# Comment Summary:
## December 1, 2019 – January 6, 2020

January 16, 2020

<table>
<thead>
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<th>Total Comments (December 1, 2019 – January 6, 2020): 440</th>
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<tr>
<td>- <strong>Letters</strong>: 13</td>
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<td>- <strong>Emails</strong>: 348</td>
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<td>- Ask ODOT inbox: 2</td>
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<td>- Project Inbox: 341</td>
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<td>- OTC Admin Inbox: 5</td>
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<td>- <strong>Postcards</strong>: 79</td>
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## Summary

Between December 1, 2019 and January 6, 2020, the I-5 Rose Quarter Improvement Project received 440 written comments regarding the December 17 Oregon Transportation Commission (OTC) meeting in Lebanon, Oregon which included a discussion of the project on its agenda. The project team continues to receive comments as of the week of production of this summary.

The project team reviewed each of the written comments related to this meeting and summarized them in this report by category: letters, emails and postcards. The majority of commenters asked for an EIS to be conducted. Many asked the OTC to delay making a decision on the environmental process, and some asked for the project to be canceled. Many referenced concerns about the climate and how this project could impact it. Many asked for investments in the transportation system as a whole—including transit and multimodal infrastructure—to address traffic congestion. Some offered project alternatives for consideration in an EIS process, such as considering impacts from ODOT’s tolling project. Some referenced concerns about air quality at Harriet Tubman Middle School. Some asked to move quickly toward construction to ease congestion and/or open up economic opportunities for construction firms.

The list below are categories of comments received from letters, e-mails, and postcards.

### Letters

- Requesting an Environmental Impact Statement
- Requesting a delay a decision on the project
• Requesting third-party review of highway covers
• Requesting clear and inclusive decision-making structure
• Requesting no EIS so the project can move ahead as quickly as possible
• Requesting EIS that incorporates the I-5/I-205 Tolling Project
• Concern about how the project plans to achieve its congestion and safety goals
• Concern about the OTC meeting being held in Lebanon rather than in Portland
• Concern that the project runs counter to the State’s goal of lowering greenhouse gas emissions
• Negotiate a Memorandum of Understanding
• Concerns about disruptions to the streetcar service during construction
• Requesting High speed rail to be studied as an alternative in the EIS process—This individual also followed up by phone

**Emails**

Ask ODOT inbox

• Expressing support for the project and concern about Governor Brown’s request to delay the project
• Asking ODOT to not delay the I-5/I-205 Tolling and I-5 Rose Quarter Improvement Projects as this will affect Oregonians outside of the Portland metropolitan region

Project inbox

• Requesting an EIS
• Requesting a more reliable, comprehensive public transportation system
• Concern that the project can solve congestion
• Asking for the project to be completely stopped
• Asking ODOT/the project/OTC not to conduct an EIS

Commission inbox/other

• Requesting an EIS
• Requesting that an EIS not be completed
• Concern for local industry commerce and how congestion is impacting freight and logistics
• Expressing belief that ODOT should tackle climate change and congestion by implementing alternatives to driving rather than by adding road capacity
• Asking ODOT and the State of Oregon to include mode shift as a no-build way to increase car capacity

**Postcards**

• Requesting an EIS
• Concern that the project runs counter to climate crises action/reducing emissions
• Concern about the cost of the project
• Concern for the health impacts from increased traffic and pollution
• Concern for Harriet Tubman Middle School and other school children
• Requesting a more reliable, comprehensive public transportation system instead of highway expansion
• Concern that the project can solve congestion
• Questioning the project's safety goal
Comment Summary: Appendix
Letter, email and postcard content
### Communication ID: 373512 - Letter to ODOT and OTC about Sunrise Movement demanding an EIS

**Status:** No response needed

**Communication (12/10/2019)**

Letter to ODOT and OTC about Sunrise Movement demanding an EIS

December 10, 2019  
123 NW Flanders St  
Portland, OR 97209  

To: Bob Van Brocklin, Chair, Oregon Transportation Commission  
Alando Simpson, OTC Vice Chair  
Martin Callery, OTC Member  
Julie Brown, OTC Member  
Sharon Smith, OTC Member  

Kris Strickler, Director, Oregon Department of Transportation  
Megan Channell, Project Manager, Oregon Department of Transportation  

CC: Oregon Governor Kate Brown  
Metro Council President Lynn Peterson  
Multnomah County Commissioner Jessica Vega Pederson  
Portland Mayor Ted Wheeler  
Portland Transportation Commissioner Chloe Eudaly  
Julia Brim Edwards, Board Member, Portland Public Schools  
Scott Bailey, Board Member, Portland Public Schools  
Oregon House Speaker Tina Kotek  
Cooper Brown, Oregon Transportation Commission Chief of Staff  
Aaron Brown, No More Freeways PDX  

Re: Sunrise Movement Demanding a full Environmental Impact Statement to be conducted for the proposed $500 million Rose Quarter Freeway Expansion  

Sunrise PDX is the local Portland chapter of a quickly growing national organization. Sunrise is a powerful, youth-led movement that aims to create a just and sustainable future for all people. With the growing concerns of climate change being felt worldwide by the youngest generation, we continue to advocate for climate action at all levels of government.  

40% of Oregon’s carbon emissions come from transportation. It is the only sector where Oregon’s emissions are rising, and it’s the only sector of our economy in which the state lacks plans to fully articulate how we’ll hit our carbon reduction goals. It is with this background that Sunrise PDX’s membership recently voted to prioritize climate-minded advocacy in local transportation and housing as core issues with which we will direct our full engagement in the months and years ahead.  

Sunrise PDX is joining the numerous organizations involved with the No More Freeways Coalition to state our unequivocal and fierce opposition to the proposed $500 million Rose Quarter Freeway Expansion in the backyard of Harriet Tubman Middle School. It’s confusing to us that in a region with such a sustainable reputation - at a time in history where people are more readily accepting of the facts of climate change - that we still have to advocate against unsustainable and unsafe choices being made by our local and state government. Sunrise joins Speaker Tina Kotek, Representative Karin Power, the Albina Vision Trust, Portland Public Schools, Commissioner Chloe Eudaly, Oregon Metro, Oregon League of Conservation Voters, Oregon Walks, Neighbors for Clean Air, the city’s Pedestrian and Bicycle Advisory Committees and the Planning and Sustainability Committee in demanding ODOT conduct a full Environmental Impact Statement.  

Furthermore, this proposal unquestionably perpetuates existing environmental injustices. ODOT and Oregon’s leaders who currently support this project should be ashamed about the potential public health consequences of an expansion. ODOT’s proposal will likely exacerbate the already abysmal air pollution that surrounds a school where 68% of students identify as non-white, and students forgo outdoor recess to avoid respiratory illness. This proposal literally makes our most vulnerable Portlanders sick.  

The more that we’ve learned about ODOT’s actions and community engagement around the Rose Quarter Freeway Expansion, the more that our local youth climate movement became certain that stopping this project and demanding accountability and transparency from this government agency was an important call to action. Our generation will have to live with the current choices being made about climate change and we are terrified for our future. How is it that even with all the facts in front of us, those in charge are still trying to push through with freeway expansion when it pollutes our air and water, threatens our future, and does nothing to legitimately address congestion?  

To achieve the Green New Deal, we must first retire the gray old deal. We must say no to the status quo and the way things have always been done. To stop the freeway...
expansion may take political courage, but the decision will have the support of thousands of
Oregonians who recognize that the $500 million Rose Quarter Freeway Expansion is a terrible
choice for anyone in our state concerned about traffic congestion, air pollution, or carbon
emissions. Every dollar we spend on freeway expansion is a dollar we could instead be
spending on infrastructure to make it easier for Oregonians living in the Portland region to
take transit, bike or walk for daily trips.

Although it is certain that the proposed project will cause negative environmental
consequences, ODOT’s malfeasance has left us unaware of the full extent of these
consequences. ODOT’s abysmal community engagement and lack of transparency has made
it difficult for anyone to conduct a meaningful, independent assessment of their existing
plans. Numerous data sets central to their claims about ostensible emission reductions,
 improved air quality or reduced traffic were missing from ODOT’s Environmental Assessment
released this spring. When No More Freeways asked for and finally received data weeks later,
they found multiple obvious discrepancies and circumstances in which ODOT clearly wasn’t
meaningfully studying alternatives to freeway expansion.

It’s self-evident to anyone concerned about the future climate we shall inherit that
ODOT absolutely must conduct a full Environmental Impact Statement to more adequately
understand the potential public health impacts, carbon emissions, and traffic implications of
this $500 million project. Atmospheric concentrations of the main greenhouse gases continue
to grow and threaten our livelihoods, global CO2 emissions continue to rise, and
internationally governments are still planning to produce more fossil fuels through 2030 that
would be inconsistent with limiting warming to an average temperature below the 2 degrees
Celsius limit.

Members of Sunrise PDX have testified at Portland City Council, at hearings for the
Metro T2020 Transportation Task Force, and advocated through written testimony and via
social media against the Rose Quarter Freeway Expansion alongside numerous other
environmental and climate justice organizations. 2019 concludes a decade of exceptional
global heat, retreating ice and record sea level rise. The best time to act on Climate Change
was fifty years ago, before any of us were born. The second best time to act is NOW.

Compromising on this issue is climate denial. We urge Governor Brown, the Oregon
Transportation Commission, and Mayor Ted Wheeler to exercise some leadership and
demand that ODOT treat the climate crisis like the emergency it is, and more adequately
study alternatives to this proposed Rose Quarter Freeway Expansion. Consider the lives of my
generation, of your children’s generation, and invest instead in better options for walking,
biking, and public transportation. In order to sustain a just and livable future, you must
prioritize robust, affordable and safe alternatives to car transportation wherever possible.

Please, do the right thing and think about our generation’s future. You cannot in good
faith claim to support efforts to act on climate without addressing the substantial carbon
implications of this massive freeway expansion. We demand a thorough Environmental
Impact Statement be conducted to study how to alleviate congestion while also lowering
carbon emissions. Sunrise PDX is a powerful and growing coalition and we are watching your
choices closely. Climate leaders don’t widen freeways.

Sincerely,
Sunrise PDX
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<td>Aaron Brown</td>
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<td><a href="mailto:nomorefreewayspdx@gmail.com">nomorefreewayspdx@gmail.com</a></td>
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**Notes**

Letter given to Don Hamilton at protest at Region 1 office 18 days ago
December 10, 2019
123 NW Flanders St
Portland, OR 97209

To: Bob Van Broeklin, Chair, Oregon Transportation Commission
Alando Simpson, OTC Vice Chair
Martin Callery, OTC Member
Julie Brown, OTC Member
Sharon Smith, OTC Member

Kris Strickler, Director, Oregon Department of Transportation
Megan Channell, Project Manager, Oregon Department of Transportation

CC: Oregon Governor Kate Brown
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**To achieve the Green New Deal, we must first retire the gray old deal.** We must say no to the status quo and the way things have always been done. To stop the freeway expansion may take political courage, but the decision will have the support of thousands of Oregonians who recognize that the $500 million Rose Quarter Freeway Expansion is a terrible choice for anyone in our state concerned about traffic congestion, air pollution, or carbon emissions. Every dollar we spend on freeway expansion is a dollar we could instead be spending on infrastructure to make it easier for Oregonians living in the Portland region to take transit, bike or walk for daily trips.

