holly Hein

**Comment:** I oppose the Rose Quarter Freeway Expansion and believe its funding would be far better spent on rapid and frequent transit infrastructure. I'm especially disappointed that the proposed freeway lids are inadequate to provide real relief from the noise and pollution of the freeway-- either as park space or developed real estate. Please cancel this project and devote resources to thoughtful tolling, active transportation, and mass transit.



**Attachments:** N/A

## 2019 0401 Holly Kvalheim

**Comment:** I believe we need an environmental impact statement.

**Attachments:** N/A

## 2019 0402 Horney

**Comment:** you do a good job. I want to promote my website, this is a bicycle buying guide blog, there is no extra noise which can quickly help anyone who wants to start cycling to make a choice. If you can add a link to somewhere I'm very grateful. thanks so much.

**Attachments:** N/A

## 2019 0324 Houston Noble

**Comment:** If busses were free, I would barely ever drive in Portland.

If we had more dedicated pedestrian and bike paths, I would absolutely bike more.

Instead, this proposal intends to expand our freeway, encouraging more CO2 release, without solving or even mitigating the problem of congestion.

But I know from history and experience that public comments are ways for municipal orgs to pretend like they really care about public comment, then ram through whatever they wanted to originally do anyway.

So, that was my comment for what it's worth. If history has taught me anything, it's that this will be a long fight.

**Attachments:** N/A

## 2019 0327 Howard M. Lewis Ship

**Comment:** I'm very interested in making Portland more livable, including improvements to air quality. Time has shown that increasing the size of roads just increases the number of vehicles on those roads; traffic does not improve, but pollution increases. Improvements to public transit, including more routes and more frequent service, are steps in the right direction.

The only way to decrease traffic is to make alternative to individuals driving their cars less attractive vs. other options. Focus on those other options.

I went through all this in Boston before moving to Portland in 2005. We need to invest in improving existing infrastructure, including seismic refits or replacements.

And I'm proud to commute, every day, by foot and MAX. I want that to be a better option for more Oregonians.



**Attachments:** N/A

## 2019 0219 Howard Shapiro

**Comment:** Having grown up in Southern California I have seen many freeways constructed and expanded. Invariably they become clogged with bumper to bumper traffic within 3 days of the ribbon cutting. Portland is at the population expansion stage that L. A. was in the 70s and will predictably suffer the same result. The money would be better spent by investing in improved rapid mass transit options.

Freeways have never improved air quality. They create more pollution. Air quality improvement by limiting the use of carbon based fuels, getting rid of internal combustion and Diesel engines and curtailing industrial polluters.

**Attachments:** N/A

## 2019 0226 Howard Shapiro

**Comment:** California has attempted to alleviate their traffic problem by creating a web of freeways and continually widening them and it doesn't work. I'm a California transplant and had lived there since the construction of the 405, 91, 101, 111, 605 etc. freeways. My experience as a commuter has been that two days after they are opened they are bumper to bumper with single occupant cars. Our money would be better spent on rewarding carpooling and mass rapid transport. You are not going to change or beat history!

**Attachments:** N/A

## 2019 0304 Howard Shapiro

**Comment:** History proves that freeway expansion rarely sustainably improves traffic flows and definitely doesn't improve air quality. The more traffic lanes that are provided, the more traffic will magically fill them. Supply and demand principle in action!

**Attachments:** N/A

## 2019 0322 Howard Shapiro

**Comment:** My name is Howard Shapiro. I live in Portland. I want to comment on the rose quarter expansion and say that I am against the expansion except for the creation of a truck lane. I have been in traffic and seen these trucks sitting idle and polluting the air and holding cars up. If we had that, we wouldn't need an expansion. I'm from California and I know that every time you expand, two days later its packed again. It doesn't work. California is going to mass electric transportation and we should do the same. Trucks are the problem in that area.



**Attachments:** N/A

## 2019 0325 Howard Silverman

**Comment:** Amidst a climate changing world, we must think differently about transit/mobility. The goal must be to significantly reduce private vehicle use. On I-5, start with congestion pricing.

**Attachments:** N/A

## 2019 0312 Huck Bales

*concerned citizens united*

**Comment:** As a voting citizen of inner NE Portland, this project directly impacts me in a negative way. I live less than a mile from the freeway. I cross it on my bicycle, I enter it in my car, I occasionally walk across it.

I am convinced that this massively expensive project will not benefit myself, those in my neighborhood, or the city of Portland.

Numerous experts, from transportation advocates, environmental experts and economists, agree that this project is flawed. ODOT has done nothing to address any of these criticisms.

The real impacts appear to be the same or more congestion, no improvement in safety, more pollution, lower livability for everyone living and commuting in the area.

Please do not approve this huge waste of my tax dollars. If you are not convinced by my argument, and the arguments of many other honest and concerned citizens, at least delay this project until we have discovered the impact of congestion pricing.

Lastly, the backup information for the assessment is not included in the public documents. This leads one to believe that the backup is not convincing. The citizens of Portland, and Oregon, deserve better.

**Attachments:** N/A

## 2019 0329 Hunter Tillery

**Comment:** Please do a full environmental impact study

**Attachments:** N/A