



Environmental Assessment Comments

First Name Begins with X, Y, or Z

Ordered by first name

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2019 0331 Xiaoxue Zhang

Comment: I wouldn't feel safe to bring my kids on the Eastbank Esplanade after a freeway not only runs besides it, but OVER it! It already is loud and dirty, but now it seems like it will also be really dangerous. There's no doubt that some debris will fly over the edge at some point. I'm surprised Portland would consider making the east side even worse for people and businesses.

On top of all this, they are making a bad situation worse for Tubman Middle school. If ODOT is flush with money to burn, perhaps they could use it to relocate the school somewhere out of harms way. Relying on a BUILDING filtration system is a joke, these are kids... they don't stay inside the entire time. This project won't solve traffic problems, but it will certainly increase asthma rates at Tubman.

Attachments: N/A

2019 0402 Ximena Levander

Comment: Dear ODOT,

My name is Dr. Ximena Levander, MD and I am writing with my many concerns about ODOT's plan for freeway expansion on I-5. I am a general internal medicine physician and I am concerned about the impact that highway expansion will have on the air quality of those in Portland that would be exposed to increase in exhaust/fumes. Health studies have shown increased rates of asthma in children living near or exposed to high amounts of exhaust which would likely be the case with this plan given the highway expanding right next to Harriet Tubman Middle School. I am also highly concerned about climate change and feel that Portland and the state of Oregon should be investing this money and resources into ways that would DECREASE the number of cars on the road. This could include 1) congestion pricing which they are rolling out in NYC and have done in many other large cities. Those commuting from Vancouver, WA (or general area) into Portland every day by car should have to pay a toll on the I-5 bridge and congestion pricing before the people of Oregon and Portland have to pay to have I-5 expanded. 2) use the money for this project instead to invest in a light rail system between SW Washington and Portland. We need a public transit system more like the DC Metro which services DC, MD and VA as people are clearly choosing to live in WA and commute into Portland (many likely for tax purposes). 3) invest in better public transit and walkability/bikability within the Portland area (better side walks, bike infrastructure, buses, etc).

There are so many better first options to explore before expanding I-5. We need to find ways to reduce our dependency on fossil fuels and single occupancy vehicles and widening our highways does the opposite of that.

Best,

Dr. Levander



Attachments: N/A

2019 0401 Yashar Vasef

Comment: I work just four blocks from Interstate 5 in the Rose Quarter. Every day, I bike the narrow, dangerous bike lanes on Broadway and Weidler to arrive at my job near Broadway and NE 2nd. I do not own a car. This project has left me wondering how much worse air quality will become in the area with increased capacity, because the academic consensus shows, adding a vehicle lane in this stretch WILL induce demand despite repeated claims otherwise. ODOT's reluctance to have a full environmental assessment review is insulting to people like me who will have to deal with the negative impacts of more auto volumes in the area, and a potential increase in air pollution. The full review will sort out this and other matters, such as impacts on Harriet Tubman School. I implore you to take on a full assessment as a sign of your goodwill through this project, and to consider diverting these funds to safety improvements on ODOT highways running through Portland as a testimony of your genuine support for VISION ZERO.

Attachments: N/A

2019 0323 Yashica S Palshikar

Comment: I write to request consideration of not widening I-5, for many reasons and mainly for equity and sustainability, and to caution about conflicting interests. I speak up on behalf of people who rely on free roads and highways to travel to and from work in the Portland area.

I speak up on behalf of the communities who will be impacted by widening the freeway, and caution that widening freeways and adding prohibitive costs does not bring economic advantage to the community it runs through.

Please seek to protect our communities and schools and other institutions that serve under represented and vulnerable populations in the impacted area.

I speak up as a tax payer who due to housing prices can only afford to live an additional four miles away from my workplace. And due to being a homeowner on a single income and having children in college I am relegated by budget and resources to commute by bus and bike.

Reducing traffic congestion through the middle of the city will not be accomplished by making more lanes available, but by providing alternative routes and methods.

Please seek a solution addressing the root causes of our traffic problems and that resolution should push away from our city center and save a special place on our roads for low income commuters like myself, and my children who drive to school and work.

Please consider a more equitable and sustainable decision.

Kind regards,

Attachments: N/A



2019 0329 Yonit Sharaby

Comment: I oppose the Rose Quarter I-5 expansion. As someone who lives nearby, and who travels through this neighborhood frequently, this project will have significant negative impacts on the area. We should not be widening this freeway.

Attachments: N/A

2019 0307 Zac Garrard

Comment: I'm stuck between a rock and a hard place. The active modes of transportation that would benefit from increase bike, scooter, pedestrian emphasis on the local roads are undeniable. I do believe the EA's statement of improved environmental quality may be true in this regard. However, I'm hesitant to believe that anything less than negatively impacted outcomes will result from additional lanes of interstate traffic. The comparison to vehicular congestion to that of a fluid body sums it up well. Just like a fluid, traffic will expand to the limits of the shape it is provided. Induced demand will likely exceed the benefits of adding lanes of traffic. Reduced idling and stopping comparison to existing comparison may hold weight, but what occurs when the same idle times and exhaust are continued to occur with the addition of an entire lane of extra motor vehicles. I understand that the models can only predict so much. I could handle a negative result determination from the assessment, but I feel somewhat misled by the EA's verdict that environmental impacts will be anything less than adverse.

Attachments: N/A

2019 0401 Zach

Comment: PLEASE DO NOT WIDEN THIS FREEWAY!!!!!!!!!!