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Compromising on this issue is climate denial. We urge Governor Brown, the Oregon Transportation Commission, and Mayor Ted Wheeler to exercise some leadership and demand that ODOT treat the climate crisis like the emergency it is, and more adequately study alternatives to this proposed Rose Quarter Freeway Expansion. Consider the lives of my generation, of your childrens’ generation, and invest instead in better options for walking, biking, and public transportation. In order to sustain a just and livable future, you must prioritize robust, affordable and safe alternatives to car transportation wherever possible.

Please, do the right thing and think about our generation’s future. You cannot in good faith claim to support efforts to act on climate without addressing the substantial carbon implications of this massive freeway expansion. We demand a thorough Environmental Impact Statement be conducted to study how to alleviate congestion while also lowering carbon emissions. Sunrise PDX is a powerful and growing coalition and we are watching your choices closely. **Climate leaders don’t widen freeways.**

Sincerely,
Sunrise PDX
Communication ID: 374683 - Letter from No More Freeways Re: Gov. Kate Brown

Communication (12/16/2019)

Letter from No More Freeways Re: Gov. Kate Brown

Please find a response to Governor Brown's December 16 letter, co-authored by No More Freeways and Sunrise PDX, attached.

We look forward to testifying at the Oregon Transportation Commission hearing tomorrow.

Climate leaders don’t widen freeways.

XX
(h/t/off)
XX

Documents: 121619 Governor Brown OTC Rose Quarter Freeway Expansion.pdf


Type: Letter

Owner(s)

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<td>685730</td>
<td>Rita Moore</td>
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Date: Monday, December 16, 2019

To: Oregon Governor Kate Brown
Oregon Transportation Commission
Kris Strickler, Director, Oregon Department of Transportation

CC: Metro Council President Lynn Peterson
Multnomah County Commissioner Jessica Vega Pederson
Portland Mayor Ted Wheeler
Portland City Commissioner Chloe Eudaly
Portland Public Schools Board Chair Rita Moore
Oregon House Speaker Tina Kotek
Megan Channell, Oregon Department of Transportation

From: Aaron Brown, No More Freeways Coalition
Anna Kemper, Sunrise Movement PDX
Marilyn Fleener, Sunrise Movement PDX

Subject: Response to Governor Brown’s request for postponement of OTC’s scheduled December vote on $500m Rose Quarter Freeway Expansion

We are delighted to hear that Governor Brown is listening to the rapidly growing number of community leaders, elected officials and climate justice activists raising significant concerns about Oregon Department of Transportation's (ODOT’s) proposed $500 million Rose Quarter Freeway Expansion in the backyard of Harriet Tubman Middle School. We are grateful the Governor reaffirmed that it's impossible (despite ODOT’s continued intentions) to simply build our way out of traffic congestion, air pollution or carbon emissions. Her encouragement of further study and implementation of congestion pricing is commendable, and we are also pleased Governor Brown acknowledges the need for ODOT to collaborate with ongoing community-led initiatives for justice in the restoration of the neighborhood. The agency has obviously failed to meaningfully partner with crucial local stakeholders relevant to the successful rebirth of this neighborhood, which aspires to heal from a previous generation’s racist trespasses and policy mistakes that cause harm to this day.

In light of the Governor’s letter, No More Freeways continues to demand that ODOT conduct a rigorous Environmental Impact Statement that could clarify whether ODOT is telling the truth in their claims that the Rose Quarter Freeway...
Expansion would somehow be the first in America that reduced traffic congestion, lowered carbon emissions or improved air pollution. Our independent analysis of ODOT’s traffic projections revealed numerous, easily-challenged assumptions and discrepancies with significant implications to the project’s public health and climate considerations. The public deserves nothing short of full accountability, transparency and honest assessment of these impacts for a proposed half billion dollar investment in fossil-fuel infrastructure on the dawn of our hastily arriving climate emergency.

Our request for a full Environmental Impact Statement for the proposed freeway expansion was echoed this spring during the public comment period by Portland Public Schools, Commissioner Chloe Eudaly, Representative Karin Power, Business for a Better Portland, Portland Audubon Society, Albina Vision Trust, the Eliot Neighborhood Association, Neighbors for Clean Air, Portland’s Bicycle and Pedestrian Advisory Committees, The Street Trust, Oregon Environmental Council and thousands of Oregonians across the state. They were joined by Speaker Tina Kotek, Commissioner Jessica Vega Pederson, Senator Michael Dembrow, Representative Rob Nosse, Metro Council President Lynn Peterson, Mayor Ted Wheeler and 1000 Friends of Oregon this past week, as well as hundreds of Oregonians who sent postcards to the Oregon Transportation Commission (OTC) directly.

No More Freeways and Sunrise PDX look forward to testifying at the OTC hearing in Lebanon tomorrow to ask Commissioners to their faces what leadership action they intend to take to address ODOT’s institutional complicity in exacerbating the urgent climate emergency currently unfolding. 40% of Oregon’s carbon emissions come from transportation, and in the months and years ahead we fully intend to hold Governor Kate Brown, ODOT Director Kris Stickler and OTC Chair Bob Van Brocklin accountable for the impact these massive proposed freeway expansions will have on the health and well being of current and future Oregonians. Building a Green New Deal requires retiring the grey old deal - our bright, sustainable future of walkable communities and frequent, reliable, accessible transit can only be funded by the divestment of costly, outdated, polluting fossil-fuel infrastructure like the multiple freeway expansions ODOT has proposed across the region.

Climate leaders simply don't widen freeways, and we sure hope in the decade to come the state of Oregon can still be counted on to deliver innovative, thoughtful, and honest environmental leadership.

Our future depends on it.

No More Freeways Coalition
800 NW 6th Avenue, Suite 253
Portland, OR 97209

www.nomorefreewayspdx.com
facebook.com/nomorefreewayspdx
@nomorefreeways | #NOISROX
info@nomorefreewayspdx.com
Honorable Kate Brown, Governor
State of Oregon
900 Court Street NE, Suite 160
Salem, OR 97301
Bob Van Brocklin, Chair
Oregon Transportation Commission
355 Capitol St NE
Salem, Oregon 97301

RE: I-5 Rose Quarter Improvement Project
Dear Governor Brown, Chair Van Brocklin and Members of the Oregon Transportation Commission:

Thank you for engaging local and regional partners in on-going conversations about the future of the I-5 Rose Quarter Improvement Project (Project). We have been actively engaged in planning and development for nearly a decade and are committed to ensuring broad public benefits are realized with this Project.

Since the inception of the Project, we’ve worked closely with ODOT and other partners to advance a meaningful concept, offer constructive feedback and raise concerns. Over the past six months, our agencies have participated in an informal process with the Oregon Transportation Commission (OTC) with the sincere desire to collaboratively pursue a path forward.

The OTC has yet to articulate how our input would be addressed or how our recommendations would be incorporated. We continue to have concerns about the stewardship and outcomes of the Project.

Specific elements that have been proposed and not advanced as part of this six-month process include:

- Leadership policy: Adopt a leadership policy that reflects values of transparency, inclusivity, and transportation justice.
- Project structure: Charter a Project decision-making structure with community representation on an oversight committee as well as involuntarily displaced community participation on a community advisory committee. This structure and process must be inclusive and accessible to all and feature robust and meaningful public engagement that identifies the opportunities and concerns of communities.
- Highway cover study: Commission a third-party independent study of development alternatives for the planned highway covers.

Understanding what is at stake, we continue to believe that there are several important components missing and respectfully request that the OTC work closely with ODOT to address the above. Additionally, as an alternative process has not been defined, ODOT should deliver a full Environmental Impact Statement to address the outcomes stated below. We are eager to work with you and other stakeholders to identify and develop strategies to achieve these critical outcomes:

- Equity: The Project should honor the past and account for the negative impacts that I-5 and urban renewal had on the African-American community in Albina. The Project must acknowledge and take meaningful steps to repair the historical and lasting damage. The project cannot cause further displacement in North/Northeast Portland and should intentionally create job opportunities for Disadvantaged Business Enterprises.
- Meet climate goals: We collectively, at the state, regional and local levels, face a more urgent call to address climate change and the project should be designed in a way that reduces greenhouse gas emissions.
- Relieve congestion by designing for all modes: The Project must continue to contain significant investments in all modes of transportation including benefits to people walking, riding transit, and biking. Reducing the number of vehicles on the road cuts vehicle emissions, decreases congestion and promotes a healthier community. The surface improvements currently proposed in the base Project are vital to the mobility of the entire region and are critical to ensure that the proposed highway improvements operate as efficiently as has been planned.

Last year, the Portland City Council adopted the Central City 2035 Plan and Transportation System Plan amendments that include the Project as conceptualized in the N/NE Quadrant and Facility Plan. This was a successful outcome of a State and City partnership that started in 2010 and defined the Project...
to include major local streets elements, improvements for people walking, riding transit and biking, the
development of equity strategies, and other efforts that will create benefit for the community
originally
impacted by freeway construction.
Additionally, Metro's record as a strong proponent for this multi-modal Project has been clear. Metro
championed the funding of the Project during the 2017 legislative session and provided the "first
dollar in" for initial project development with Regional Flex Fund dollars.
We are supportive partners of a recalibrated, inclusive, community-led Project that realizes our original
intent, joint interests and helps improve a vital area of our community that has too often been
excluded from the decision-making table. We hope to change that history and start to construct a new one
with this Project and others.
We look forward to hearing from you on next steps for advancing this Project.
Sincerely,
Lynn Peterson
President, Metro
Council
Chloe Eudaly
Commissioner,
City of Portland
Ted Wheeler
Mayor, City of
Portland
Jessica Vega Pedersen
Commissioner,
Multnomah County

Documents ISRO-Joint-Letter-12122019-Signed.pdf
Category: Elements: Highway covers, Environmental: Air quality, Environmental: Climate change, Environmental:
Environmental impacts (not assessment), Environmental: Environmental justice, Environmental: Environmental
process, Environmental: Range of alternatives, Issues: Bicycle/bike paths, Issues: Black/African American
Pedestrian, Issues: Public involvement process, Issues: Transit
Type: Letter
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December 12, 2019

Honorable Kate Brown, Governor
State of Oregon
900 Court Street NE, Suite 160
Salem, OR 97301

Bob Van Brocklin, Chair
Oregon Transportation Commission
355 Capitol St NE
Salem, Oregon 97301

RE: I-5 Rose Quarter Improvement Project

Dear Governor Brown, Chair Van Brocklin and Members of the Oregon Transportation Commission:

Thank you for engaging local and regional partners in on-going conversations about the future of the I-5 Rose Quarter Improvement Project (Project). We have been actively engaged in planning and development for nearly a decade and are committed to ensuring broad public benefits are realized with this Project.

Since the inception of the Project, we’ve worked closely with ODOT and other partners to advance a meaningful concept, offer constructive feedback and raise concerns. Over the past six months, our agencies have participated in an informal process with the Oregon Transportation Commission (OTC) with the sincere desire to collaboratively pursue a path forward.

The OTC has yet to articulate how our input would be addressed or how our recommendations would be incorporated. We continue to have concerns about the stewardship and outcomes of the Project. Specific elements that have been proposed and not advanced as part of this six-month process include:

- **Leadership policy:** Adopt a leadership policy that reflects values of transparency, inclusivity, and transportation justice.
- **Project structure:** Charter a Project decision-making structure with community representation on an oversight committee as well as involuntarily displaced community participation on a community advisory committee. This structure and process must be inclusive and accessible to all and feature robust and meaningful public engagement that identifies the opportunities and concerns of communities.
- **Highway cover study:** Commission a third-party independent study of development alternatives for the planned highway covers.

Understanding what is at stake, we continue to believe that there are several important components missing and respectfully request that the OTC work closely with ODOT to address the above.

Additionally, as an alternative process has not been defined, ODOT should deliver a full Environmental Impact Statement to address the outcomes stated below. We are eager to work with you and other stakeholders to identify and develop strategies to achieve these critical outcomes:
• **Equity:** The Project should honor the past and account for the negative impacts that I-5 and urban renewal had on the African-American community in Albina. The Project must acknowledge and take meaningful steps to repair the historical and lasting damage. The project cannot cause further displacement in North/Northeast Portland and should intentionally create job opportunities for Disadvantaged Business Enterprises.

• **Meet climate goals:** We collectively, at the state, regional and local levels, face a more urgent call to address climate change and the project should be designed in a way that reduces greenhouse gas emissions.

• **Improve air quality:** The Project must advance improvements in air quality in North/Northeast Portland. The current population in this area is disproportionately impacted by air toxins.

• **Relieve congestion by designing for all modes:** The Project must continue to contain significant investments in all modes of transportation including benefits to people walking, riding transit, and biking. Reducing the number of vehicles on the road cuts vehicle emissions, decreases congestion and promotes a healthier community. The surface improvements currently proposed in the base Project are vital to the mobility of the entire region and are critical to ensure that the proposed highway improvements operate as efficiently as has been planned.

Last year, the Portland City Council adopted the Central City 2035 Plan and Transportation System Plan amendments that include the Project as conceptualized in the N/NE Quadrant and Facility Plan. This was a successful outcome of a State and City partnership that started in 2010 and defined the Project to include major local streets elements, improvements for people walking, riding transit and biking, the development of equity strategies, and other efforts that will create benefit for the community originally impacted by freeway construction.

Additionally, Metro’s record as a strong proponent for this multi-modal Project has been clear. Metro championed the funding of the Project during the 2017 legislative session and provided the “first dollar in” for initial project development with Regional Flex Fund dollars.

We are supportive partners of a recalibrated, inclusive, community-led Project that realizes our original intent, joint interests and helps improve a vital area of our community that has too often been excluded from the decision-making table. We hope to change that history and start to construct a new one with this Project and others.

We look forward to hearing from you on next steps for advancing this Project.

Sincerely,

Lynn Peterson  
President, Metro Council

Chloe Eudaly  
Commissioner, City of Portland

Ted Wheeler  
Mayor, City of Portland

Jessica Vega Pederson  
Commissioner, Multnomah County
Communication ID: 374436 - Letter from Brad Perkins about high speed rail (via ODOT admin)

Status: Open - in progress

Communication (12/13/2019)

Letter from Brad Perkins about high speed rail (via ODOT admin)

ODOT Admin,
Please pass on to OTC members for I-5RQ Widening discussion on the 17th. Please also pass on the following message.

Please do what is best for the public and for the future of passenger rail service in Oregon and have the new Director of ODOT's Rail Division have some experience in rail industry management and/or planning/development, preferably high speed rail experience. Don't be afraid to look outside the State of Oregon or the US. ODOT should not hire within ODOT out of convenience.

For example, Hal Gard, recently retired as Rail Division Director, came to the job as an ODOT archeologist without rail experience. Nine years ago he replaced the former ODOT Rail Director, Kelly Taylor, who came straight from the DMV after working there for 30 years.

The State of Washington and British Columbia is pressuring Oregon Governor Kate Brown to help bring Cascadia High Speed Rail to Portland at least. Have Oregon do its part to reduce congestion and pollution by hiring a person as the new Rail Division Director that has experience in high speed rail.

Thank you,
XX
President/CEO of CHSR

Response

Hello President Perkins,

Thank you for your December 12, 2019 comment to the Oregon Transportation Commission (OTC) regarding high speed rail as an alternative to reduce Green House Gas emissions. The OTC values public comments as a way to remain apprised of the important issues facing our state and its citizens.

We will ensure your public comments are incorporated in to the official record for the December 16-17, 2019 OTC meeting.

Thank you again for taking the time to send us your comments.

Michelle Bryant | Executive Assistant
The Oregon Transportation Commission

Oregon Department of Transportation
355 Capitol St NE M8 11 Salem, OR 97301
Desk: XX
Cell: XX
OTC: (503) 986-3450
Email: XXX

Documents: Plan B to Governor Brown 2 docs

Category: Environmental: Climate change, Environmental: Environmental process, Environmental: Range of alternatives, Issues: Transit, Roads: Congestion - highway

Type: Letter

Owner(s)

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December 9, 2019

Governor Kate Brown

PLAN B for I-5 Projects: Cascadia High Speed Rail

United Nations Report:
“Global temperatures are on pace to rise as much as 7 degrees Fahrenheit by the end of the century.”
“Global greenhouse gas emissions must begin falling by 7.6% each year beginning in 2020—a rate currently nowhere in sight—to meet most of the ambitious aims of the Paris Climate Accord.”
“But the world’s carbon emissions have moved in the opposite direction. The US’s energy-related CO2 emissions rose 2.7% last year, after a gradual decline.”

There is no Planet B that can save us. Americans have been riding this tidal wave of oil and plastic waste since our birth. Our taxes subsidize the vehicle and oil industry by $400 billion per year on road improvements. We pay out another $2 trillion per year in hard cash on fuel, military protection, healthcare, environment, new vehicles and vehicle insurance, repair and maintenance. The US uses 20 million barrels of oil per day, which equals 25% of the world’s consumption per day. Fossil fuel powered vehicles is responsible for 75% of CO2 air pollution.

Our youth are speaking out for their climate future and seek climate justice. We as parents and grandparents have the power to change things via how we invest our time and money. We must be willing to change our method of transportation that is safer, reliable and is more connected to our social, environmental and economic needs.

The time is now to develop corridors for 200 mph CHSR bullet trains in the Northwest. Cascadia High Speed Rail, LLC has spent the past thirteen years analyzing the best corridor route between Eugene and Vancouver, B.C. for fast, reliable and frequent commuter and inter-city bullet train service (see: cascadiahighspeedrail.com) In 2016 CHSR,LCC hired, Transportation Economic Management Systems (TEMS), to register our Eugene to Seattle Concept Plan with the Federal Rail Administration. TEMS was also contracted to complete an economic feasibility study which projected how up to 80% of the capital costs could be paid by private investors.

The State of Washington and British Columbia hired WSP to complete an Ultra High Speed Ground Transportation Business Case Analysis. In the 400 page study WSP estimated the development cost of a HSR corridor between Portland and Vancouver B.C. would be between $24 and $42 billion. This amount is similar to CHSR and TEMS estimate, which includes the Portland to Eugene corridor. Once completed WSP estimates that 160,000 permanent jobs could be created adding $355 billion to the economy.

On October 2-3, 2019, the Cascadia Innovation Corridor Conference was held in Seattle, WA. Leaders from the high tech industry, higher education and government were there to collaborate on bringing high speed rail to the Northwest. On November 8-9, 2019, the US High Speed Rail Conference occurred in Seattle. World leaders in the high-speed rail industry came to collaborate. Rep Peter DeFazio, Chair of the Transportation and Infrastructure Committee, in Washington D.C., was the only Oregon politician who participated. The lack of Oregon’s political leaders did not go unnoticed.
Old transportation systems do not satisfy today’s fast paced society. For example, MAX light rail can move 4,200 people/hour, but CHSR heavy rail has the highest capacity at moving 16,000 people/hour, which is similar to the capacity of an 8 lane freeway.

The time is now for our politicians, transportation planners and HSR experts to study high speed rail as a Plan B alternative for three proposed projects in the I-5 corridor, known as the CRC/I-5 Replacement Bridge, I-5/ Rose Quarter Widening and SW Corridor. Together the estimated cost total is over $7 billion in unsecured public funds. Together, the projects cannot prove congestion relief or reduce CO2 emissions in the I-5 corridor if built.

Our studies have shown that CHSR can relieve 20 to 35% of traffic congestion with a new hybrid vehicle and train bridge over the Columbia River via a new CHSR corridor from Vancouver to the Rose Quarter Transportation Hub, OMSI, and PCC Sylvania, Bridgeport then south. CHSR is the environmentally progressive transportation system that, from the Rose Quarter, can take a guaranteed 10 minute commute to Bridgeport, 50 minute travel to Eugene, 6 minute commute to Vancouver, 1 hour travel to Seattle, and 2 hour travel to Vancouver, B.C.

High-speed rail systems throughout the world are being funded both privately and publically. The CHSR system could require only 20 to 30% of costs to be paid by the public, compared to the 100% publically financed I-5 CRC, I-5/RQ and SW Corridor Projects.

The Oregon Legislature should not be upset at the state of Washington for not supporting the failed demise of the old dinosaur I-5/CRC Bridge plans. Unfortunately, both states are now on a mission to waste $44 million and years of time digging up and moving forward with its old fossilized plans rather than considering Plan B that is environmentally safe and guarantees the reduction of traffic congestion. The alternative plan is to build a new Hybrid CRC Bridge downriver with four train tracks and four vehicle lanes. The Plan also saves the existing six lane I-5 Bridges by seismically upgrading the nine foundations for $350 million.

Kris Strickler, Director for ODOT, argues that, “wider roads reduce congestion and therefore good for the planet,” but according to scientific evidence his argument has been disproven. He has also recently stated “I believe there is no silver bullet, to address the green house gas emissions.” The answer Mr. Strickler is, “bullet trains.” The Japanese have been using bullet trains without delays or any fatalities for 55 years.

It is the legal due process requirement of ODOT to include the viable Plan B corridor alternative, as was a part of the original CRC study scope area, in the next CRC Environmental Impact Statement study.

Brad Perkins
CHSR, CEO/President
Soul District Business Association, Transportation Chair

Cc: Oregon Transportation Commission, I-5 Replacement Bridge Bi-State Committee, Kris Strickler, PPS, Speaker Tina Kotek and Portland City Council
Communication ID: 374438 - Phone Call with Brad Perkins following up on high speed rail letter

Communication (12/16/2019)

Phone Call with Brad Perkins following up on high speed rail letter

I just got off the phone with Cascadia High Speed Rail President Brad Perkins regarding his attached public comment and memo below. His task is to be heard and to have high speed rail be considered an alternative option to the Rose Quarter project, he believes it is a viable option. I didn’t get into any details regarding the project as I am not a subject matter. He noted that if the commission recommends ODOT staff to do an EIS, staff will have to look at alternative options. I told him the commission will be voting on that matter tomorrow, December 17 and that we couldn’t provide an answer to his request until we know what direction the commission would like to go. With that being said, can someone from Region 1 review his comments and provide a response back to him by the first week of January? I told him I wasn’t sure when he would receive a response due to the holidays.

Please let me know if you have any questions.

Thank you in advance,

Michelle Bryant

| Category: Environmental: Environmental process, Environmental: Range of alternatives, Issues: Transit, Requests: Other |
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Dear Governor Kate Brown - Attached is a comment letter to the OTC members regarding the I-5 Rose Quarter and other widening projects that I would like you to read. Thank you for your consideration.

Sincerely,
XX
Portland

Documents Letter to OTC.pdf
Type: Letter
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Dear Members of the Oregon Transportation Commission,

Below are my comments regarding the I-5 Rose Quarter project. This is an article I wrote about ODOT’s future highway plans including the I-5 Rose Quarter project. I have substantial expertise in travel modeling, and this includes a technical analysis on important data and analyses missing from the Environmental Assessment.