Attachments: N/A

2019 0328 Zach Oliver

Comment: I commute back and forth through Portland. The I5/I84 interchange is one of the worst if not the worst in the country. This effects my daily life and overall attitude to the point that I'm ready to move. I am a Portland native. I know the traffic issues we have here bother me and I'm a native then there has to be a lot of others it effects as well. This is a vehicle issue that needs to be resolved with/without bike lanes. Bicyclist have all the surface streets to ride on. If people's concern is the environment then keeping the vehicular traffic should be the first priority as I and so many others have occupations that do not allow us to commute via mass transit nor bicycle. Please address this issue.

Concerned Oregonian,

Attachments: N/A



2019 0327 Zachary Benjamin

Comment: I've lived in Portland since 2007, working initially as a route driver for a local coffee company and now as an office worker and daily commuter to industrial SE. For 9 of my 12 years here, I navigated our city by bike and by bus, before eventually wanting to give car life a try. Three years into my Portland-by-car life, I can't wait to get rid of it and return to the bus and my bike (plus ride share, car share, scooters and the always reliable foot power). That ODOT could be seduced by the false promise of a freeway expansion mirrors my own seduction by the false promise of freedom in car ownership. Both are mistakes, backed by neither science nor history. In my case, the cost was \$20k and a lesson learned. In ODOT's it's \$500m wasted on a freeway to the 20th century. The future that needs us to do better, ODOT. Don't build this.

Attachments: N/A

2019 0401 Zachary Powers

Comment: ODOT, please don't proceed with the Rose Quarter Freeway Expansion project. If you want to find a way to reduce traffic congestion in Portland, please seek proposals that actually reduce traffic by providing great alternatives to driving or by taxing driving. Freeway expansion has never solved a congestion problem, and your own contracted analysis from WSP confirms that it won't solve congestion in the Portland area. I'd much rather have the state spend \$500 million on anything else to address congestion, since we know that expansion won't help. I could enthusiastically get behind improved bus service (more frequent or express lanes), other transit improvements, improvements for walking or cycling infrastructure, assistance programs to help low income commuters live closer to their jobs, implementing tolling, or literally anything else. I think it's irresponsible and sad to spend the money on a project that won't improve congestion and will encourage more cars to be on the road.

On a personal note, I'd be really sad to lose the Flint Ave bike crossing over I-5. The alternate routes to get downtown from NE Portland are much worse and don't feel as safe to me, and a plan that removes that crossing feels very much to me like a plan developed by people who never use bike infrastructure. I know we bike commuters are a small percentage of overall commuters in the Portland metro, but we help reduce car congestion. One of the hardest barriers for new bike commuters to overcome is finding a safe and convenient route, and routing us away from Flint Ave will hurt, rather than help that, since the new routes will certainly be longer for anyone coming from NE or inner N Portland.

Attachments: N/A

2019 0226 Zachary Vuple

Comment: No Comment Included

Attachments: N/A



2019 0402 Zack Hobson

Comment: Please do not expand the freeway around the Rose Quarter, we do not need more freeway capacity. More cars are not the solution to our problems! We should be looking at congestion pricing and reducing traffic in the center city, not adding more cars. This is waste of valuable resources that could be put toward much more worthwhile and effective solutions. There should be a thorough environmental impact statement before anything close to this happens.

Attachments: N/A

2019 0327 Zari Santner

Albina Vision Trust

Comment: Thank you for the opportunity to comment on the Environmental Assessment for the I-5 Rose Quarter Improvement Project. As a member of the Albina Vision team I value our working relationship with you and PBOT; these comments describe the issues at the heart of our ongoing discussions on the EA.

1. The covers are a good idea. There is community benefit to reducing the impact of I-5 at the street level and mitigating the harm that I-5 caused to the North Portland and Albina neighborhood. As you know, I have been critical of the current configuration of the covers but support the concept of better connections for the community across I-5.
2. The covers are characterized as a public benefit in the EA, but as currently illustrated could have a negative impact on the community.
 - a. Spaces that are unprogrammed, fragmented and shaped by engineering rather than human parameters will negatively impact the surrounding community. These spaces can become empty of positive activity and a magnet for negative, even dangerous activity.
 - b. Active streets that have defined edges with buildings and programmable open spaces are lively and secure. The proposed spaces do not meet these basic principles.
 - c. Additional unprogrammed open space over the freeway in this area is not needed when the nearby parks and plazas as part of the Albina Vision, generously sized and well-designed, are considered.
 - d. Proposed bike infrastructure incorporates large switchback ramp structures using large areas of otherwise buildable land. If these transitions were integrated with existing streets, cyclist travel distances would be comparable, the infrastructure would be less overwhelming, less costly and preserve potential building sites. As illustrated the bike facilities are likely to be seldom used and add confusion to the public realm.
3. To submit an EA with inadequate design work may be typical but, in this case, is inappropriate. We are asked to accept the awkward and poorly conceived public spaces as full of positive community benefit to be realized in urban design. The information is sketchy and

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gives us cause for concern; there is nothing in the drawings that inspire confidence of a successful urban design solution.

4. The covers need to promote good development activity and buildings need to be part of the solution, as we've discussed. They have the potential to provide active edges and a population to make this area positive. Also, perhaps stating the obvious, people inside will not be bothered by noise and poor air quality generated by the highway below. Buildings also have the opportunity to serve the community with the long-term wealth associated with housing, business, and true community building.

I appreciate the opportunity to respond to the Environmental Assessment document and the time you and your colleagues have taken to engage in conversation with me and my cohorts at Albina Vision Trust.

Sincerely,

Attachments: N/A

2019 0308 Ziggy Lopuszynski

Crowne Plaza Portland Downtown

Comment: As a nearby property manager I am excited about the improvements. The project will enhance the Lloyd district and connect the neighborhood by bridging the gap between the Rose Quarter and the Lloyd.

Attachments: N/A