This article can be found at www.transportationjusticeblog.com, or more directly by clicking on this link. I have reprinted it for you below. Thank you for reading it.

Buff Brown
Dec 31, 2019

Portland’s Climate-Denying Freeway Plans and ODOT’s Public Deception

Portland 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 Planning
For a city known for its environmentalism, urban planning, public transportation, public involvement, and progressive politicians, Portland is about to blaspheme the Sunrise Movement, the Albina Vision Plan, Portland Public Schools, 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) that claims this, and has a new Director willing to propagate this fully-debunked myth.

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 ODOT
In 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 and equity backward. This legacy is baked into their engineering standards, 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 having realized their focus on moving cars and trucks has had environmental and social consequences. But this effort by ODOT to maintain 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.

Road-Widening Truths
Transportation planners know building more car capacity causes more driving. 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 for their environmental analyses and condemns congestion delay as an environmental measure. Along with a plethora of evidence, they have produced short videos explaining why congestion factors are not just inappropriate, but antithetical to GHG and crash reductions.

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:
Road widening does not relieve congestion — it just increases VMT.

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)
I 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 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 — 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 (see map), 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 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.

**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 — 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.

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 only recently chimed in and recommended delays. 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.

As a final note that is specific to this comment letter and not in the article, I recommend you heed this one comment by the Governor that is so well stated in her letter to you “...we cannot build our way out of congestion by inducing greater demand on the system.”

As I have described in this article, widening roads cures congestion like loosening ones belt cures obesity. The electorate may believe it does, but it is OTC’s duty to recognize the disease is not congestion but driving, and the cause is not bottlenecks, but pricing and non-competitive alternatives. The solution is congestion pricing and providing competitive alternatives at the least. Please hold off for an EIS, more congestion pricing analysis, and benefit/cost analyses that compare the Rose Quarter to alternative-mode project scenarios.

Buff Brown
**Communication ID: 374832 - Letter from Coalition of Black Men to OTC requesting not conducting EIS**

Status: No response needed

---

Letter from Coalition of Black Men to OTC requesting not conducting EIS

To Whom it may Concern,

Attached is a memo I prepared to be submitted to the Oregon Transportation Commission concerning tomorrow's agenda. This memo is in regards to the agenda item providing an update to the OTC about the NQIP and requesting the OTC to use the existing EEA study to continue its work versus conducting an Environmental Impact statement.

XX
President
Coalition of Black Men

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**Documents**
OTC Letter Dec 16 2019.docx

**Category:** Environmental; Environmental process

**Type:** Letter

**Owner(s)**

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**Communication ID: 374840 - Web form via OTC Admin from Portland Public Schools about resolutions**

Status: No response needed

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Web form via OTC Admin from Portland Public Schools about resolutions

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**Documents**
OTC comment letter 12.16.19.pdf

**Category:** Issues: Harriet Tubman Middle School, Issues: Schools

**Type:** Letter

**Owner(s)**

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https://ed2.envirolytical.com/communication/Print
DATE: December 16, 2019

TO: Oregon Transportation Commission

FROM: Tony Jones – President; Coalition of Black Men

RE: Interstate 5 Rose Quarter Improvement Project Environmental Assessment Strategy

We support ODOT and the OTC continuing forward with the project using and completing the current Environmental Assessment process. We support this process to identify the opportunities and the geotechnical environmental risks that directly impact the physical construction of the project. The other important concerns that have been identified by other key stakeholders should be addressed on a schedule that is parallel to the completion of the EA assessment and during the design development. The COBM wants to assure that the dollars that have been identified for this project are not in jeopardy of being routed to another project or lost altogether.

This $500 million dollar project represents a significant investment in the Rose Quarter area. The much needed infrastructure improvement will ease some of the vehicular and environmental congestion. Equally as important the project will provide be built in the historic Albina community that displaced African Americans. The COBM is a 30 year old nonprofit service organization that supports African American men and their families through mentoring, health and wellness, and economic development focused programs. The COBM has members directly impacted by the first Convention Center and Legacy Emmanuel Hospital’s development.

ODOT has preliminarily pledged 16% to 20% of the construction and related investment will be targeted for DBE businesses, and that 20% of the construction workforce hours be completed by minorities or women. This is historic for ODOT who has traditionally used low bid contracting methods and has not had any significant accountability to utilize minority contractors. ODOT for the first time is publicly committing to using alternate contracting methods and setting a specific goal for DBE participation. This will result in over $80.0 million dollars invested in minority contractors. The COBM will work with other community based organization to assure that African American, other minorities and women reap the benefit from this significant investment.

The National Environmental Policy Act (NEPA) has strong standards to review environmental risks. The project, due to its size and scope must follow fairly stringent requirements to assure project minimizes geotechnical, environmental and health risks. This is the priority of NEPA. Other important related environmental (economic and social) concerns can establish parallel timelines and decision points to assure other related community and design objectives are met. Considering and requiring another Environmental Impact Analysis, will delay the start of the project and will jeopardize costs and funding. We want to assure this project begins and is completed on time to assure the investment and its results are realized.
December 16, 2019

Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Dear Chair Van Brocklin, Vice Chair Simpson and Oregon Transportation Commission members,

As you may know, the Portland Public Schools Board of Education passed a resolution on December 3 indicating their concerns about the impacts the I-5/Rose Quarter Improvement Project could have on Harriet Tubman Middle School and its students. An earlier resolution related to this project was passed in March. For your record, please find attached both resolutions.

Sincerely,

Courtney Westling
Director of Government Relations
Portland Public Schools
RESOLUTION No. 6008

PPS Comments on Status of Oregon Department of Transportation’s “I-5 Rose Quarter Improvement Project”

RECITALS

A. In 2012, the Oregon Department of Transportation (ODOT) and the City of Portland Bureau of Planning and Sustainability and the Bureau of Transportation developed the I-5 Broadway-Weidler Facility Plan in conjunction with the City’s N/NE Quadrant Plan. The N/NE Quadrant Plan set goals and actions for the land use and development in north and northeast Portland, while the Broadway-Weidler Facility Plan was intended to improve safety and operations on I-5 in the vicinity of the Broadway/Weidler interchange. Key elements of the facility plan include:

1. Adding auxiliary lanes and full-width shoulders (within existing right-of-way).
2. Rebuilding structures at Broadway, Weidler, Vancouver and Williams and adding a lid over the freeway.
3. Moving the I-5 southbound on-ramp to Weidler.
4. Adding new connections over the freeway for pedestrian and bicycle travel in the interchange area.

B. In 2012, the Portland City Council and the Oregon Transportation Commission approved the Broadway-Weidler Facility Plan. The proposed plan includes substantial widening of I-5 immediately adjacent to Harriet Tubman Middle School, including extending travel lanes closer to the school and constructing new retaining walls.

C. In 2016, ODOT concluded the Broadway-Weidler Facility Plan improvements were technically feasible, and proceeded with development of an Environmental Assessment (EA). The EA is intended to evaluate the benefits and impacts within the Project Area of two alternatives: one in which the project would move forward as planned (Build Alternative), and one in which the project would not be built (No-Build Alternative).

D. The National Environmental Policy Act (NEPA) requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. Based on the EA, the following actions can occur:

a. If the agency determines that the action will not have significant environmental impacts, the agency will issue a Finding of No Significant Impact (FONSI). A FONSI is a document that presents the reasons why the agency has concluded that there are no significant environmental impacts projected to occur upon implementation of the action.

b. If the EA determines that the environmental impacts of a proposed action will be significant, an Environmental Impact Statement is prepared.

E. ODOT’s EA was published on February 15, 2019. The public comment period closed April 1, 2019. ODOT is required to take into consideration public health impacts in its analysis, and to use an equity lens in its planning processes. The historical legacy from ODOT ignoring health and equity concerns voiced decades ago about building a freeway too close to a school has cost PPS millions of dollars that were used to make the air
inside Tubman safe for students and had health and environment consequences for our students and the
surrounding community..

F. Although the proposed project is immediately adjacent to PPS properties, in particular Harriet Tubman
Middle School, neither ODOT nor the City meaningfully engaged with PPS during the planning process to
assess the potential impacts, either short- or long-term, on the health of students and staff from
environmental hazards of the freeway and the expansion or on the structural integrity of PPS facilities from
incursions on PPS property during construction.

G. An initial review of the EA by PPS staff raised substantial questions about potential impacts on PPS properties,
including risks to soil stability under the Harriet Tubman Middle School site during the construction process,
increased air pollution, increased noise pollution, lack of school bus egress from Harriet Tubman Middle
School with the removal of the Flint Street overpass, and shifts to traffic patterns in the vicinity of both
Tubman and District headquarters.

H. In March 2019, the PPS Board of Education passed a resolution urging ODOT to move forward with a full
Environment Impact Statement (EIS) to fully resolve questions around the potential impacts of the I-5
freeway and the proposed expansion on our students.

I. In June 2019, ODOT convened a group of elected leaders and staff as well as community stakeholders to
discuss the I-5 Rose Quarter Improvement Project in the Albina neighborhood.

J. To date, this group has met five times and made no substantial progress to substantially address issues raised
by Portland Public Schools and the Albina Vision or offer alternatives to the current project plan.

K. At this time, the OTC has privately stated that it plans to unilaterally take action at its December 17 public
meeting without addressing any of the troubling and significant impacts that the widening will have on
students and community health.

RESOLUTION

• The Board of Education for Portland Public Schools opposes ODOT’s efforts to move ahead with the Interstate 5 North of the Rose Quarter expansion in Albina without conducting a full Environmental Impact Statement (EIS) and addressing the long term health and environmental issues at Harriet Tubman Middle School caused by the I-5 freeway.

• The Board of Education for Portland Public Schools will work in partnership with Albina Vision Trust to understand and develop alignment around improving environment and health impacts for students in the Albina neighborhood and mitigating the freeway’s impact on students and their families in this neighborhood.

• The Board will work with the community to share information about the impacts of this freeway and the expansion with the legislature’s Joint Committee on Transportation and other legislative leaders so that they understand the potential impacts of this project to Portland Public Schools’ students and the wider Albina community.
RESOLUTION No. 5856

PPS Comments on the Environmental Assessment of the I-5 Broadway-Weidler Facility Plan

RECIDALS

A. In 2012, the Oregon Department of Transportation (ODOT) and the City of Portland Bureau of Planning and Sustainability and the Bureau of Transportation developed the I-5 Broadway-Weidler Facility Plan in conjunction with the City’s N/NE Quadrant Plan. The N/NE Quadrant Plan set goals and actions for the land use and development in north and northeast Portland, while the Broadway-Weidler Facility Plan was intended to improve safety and operations on I-5 in the vicinity of the Broadway/Weidler interchange. Key elements of the facility plan include:

1. Adding auxiliary lanes and full-width shoulders (within existing right-of-way).
2. Rebuilding structures at Broadway, Weidler, Vancouver and Williams and adding a lid over the freeway.
3. Moving the I-5 southbound on-ramp to Weidler.
4. Adding new connections over the freeway for pedestrian and bicycle travel in the interchange area.

B. In 2012, the Portland City Council and the Oregon Transportation Commission approved the Broadway-Weidler Facility Plan. The proposed plan includes substantial widening of I-5 immediately adjacent to Harriet Tubman Middle School, including extending travel lanes closer to the school and constructing new retaining walls.

C. In 2016, ODOT concluded the Broadway-Weidler Facility Plan improvements were technically feasible, and proceeded with development of an Environmental Assessment (EA). The EA is intended to evaluate the benefits and impacts within the Project Area of two alternatives: one in which the project would move forward as planned (Build Alternative), and one in which the project would not be built (No-Build Alternative).

D. The National Environmental Policy Act (NEPA) requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. Based on the EA, the following actions can occur:

a. If the agency determines that the action will not have significant environmental impacts, the agency will issue a Finding of No Significant Impact (FONSI). A FONSI is a document that presents the reasons why the agency has concluded that there are no significant environmental impacts projected to occur upon implementation of the action.

b. If the EA determines that the environmental impacts of a proposed action will be significant, an Environmental Impact Statement is prepared.

E. ODOT’s EA was published on February 15, 2019. The public comment period closes April 1, 2019. ODOT is required to take into consideration public health impacts in its analysis, and to use an equity lens in its planning processes. The historical legacy from ODOT ignoring health and equity concerns voiced decades ago about building a freeway close to a school has cost PPS millions of dollars that were used to make the air inside Tubman safe for students.

F. Although the proposed changes are immediately adjacent to PPS properties, in particular the Harriet
Tubman Middle School, neither ODOT nor the City meaningfully engaged with PPS during the planning process to assess the potential impacts, either short-term or long-term, on the health of students and staff from environmental hazards or on the structural integrity of PPS facilities from incursions on PPS property during construction.

G. An initial review of the EA by PPS staff has raised substantial questions about potential impacts on PPS properties, including risks to soil stability under the Harriet Tubman Middle School site during the construction process, increased air pollution, increased noise pollution, lack of school bus egress from Harriet Tubman Middle School with the removal of the Flint Street overpass, and shifts to traffic patterns in the vicinity of both Tubman and District headquarters.

H. The materials that have been made publicly available to date, including the environmental assessments published only six weeks ago, provide insufficient evidence that the full scope of potential impacts from these projects has been adequately assessed.

RESOLUTION

1. Due to the potential significant negative short-term and long-term impacts of the proposed project to PPS property, students, staff, and stakeholders, the Board of Education (Board) believes that ODOT cannot legitimately issue a Finding of No Significant Impact (FONSI). Additional study and input is necessary to understand the extent of the impacts and develop mitigation strategies.

2. Therefore, the Board finds that a full Environmental Impact Statement for the proposed project is warranted and necessary to determine the potential impacts of the proposed I-5 construction on PPS properties, PPS students and staff, and the larger community.

3. The Board agrees to submit comments to ODOT during the Environmental Assessment public comment period.
Communication ID: 374951 - Letter from Susheela Jayapal supporting delay of project
Status: No response needed

Communication (12/15/2019)
Letter from Susheela Jayapal supporting delay of project

Dear Governor Brown,

Attached please find a letter in support of delaying the RGIP process along with a copy of my original letter to ODOT dated April 4, 2019 regarding the I-5 expansion.

Thank you for your consideration.

Sincerely,

Susheela Jayapal
Multnomah County Commissioner, District 2
Email: susheela.jayapal@MultCo.us
Tel: 

Pronouns: she/her/hers
Sign up for my newsletter
Facebook
Twitter

I-5 Expansion_Commissioner Jayapal.pdf
Category: Environmental: Environmental justice, Issues: Black/African American communities, Issues: Community character/residential impacts
Type: Letter

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December 15, 2019

The Honorable Kate Brown  
Governor of Oregon  
Office of the Governor  
900 Court St NE, Suite 254  
Salem, OR 97301-4047

RE: RQIP PROCESS

Dear Governor Brown:

I am writing in support of the December 13, 2019 letter submitted by Rukaiyah Adams and the Albina Vision Trust (AVT) to ask that you request that the Oregon Transportation Commissioner (OTC) delay any decision regarding the RQIP at its meeting in Lebanon next week, and that you reconvene the discussion early next year in Portland.

As Multnomah County Commissioner for District 2, I represent North and Northeast Portland, including the lower Albina area that was ripped apart by the construction of I-5. As you know, that construction destroyed homes, businesses, and neighborhoods that comprised a thriving Black community. It contributed directly to immense loss of wealth, destruction of community fabric, and the displacement of Black families -- damage that reverberates to this day, and every day, for individuals, families, and community.

The RQIP offers an opportunity to redress this history of injustice. That injustice was caused, in part, by the failure to understand that societal goals such as transportation cannot be viewed in isolation. Continuing a process that views transportation in isolation from environmental, economic, and social justice, or that views those outcomes as ancillary to discrete transportation outcomes, will not only constitute a lost opportunity but will exacerbate the injustices of the past. Every moment that we are not moving toward equity, we are perpetuating inequity.

I outlined some of my specific concerns about the RQIP in my letter to the Oregon Department of Transportation (ODOT) of April 4, 2019, a copy of which is attached. Those concerns have been better and far more thoroughly expressed by many in the community, including the AVT.
It’s my understanding that the intervening eight months of discussion have yielded no assurance of changes either in the process or the project.

It is time to step back, truly engage with the issues that have been raised, and create a process that -- as AVT advocates -- centers people, community, and neighborhood in the planning of this project.

I appreciate your consideration, and your ongoing leadership.

Sincerely,

Attachments: Original Letter to Oregon Department of Transportation on April 4, 2019

CC: Rukaiyah Adams Chair, Albina Vision Trust
    Multnomah County Commissioner Jessica Vega Pederson
    Kris Strickler, Director, Oregon Department of Transportation
    Bob Van Brocklin, Chair, Oregon Transportation Commission
    Guadalupe Guerrero, Superintendent, Portland Public Schools
    Ted Wheeler, Mayor, City of Portland
    Chloe Eudaly, Commissioner, City of Portland
    Lynn Peterson, Metro Council President
    Senator Lew Frederick
    Representative Tawna Sanchez
April 4, 2019

Megan Channell
Oregon Department of Transportation
megan.channell@odot.state.or.us

Emily Cline
Federal Highway Administration
emily.cline@dot.gov

RE:I-5 Rose Quarter Project Environmental Assessment Comments

Dear Ms. Channell and Ms. Cline:

I represent District 2, comprising North and Northeast Portland, on the Multnomah County Commission. As such, I represent neighborhoods that are among those most directly impacted by the I-5 Rose Quarter Improvement Project -- including the area that was formerly home to the predominantly black Albina neighborhood, which was razed during construction of the highway.

I write to urge you to work with the residents of District 2, school communities, neighborhood associations, and community-based organizations to address their concerns. You’ve received many comments on technical aspects of the proposal and the Environmental Assessment; I won’t address those here but would like to highlight the following issues:

**Impacts on Harriet Tubman Middle School:** I have heard from many constituents about their concern regarding the air quality, structural, and noise impact of moving the freeway even closer to the school than it already is. Multnomah County’s Health Department has also voiced concerns, and requested more time to study the health impacts of the proposal. Harriet Tubman and the communities it serves have already borne disproportionate impacts from the freeway -- both from its initial construction and from the resulting diesel emissions and other air pollutants. They should not suffer any further adverse impact.

**Safety:** Improving vehicular safety of freeway traffic has been articulated as one of the primary objectives of this project. As I understand it, there is considerable debate as to whether it achieves that objective. In addition, District 2 constituents have voiced significant concerns about impacts on the safety of bike and pedestrian traffic in adjacent neighborhoods. These concerns need to be addressed.
Social Justice: The construction of I-5 through the Albina neighborhood ripped apart a thriving black community, displacing hundreds of homes and businesses. Those actions, exacerbated by a wider array of institutionally racist government policies and practices, have had profound and lasting impact on Portland's black community, including on a broad range of the social determinants of individual and community health.

Even without that history - but especially, given that history -- it's absolutely vital that our decision-making processes center our most vulnerable communities. That means deep community engagement that manifests itself in impact on project design and outcomes.

There are ongoing community efforts, including the Albina Vision project, to re-imagine and re-create the community and neighborhood fabric that was destroyed by construction of the freeway. I urge you to center these efforts, and people, neighborhood, and community, as you move forward.

Thank you for your consideration.

Sincerely,

Susheela Jayapal
Multnomah County Commissioner, District 2

Cc:
Portland Bureau of Transportation
Oregon Transportation Commission
Portland Commissioner Chloe Eudaly
Metro Council
Multnomah County Board of Commissioners
Communication ID: 374957 - Letter from Rob Nosse to OTC requesting an EIS
Status: No response needed

Communication (12/16/2019)
Letter from Rob Nosse to OTC requesting an EIS

Dear Cooper,

Attached to a letter from me to the Oregon Transportation Commission, I'm asking for the Commission to call for ODOT to conduct a full EIS for the project before it proceeds.

Best regards,
Rob Nosse
State Representative
District 42 - SE Portland & NE Portland

Category: Environmental: Environmental process
Type: Letter
Owner(s)

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Communication ID: 374976 - Web form via OTC Admin from Portland Business Alliance supporting project
Status: No response needed

Communication (12/16/2019)
Web form via OTC Admin from Portland Business Alliance supporting project

What would you like to do? I want to comment on a Commission agenda topic.
Subject 1-5 Rose Quarter Improvement Project
Comment Letter from the Portland Business Alliance in support of the 1-5 Rose Quarter Improvement project.
Name XX
Email Address XX

Uploaded Files:
- 20191216 Portland Business Alliance 1-5 rose quarter letter9902-final.pdf

Documents 20191216 Portland Business Alliance 1-5 rose quarter letter9902-final.pdf
Category: Environmental: Environmental process
Type: Letter
Owner(s)

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Dear Members of the Oregon Transportation Commission,

Thank you for taking the time to read this letter. As you may know, my legislative district borders on the area affected by the I-5 Rose Quarter Project. Because of this, I have been following its developments closely. Earlier this year, I took a tour of the project site. I was impressed not just with its size and scope, but how many aspects of the neighborhood it touches. It was clear to me that ODOT has spent a great deal of time and effort on this project. I am pleased with the attention to detail I witnessed.

With that said, I believe that the project’s consequences for the environment have not yet been adequately examined. Because of this, I am adding my voice to that of the Portland Public Schools Board and local officials in calling for ODOT to produce a full Environmental Impact Statement before proceeding. After all, the project moves the freeway even closer to a school.

Given what is planned, it is important for ODOT to work closely with the local community as well as local governments to ensure that the project can commence smoothly, and all the impacts and consequences are considered.
Although the project has several elements that will encourage reduced-carbon or carbon-free transportation, I believe that with something of this scope it’s worth taking the time to fully understand the environmental ramifications of moving forward.

My hope is that this issue can be addressed at your meeting on Tuesday, December 17.

Sincerely,

Rob Nosse
State Representative
District 42 – SE & NE Portland
December 16, 2019

Oregon Transportation Commission
Oregon Department of Transportation
355 Capitol Street NE, MS 11
Salem, Oregon 97301

RE: Support for Rose Quarter Improvement Project

Chair Van Brocklin and Commissioners:

The Portland Business Alliance (The Alliance) is greater Portland’s Chamber of Commerce. We represent the largest and most diverse business network in the region. The Alliance takes direction from our members to advocate on their behalf at all levels of government to support commerce, community health and the shared and sustainable prosperity for our region and our state. On behalf of our 1900 members I am writing to express our support for the Rose Quarter Improvement Project, and we urge you to vote to move forward with the project as quickly as possible.

The critical importance of this project has been well documented with nearly a decade of study, analysis, and stakeholder process. This work resulted in a broad-based consensus that the project should be funded and completed as efficiently as possible. We urge you to look at the totality of the evidence in clear support of moving forward:

- Adopted by Portland City Council in 2012 as part of the N/NE Quadrant Plan.
- Funded by the Legislature (HB 2017) in a historic compromise with a broad group of stakeholders, including environmental advocates.
- Will improve driver safety to one of the highest crash risk areas in our state (I-5 Rose Quarter).
- Help alleviate one of the worst transportation bottlenecks in the nation. The I-5 Rose Quarter is consistently named one of the largest transportation bottlenecks in the nation, and the worst in the Portland metropolitan area. The Rose Quarter area was again listed among the top 100 traffic-clogging bottlenecks of the freight industry, now listed at #28 (the I-5 Interstate bridge is #29).
- Answers the call of voters to prioritize improvements to roads and relieve congestion. Public opinion polling conducted by DHM Research in 2019 found that traffic congestion is a top concern of voters in the Portland region. Nearly 50% of voters rate improvements to roads, freeways and bridges as a top concern, up from one third in 2014. Voters gave improving roads to relieve congestion a 7.8 rating out of 10, one of the highest in the survey. This data has been confirmed repeatedly in other public surveys.
- Critical to our region’s seismic preparedness, making us more resilient in the event of an earthquake.

Lastly, we remind you that completing this project is critical to the economy of the entire state and commerce in the Pacific Northwest, not just Portland. The project is within the existing right of way, and is well designed specifically to move the capacity, that already overwhelms the area every day, more efficiently. For these reasons, we urge you to move forward with the I-5 Rose Quarter project as quickly as possible. Thank you.

Sincerely,

Andrew Hoan
President and CEO
**Communication ID: 374977 - Letter from OEC & 1000 Friends of Oregon to OTC**

Status: No response needed

**Communication (12/12/2019)**

Letter from OEC & 1000 Friends of Oregon to OTC

PDF Attached

**Documents:** 374977_Public_Comments_Rosa_Quarter_100_Friends-OEC.pdf


**Type:** Letter

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<td><a href="mailto:mayorwheeler@Portlandoregon.gov">mayorwheeler@Portlandoregon.gov</a></td>
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<td>922341</td>
<td>Sara Wright</td>
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<td>Brett Morgan</td>
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Dear Members of the Oregon Transportation Commission,

Oregon Environmental Council (OEC) and 1000 Friends of Oregon (1000 Friends) appreciate the goals of the Interstate 5 Rose Quarter project: to reduce congestion and improve safety. However, both OEC and 1000 Friends remain concerned that this project, as currently designed, will not meaningfully achieve those goals, and we believe that a full Environmental Impact Statement, including evaluation of congestion pricing, is necessary to determine how best to reduce congestion and improve safety. We also believe that fuller public engagement is necessary to understand the needs of the surrounding communities, and ensure that the project is designed to address them.

Decades of evidence show us that adding lane capacity, active traffic management techniques (e.g., coordinated signal timing and ramp metering), and other traffic control and infrastructure improvements can improve traffic flow, but only in the short term. These projects result in induced demand, as they only alleviate congestion in the short term while adding capacity for more cars, and therefore congestion, in the long term.

The only known truly effective way to reduce traffic congestion and greenhouse gas (GHG) emissions is to use pricing to balance the supply of and demand for travel (i.e., congestion pricing), and to provide a broad range of accessible and affordable multimodal transportation options.

ODOT states that analyzing congestion pricing will be done separately, but nothing prohibits the agency from including a congestion pricing analysis in an environmental assessment of a road project and, in fact, the law might require ODOT to do so. 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), leaving congestion pricing out of the analysis would fail to assess a very reasonably foreseeable circumstance.
OEC and 1000 Friends therefore continue to urge ODOT to conduct a full Environmental Impact Statement for the I5 Rose Quarter project, and to include congestion pricing both as part of the base case and as an alternative to widening the freeway.

OEC and 1000 Friends are also concerned about the limited public community engagement and lack of a collaborative community vision for the neighborhood improvements. It’s past time to redress the harm inflicted when I-5 was built through the heart of Portland’s African American community in the 1960s. In an effort to support this community, Portland Public Schools (PPS) reopened Harriet Tubman Middle School in 2018. It appears that although Albina Vision Trust (AVT) and PPS have been working with ODOT and the Oregon Transportation Commission (OTC) and other community groups, their concerns are not reflected in the current project design. While we cannot speak for these groups, their communities, and their needs, both OEC and 1000 Friends echo their concerns that:

- The freeway caps as designed are not sufficiently strong to meet the needs of the Albina Vision. The project must be designed to allow for parks, affordable housing and small businesses, all of which are essential to recreate true neighborhoods.
- The current bicycle lanes, pedestrian walkways and bridges for biking and walking are not congruent with promoting vibrant and vital areas for community to thrive. The current design is too complicated, hilly and with too many zigzags to invite people into the community spaces. In addition, some of the pedestrian sections of these lids would not be ADA compliant, meaning those with differing physical abilities would not be able to navigate these spaces effectively.
- The project does not address the long-term wealth creation needs of the communities most affected (communities of color and the most marginalized communities).
- There has not been a robust public engagement and visioning process in collaboration with stakeholders such as AVT and PPS. ODOT and the OTC need to fully understand the environmental and health impacts of the project on students and community members in the Albina neighborhood, and mitigate the freeway’s impact.

To summarize, given the complexity of the issues and the many concerns that have been raised regarding the draft Environmental Assessment, OEC and 1000 Friends continue to request that ODOT (1) conduct a full Environmental Impact Statement, including analysis of congestion pricing, and (2) engage authentically with Albina Vision Trust and Portland Public Schools.

Thank you for considering these requests.

Sincerely,

Sara Wright
Transportation Program Director
Oregon Environmental Council

Brett Morgan
Metro Regional Advocacy Manager
1000 Friends of Oregon
CC:
Governor Kate Brown
Brendan Finn, Transportation Advisor to Governor Kate Brown
Kris Strickler, ODOT Director
Bob Van Brocklin, Chair of the Oregon Transportation Commission
Oregon House Speaker Tina Kotek
Oregon State Legislature Transportation Committee Co-Chair Beyer
Oregon State Legislature Transportation Committee Co-Chair McKeown
Oregon State Legislature Transportation Committee Vice-Chair Boquist
Oregon State Legislature Transportation Committee Vice-Chair Noble
City of Portland Mayor Ted Wheeler
City of Portland Commissioner Chloe Eudaly
Metro Council President Lynn Peterson
Letter from Albina Vision Trust to Kate Brown requesting delay of project

PDF attached below
December 12, 2019

The Honorable Kate Brown  
Governor of Oregon  
Office of the Governor  
900 Court St NE, Suite 254  
Salem, OR 97301-4047

RE: RQIP PROCESS

Dear Governor Brown:

Over the past year, the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) have hosted a series of meetings regarding the Rose Quarter Improvement Project (RQIP) with key stakeholders including Albina Vision Trust (AVT) and Portland Public Schools (PPS). Those meetings have failed to make meaningful progress in critical infrastructure issues impacting the future livability of Oregon citizens.

We are writing to ask that you request that the OTC delay any decision regarding the RQIP at its meeting in Lebanon next week and that you reconvene the discussion early next year in Portland.

AVT and your office share a common interest in seeing a viable and fair solution that will provide lasting benefits to the community. We write this letter to ask for your personal involvement in supporting the transformative vision and realistic solutions that we have proposed. We trust that you understand the critical role that wise public investment can make in shaping a better future for Oregon families and healing some of the scars of the past.

For several years, AVT has been envisioning a new kind of community in the lower Albina area of Portland. The ground is special. It is a place where the racial inequity of urban renewal came, then came again, and again. Promises were made and broken. Black people and immigrants were displaced. Wealth was taken. The construction of Interstate 5 (I-5) was central to this unjust history and any future investment in the area should strive to repair the damage done.
Numerous community assets will be impacted by the proposed RQIP. Harriet Tubman Middle School and the many children of the future who will spend their days in lower Albina will forever be impacted by unsafe surface routes and elevated emissions. AVT advocates that future highway plans prioritize children and connect neighborhoods. If we work together with this in mind, a new kind of community will emerge – one that recognizes the past and puts all of our children at its core.

During the meetings over the past year, we have repeatedly voiced our concerns with the RQIP in plain and direct terms. Our concerns have been met with no dependable assurance that the current RQIP, and its process, will fundamentally change. If there is to be a RQIP, it is our belief that there must be substantive changes to the project and the process going forward. The proposed creation of a “special advisory committee,” with mere promises that it will be consulted about the project in the future, is not the right solution.

We believe there is a better solution. One that clearly identifies how the RQIP prioritizes children and community, not just transportation merely passing through a critical corridor. The project must outline the improvements in roadway safety and alternative transportation options, and how it will be constructed. Given the history and legacy of the area, there should be an intentional effort to support minority-owned contractors in future construction projects.

The project requires a fresh look and new approach. It is an opportunity for significant transportation investment dollars to serve as a down-payment on a comprehensive, long-range strategy to rebuild a community that values children, affordable housing, public spaces, and community wealth-building.

To embrace this approach, we ask you to take the following steps:

- Ask the OTC to delay any decision on whether the project will be subject to an environmental assessment (EA) or a full environmental impact statement (EIS).

- Appoint an individual (or several individuals), who are independent from ODOT and the OTC, to quickly (within 90 days) review the issues raised by the stakeholders and provide a report with recommendations for a path forward. Ideally this report would be completed for you and the Legislature to review during the February session. The independent assessment will provide confidence that this very large public investment will be thoughtful, innovative, and citizen focused.

- Following the independent assessment report, instruct ODOT and the stakeholders to negotiate a Memorandum of Understanding (MOU) that incorporates the
recommendations and defines a process for including stakeholders in the project’s decision-making. Only after this step should the OTC make a decision on whether the project should be subjected to an EA or EIS.

We have thought about what a successful process might consider and have attached a draft of that thinking for your consideration. We hope that this can offer a starting point or framework to our work over the coming weeks. To assist in your review, we thought it would be helpful to have an unfiltered summation of our issues with the RQIP. Therefore, we have also attached our comment letter dated March 29, 2019 submitted as public comment in the RQIP.

Together, we have the opportunity to advance a new kind of transportation project—one that builds, heals, and educates a community. We look forward to working with you and your agencies to that end. Thank you for your consideration and your ongoing leadership.

Sincerely,

Rukaiyah Adams
Chair, Albina Vision Trust

Attachments: Preferred Process Outcomes Draft
Original AVT Letter to ODOT of March 29

cc: Kris Strickler, Director, Oregon Department of Transportation
Bob Van Brocklin, Chair, Oregon Transportation Commission
Guadalupe Guerrero, Superintendent, Portland Public Schools
Ted Wheeler, Mayor, City of Portland
Chloe Eudaly, Commissioner, City of Portland
Lynn Peterson, Metro Council President
Senator Lew Frederick
Representative Tawna Sanchez
Multnomah County Commissioner Susheela Jayapal
This summary abstracts what AVT would like to achieve for a re-imagined Rose Quarter Improvement Project (RQIP) process. The RQIP requires a fresh look and new approach so that this significant public investment can help to heal some of the scars of the past and shape a better future for Oregon families. These thoughts reflect our perspective on the on-going conversations within our community and identify an urgent need to engage other allies and stakeholders in a meaningful process about proposed outcomes. By sharing them, we aim to clarify possible outcomes of the RQIP process and encourage the interested parties to be clear about why an expanded, community-centered process is the right course going forward.

We are intently focused on this interstate transportation investment as a vehicle to help achieve social, economic, and environmental justice. We do not expect the RQIP to entirely solve the complex development problem in lower Albina; however, we do expect it to catalyze action with a necessary transportation infrastructure investment.

AVT is looking for meaningful, long-term community benefit and to help ODOT and the OTC evolve their community engagement approach and framework to suit a more diverse and equitable region. We do not desire to be transactional with ODOT and the OTC; there is no specific “deal” or “trade” that we seek. The path to a good project, begins and ends with a fair, thoughtful process. For AVT, process is substance.

The reason why we are in this mess in the first place is because there was no inclusive community process 50 years ago; and there has been no effective process for informed, interested parties in the current proposed RQIP.

The following are what we view as key components of a community-centered process.
1. **Specific & Enforceable Diverse Contractor Goals**
   **Economic Justice & Fairness**
Specific and enforceable agreements for diverse contractors, with specific targets for African-American contractors on the RQIP. We would like to see targets for businesses that are located in, and hire from, the region. The original project destroyed a community, this one must catalyze its renaissance. We believe that renaissance begins with the contracted businesses (ownership) and the labor force working on the project (family wage jobs).

2. **Engagement with Informed Albina Community Activists and Businesses**
   **Social Justice**
We want meaningful community engagement with interested, informed citizens on the RQIP investment. “Meaningful” community engagement will definitely include forms of engagement other than focus groups. There are well-meaning, thoughtful folks who want to see a catalytic project. They do not want to stop infrastructure investment, they want it to lead to transformation. We also would like to consider how ODOT could demonstrate flexibility and responsiveness to information, feedback and insight gained through this meaningful engagement.

3. **Frank & Honest Assessment**
   **Visibility, Acknowledgement & Action for Social Justice**
This would include assessments of the financial, wealth, community and health impacts of the original I-5 construction and the proposed expansion. Cut the crap and political speak. We want to heal, and it begins with truth. Truth is not merely the recitation of racist outcomes, but also some level of taking responsibility for the original and incremental outcomes plus specific action toward remedying them.

4. **Long-Term Financial Benefit to the Historic Albina Community**
   **Economic Justice**
The freeway destroyed a thriving community. Our preliminary estimate is that approximately $500 million dollars of wealth was taken from the historic community, in real estate alone. We want to imagine how the RQIP can help to rebuild the wealth lost long after the construction of the project done. We look forward to exploring land trust arrangements or other forms of community ownership of the land created by freeway caps. We would also envision establishing a set of community agreements about where proceeds from proposed tolls will actually go. We want them to benefit re-development and community building for lower Albina. AVT understands this may require collaboration with other city, state and national transportation partners.
5. INVESTMENT TO ENABLE STREET-LEVEL RATIONALIZATION, HEALTH & SAFETY
INTEGRATED URBAN DESIGN AS SOCIAL JUSTICE

Allowing surface level design centered on improving the lives of people, especially children first. We aim to rebuild lower Albina for families. People will live there. A treacherous cut through the city simply does not work – today or in the future. We understand that forward thinking about an interstate highway as a part of the urban landscape is a new idea. We also understand that putting people first will require the cooperation and support of various municipal organizations and stakeholders – the city of Portland, Metro, and Portland Public Schools, to name a few. Yes. It is true. We expect ODOT and the OTC to work with municipal stakeholders because we know it is no longer wise to regard freeways as stand-alone construction projects. Perhaps, it never was.

6. ENVIRONMENTAL VISION & LEADERSHIP
ENVIRONMENTAL JUSTICE

We want a process to come to a vision for how ODOT can help lead the way to environmental innovation in transportation infrastructure in Oregon. We can imagine electric charging stations on freeway caps, innovative multimodal last mile connections, storm water management facilities, carbon offsetting plantings, and adjacent alternative fuel facilities. We want the I-5 span in Oregon to be the greenest, and most innovative stretch of interstate highway in the nation. How will we know the ways that we could improve the environmental impact if we don’t have a robust enough process to even consider it?
March 29, 2019

Ms. Megan Channell,
Major Projects Manager Oregon Dept. of Transportation

Ms. Emily Cline, Acting Environmental Manager
Federal Highway Administration 530 Center Street NE

RE: Albina Vision Trust Comments to Rose Quarter Expansion Project Environmental Assessment dated February 15, 2019

Dear Ms. Channell and Ms. Cline:

On behalf of the Board of Directors of the Albina Vision Trust, thank you for the opportunity to comment on the draft Environmental Assessment (EA) regarding the proposed Rose Quarter Improvement Project. Please note that the neighborhood identified in the EA as the Rose Quarter is, in fact, lower Albina; thus we refer to it as such in this letter.

We understand that financial analysts, environmental advocates, engineers, educators, multi-modal transportation experts, transportation strategists and many community-based organizations have already commented on strategic and technical aspects of the Environmental Assessment—therefore, we will not repeat those comments. Instead, we hope to draw your attention to a few other issues that are not adequately addressed in either the Environmental Assessment or the related draft designs.

We have appreciated your willingness to engage in substantive discussions with us over the last several years. The Albina Vision Trust (AVT) supports a project in the Rose Quarter/Lower Albina that works best for the people who live in our community, not just the traffic on the highways transecting our home. With this in mind, we have concluded that the current Rose Quarter Improvement Project (RQIP) Environmental Assessment does not adequately address environmental impacts, including community, social and economic outcomes. Due to these deficiencies, AVT formally requests the Oregon Department of Transportation conduct a comprehensive Environmental Impact Statement to provide better design, remediation and mitigation alternatives. We provide the following support for our position.

Highway Covers Should Have Coherent Street-Level Design and Utility.

The EA states, "...this highway cover would provide additional surface area above I-5. The highway cover would provide an opportunity for public space and a new connection across I-5 for all modes of travel" (EA Section 2.2.2: Highway Covers, p. 9).

We agree.

However, we have two issues with the design and utility of the highway covers set out in the EA. First, unplanned open space atop a freeway is a bad idea. The Albina Vision includes a large, public park and plazas nearby on the east bank of the Willamette River immediately west of the RQIP. Therefore, there is no need for small, unused spaces on top of I-5. Second, the current design does not optimize the street-level experience and safety for pedestrians and bicyclists. The configuration and geometry of the covers are designed for the freeway below rather than the grid of the city at the street-level. As currently conceived, the covers are an engineering and structural solution that ignores the connective urban streetscape and modern, open space principles. The resulting public spaces consist of odd remnants that are surrounded by swirling traffic and infrastructure. Without a role in the urban fabric that is clearly defined, these spaces are likely to be under-utilized.

The RQIP is a once-in-a-generation opportunity to build over the divisive, trenched highway and re-connect inner east Portland neighborhoods to the Willamette River. Let’s take the opportunity to fix the problem that was created when I-5 was originally constructed.
We have made this suggestion before to ODOT staff, and we make it again in this comment letter: AVT stands ready to work with ODOT and the FHA to make appropriate revisions to the RQIP to achieve coherent street-level design and utility.

**Buildable Highway Covers Are Necessary.**

Buildable highway covers are necessary to restore the streetscape in lower Albina. The original construction of I-5 bulldozed hundreds of homes, and five decades later, nearly 90 acres of land remain underdeveloped in the central city. The original homes in lower Albina were never replaced. The impact on the Albina community, its neighborhood centers, its churches and schools, was never mitigated. Buildable highway covers are a critical environmental remediation for the proposed RQIP of today and the original I-5 construction of the 1960s.

The structure of the caps as currently designed, with a 300 pound-per-square-foot live load capacity, is sufficient to carry two-story buildings. With design adjustments, the caps have the potential to carry much more. AVT would support a RQIP with highway covers engineered to be capable of bearing 6 story buildings that could be used for affordable residential and commercial spaces to ease the transition between lower Albina and the Lloyd Commercial District immediately to the east of the RQIP.

We have made this suggestion before, and we make it again in this comment letter: AVT stands ready to work with ODOT and the FHA to make the appropriate revisions to the RQIP to enable multi-story construction on the highway covers.

**Place, History and Social Justice Matter: We Want ODOT and the FHA to Fix the Inadequate Environmental Assessment of Both the Original I-5 Construction and the Proposed RQIP.**

The EA refers frequently to environmental injustice, gentrification, the displacement of the historic African-American community and the general history of lower Albina and the Rose Quarter, specifically with regard to the original construction of I-5. There is no debate—the placement and original construction of I-5 contributed to the complete destruction of the community that called lower Albina home. While we appreciate the sober retelling of this aweful history, the recitation of the devastating impact on what was a largely African-American community is not remediation.

The EA summarizes outreach efforts, particularly in African-American communities. It certainly helps to engage with the communities most affected by large infrastructure projects, especially folks who will live with the RQIP. But outreach is also not remediation.

The EA gives lip service to the cumulative impacts of the original construction of I-5 and the RQIP, particularly for the historic African-American community of lower Albina. However, much like historical recitation and outreach, the mere recitation of cumulative impact is not remediation.

The EA touches on the adverse socioeconomic consequences of the original I-5 trench as an east-west barrier in lower Albina. However, ODOT puts on taking responsibility for this environmental impact by stating that the subsequent RQIP would not “meaningfully alter the cumulative socioeconomic effects of past, present and reasonably foreseeable future actions” (Section 3.13: Socioeconomics, p. 63). ODOT is merely acquiescing in the harsh consequences of building an interstate highway through a community in the first place. ODOT offers the prospect of relatively short-term construction opportunities in the RQIP as a mitigating strategy. Contracting with qualified and diverse partners is routine business, not remediation. Furthermore, we estimate that the resulting loss of wealth transfer by former residents of lower Albina due to the original construction of I-5 was in the hundreds of millions of dollars. ODOT fails to adequately address the socioeconomic impacts of the original I-5 construction and proposed RQIP. Passing consideration of this staggering loss of wealth, with a paper promise of SMBE contracting, is not remediation.

Only remediation is remediation.
It is not enough to listen to community concerns and document them. You need to take action that responds to what you heard. We understand that ODOT cannot completely undo the environmental impacts of the original I-5 construction; however, AVT believes the current RQIP is an opportunity to take a different approach.

It has been explained that ODOT's work is preliminary, pending urban design this spring. We are asked to trust that the highway covers and the environmental remediation will be modified in ways that will be acceptable. But there is no basis for trust, certainly not from the historic community that called Lower Albina home. It would be more reassuring to see a robust environmental impact evaluation, improved design evaluation and greater clarity about utility and purpose for the RQIP in this phase of work.

It is AVT's position that the RQIP EA does not adequately address environmental impacts, including community, social, and economic outcomes. Due to these deficiencies, the AVT is formally requesting ODOT to conduct a full Environmental Impact Statement (EIS), which is more comprehensive than the current EA to provide a better design, remediation and mitigation alternatives. Our request for an EIS is not a veiled delay tactic. On the contrary, we believe that a properly designed RQIP with full consideration of the issues raised in this letter and in our previous discussions with ODOT will lead to a better project and earn broader endorsement and community support.

We appreciate the many years of work that have gone into this project and the careful consideration ODOT has given to facilitate traffic movement. We would like to continue the dialogue before you move to the next phase of the project. Thank you for considering our comments.

Sincerely,

Rukaiyah Adams, AVT Board Chair

cc Via Electronic Mail:

Mayor Ted Wheeler
Portland City Commissioner Chloe Eudaly
Portland City Commissioner Nick Fish
Portland City Commissioner Jo Ann Hardesty
Portland City Commissioner Amanda Fritz
Senator Law Frederick
Representative Tawna D. Sanchez
Lynn Peterson, Metro Council President
Sam Chase, Metro Councilor
Juan Carlos Gonzalez, Metro Councilor
Craig Dirksen, Metro Councilor
Bob Stacey, Metro Councilor
Christine Lewis, Metro Councilor
Shirley Craddick, Metro Councilor
Senator Ron Wyden
Senator Jeff Merkley
Congressman Earl Blumenauer
Congressman Peter DeFazio
Brendan Finn, Transportation Policy Advisor Office of Governor Kate Brown
Rita Moore, Board of Education, Portland Public Schools, Board Chair
Julie Espina Brown, Board of Education, Portland Public Schools, Board Vice Chair
Paul Anthony, Board of Education, Portland Public Schools
Amy Kohnstamm, Board of Education, Portland Public Schools
Scott Bailey, Board of Education, Portland Public Schools
Julia Brim-Edwards, Board of Education, Portland Public Schools
Mike Rosen, Board of Education, Portland Public Schools
Nick Paessler, Board of Education, Portland Public Schools
Superintendent Guadalupe Guerrero, Portland Public Schools

Albina Vision Trust RQIP Comment Letter, March 29, 2019
Natasha Butler, Harriet Tubman Middle School, Principal
Chris Oxley, Portland Trail Blazers, Senior Vice President, Venue Operations
Carl Tatton, Black Investment Corporation for Economic Progress (BICEP), President
Jeanie Woolley, Black Investment Corporation for Economic Progress (BICEP), Secretary
Karen Harmon Johnson, Urban League of Portland, CEO & President
Ron Herndon, Albina Head Start, Executive Director
Maxine Fitzpatrick, PCRI, Executive Director
Tony Hooson, Self Enhancement, Inc., CEO
Joy Alise Davis, Portland African American Leadership Forum, Executive Director
Marcus Mundy, Coalition of Communities of Color, Executive Director
Joyce Harris, Education Northwest, Manager of Community Outreach
Nate McCoy, National Association of Minority Contractors, Executive Director
John Washington, Soul District Business Association, President and Board Chair
Jillian Detwiler, The Street Trust, Executive Director
Cassie Cohen, Portland Harbor Community Coalition, Coordinator
Donovan M. Smith, Portland Harbor Community Coalition, Media Coordinator
Jessica Thompson, Oregon Walks, Executive Director
Ruth Shelly, The Children’s Museum, Executive Director
Randy Gragg, Portland Parks Foundation, Executive Director
Irene Marion, Portland Bureau of Transportation, Equity & Inclusion Manager
Irene Appel, Portland Contractors -- Portland Business Development Group
Communication ID: 374992 - Letter from Portland Streetcar about disrupted service

Status: No response needed

Communication (12/13/2019)
Letter from Portland Streetcar about disrupted service

PDF Attached

Documents: Public_Comments_Rose_Quarter_Portalnd_Street_Car.pdf
Category: Issues: Construction impacts, Issues: Transit
Type: Letter

Owner(s)

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December 13, 2019

Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Dear Commissioners:

In advance of your meeting this Tuesday, December 17, I am writing to submit for your consideration, on behalf of the Portland Streetcar, Inc. Board of Directors, an overview of the challenges to streetcar service posed by the construction of the I-5 Rose Quarter project.

As the Portland Streetcar, Inc. Board of Directors outlined in its comment on the draft Environmental Assessment last spring, the project has the potential to significantly disrupt streetcar service during construction, disrupting the commutes and lives of thousands of daily streetcar riders. We believe the best solution to minimize disruption and maintain vital transit connectivity during the construction phase is to continue regular streetcar service on temporary tracks over the temporary structures planned for the project. This will also reduce project costs associated with replacing streetcar service with a shuttle bus connection as Portland Streetcar will pay the operating costs of maintaining regular service.

Additionally, one stated goal of the project is to improve long-term multimodal mobility. The project area is in a key location for streetcar service, and we would like to see long-term operational benefits for streetcar studied in detail during the design phase. Surface street congestion will continue to grow in the project area after construction, and we hope to work with the project team to identify ways to prioritize public transit and make the most efficient use of the right of way.

Thank you for your consideration of the ways in which the project’s construction and full buildout will affect streetcar service through the area, and I look forward to working with you and the project team to take the opportunity to provide benefits to streetcar service for our riders.

Sincerely,

Dan Bower
Executive Director
Portland Streetcar, Inc.
# ODOT - Rose Quarter - Communications (2 Total)

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## Communication ID: 374455 - Ask ODOT comment from Laura & Garth Duncan

**Status:** No response needed

### Communication (12/17/2019)

Ask ODOT comment from Laura & Garth Duncan

> 12/17/19 08:29:24AM

We support the proposed Rose Quarter I-5 improvement project. We strongly disagree with Governor Brown's request to slow down/stop this project. She is catering to a small group of protests.

Yes Oregon started improving/making more lanes to it's freeways.

Sincerely Garth and Laura Duncan.

### Response

Greetings Garth and Laura,

Thank you for writing to Ask ODOT to share your opinion about the I-5 Rose Quarter Improvement Project. We have shared your comments with staff.

As you may know, the Oregon Transportation Commission deferred action on the I-5 Rose Quarter Improvement Project on Tuesday. You can read more about the deferral in the December 17, 2019 news release at [https://content.opkdigital.com/buildings/gtd/ODOT-2726567?wxt_ref=ODOT_GUITET_6](https://content.opkdigital.com/buildings/gtd/ODOT-2726567?wxt_ref=ODOT_GUITET_6)

Again, thank you for sharing your comments with Ask ODOT.

Safe travels,

XX

Ask ODOT Office
355 Capitol Street NE, MS 11
Salem, OR 97301-3971

XX

## Category:

**Type:** Ask ODOT

## Owner(s)

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<td>595553</td>
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Communication ID: 374939 - Ask ODOT comment from Laura & Garth Duncan #2

Status: Resolved

Communication (12/17/2019)
Ask ODOT comment from Laura & Garth Duncan #2

> 12/17/19 06:42:04PM

We support the Rose Quarter I-5 expansion project. We are opposed to Gov. Brown's slowdown of this much needed improvement.
Sincerely, Garth and Laura Duncan

Response

Greetings Garth and Laura,
Thank you for writing to Ask ODOT to share your opinion about the I-5 Rose Quarter Improvement Project. We have shared your comments with staff.
As you may know, the Oregon Transportation Commission deferred action on the I-5 Rose Quarter Improvement Project on Tuesday. You can read more about the deferral in the December 17, 2019 news release at https://content.egovdelivery.com/bulletin/94/0ODT/14722624?

wot-ref:ORDOT.Widget6

Again, thank you for sharing your comments with Ask ODOT.

Safe travels,
Katharine Wantzel
Ask ODOT Office
355 Capitol Street NE, MS 11
Salem, OR 97301-3871

XX

Category: Environmental: Environmental process
Type: Ask ODOT

Owner(s)

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Communication ID: 372914 - Email from Alexis Peterka about EIS
Status: No response needed

Communication (12/3/2019)

Email from Alexis Peterka about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator): As a bike commuter and NE Portland resident for the last 23 years, I've seen many changes in my neighborhood. The increase in traffic - and the environmental impact of that increase - is one of the most troubling. Please take the time to protect the vulnerable children of Tubman middle school by conducting an Environmental Impact Statement for the freeway expansion.

Time: December 3, 2019 at 6:07 pm
IP Address: 71.56.154.163
Contact Form URL: https://nomorefreewayspdx.com/demandanes/
Sent by an unverified visitor to your site.

Category: Environmental: Environmental impacts (not assessment), Environmental: Environmental process, Issues: Community characteristics; residential impacts, Issues: Harriet Tubman Middle School
Type: Email

Owner(s)

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Communication ID: 372917 - Email from Jason Lengstorf about EIS
Status: No response needed

Communication (12/3/2019)
Email from Jason Lengstorf about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator!) More freeways are not going to solve the traffic problems in Portland. They will cost us a bunch of money, degrade the quality of the air, make schools like Harriet Tubman Middle School too toxic for the children to go outside, and further contribute to climate change.

If we instead focus on public transit, congestion pricing for drivers commuting from Washington, bus-only lanes, and better biking infrastructure, we can not only reduce traffic pressure but also make Portland a model city for urban mobility, climate responsibility, and leading the charge for doing what's right instead of what's comfortable.

Adding more lanes leads to induced demand.

This project must have a more thorough Environmental Impact Study before continuing. There's far too much at stake to just hope for the best here.

Please do the right thing.

Time: December 3, 2019 at 6:03 pm
IP Address: 97.120.128.15
Contact Form URL: https://nomorefreewayspdx.com/demandanauto/

Sent by an unverified visitor to your site.


Type: Email

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Communication ID: 372923 - Email from Jesse Lee Burgess about EIS
Status: No response needed

Communication (12/3/2019)

Email from Jesse Lee Burgess about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) Oregonians deserve to know the full impacts of this project, and a full environmental impact statement must be completed. If the project is really as great as ODOT says, then what is there to hide from completing an EIS?

It's difficult to imagine that a $500 million dollar project to expand freeways is being considered when so much of that money could have meaningful impacts on the transportation all Oregonians need, and are necessary to slow climate change.

Thank you for your consideration.

Time: December 3, 2019 at 5:58 pm
IP Address: 97.120.124.162
Contact Form URL: https://nomorefreewayspdx.com/demandanielu/
Sent by an unverified visitor to your site.

Category: Environmental; Climate change; Environmental process; Issues: Cost
Type: Email

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Communication ID: 372925 - Email from Allan Rudwick about EIS

Status: No response needed

Communication (12/3/2019)

Email from Allan Rudwick about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator!) I've been fighting this monstrosity for over ten years. Do you realize what good that activist energy could have done over that time? Kill this thing ASAP. We don't need an EIS, we need to click a stake in the project.

Stop trying to expand freeways, especially ones that won't even have any positive impact. Everyone who lives near the project hates it so that should be a sign that the "local improvements" are garbage. Stop this thing NOW!

If you need to delay it some more, you could push for an EIS but that is just kicking the can down the road.

Time: December 3, 2019 at 5:56 pm
IP Address: 50.232.175.130
Contact Form URL: https://nomorefreewayspdx.com/demandemails/
Sent by an unverified visitor to your site.

Category: Environmental; Environmental process; Issues: Community character/residential impacts; Issues: Purpose and need; Roads: Highway capacity

Type: Email

Owner(s)

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| 922548     | Allan Rudwick        | Individual |"
Communication ID: 372928 - Email from Monique Gaskins about EIS

Communication (12/3/2019)

Email from Monique Gaskins about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below (Bonus points if you also send your letter to your local state representative/senator)! Hello Representative Sanchez and Senator Frederick,

I ask that you require ODOT to do the full Environmental Impact Assessment for their I-5 Rose Quarter Expansion project.

Research has consistently shown that expanding freeways doesn’t reduce congestion, it just encourages more cars to get on the roads. ODOT is claiming the opposite in this case which goes against all evidence. Given that this highway is in the backyard of a school and near where thousands of people live, they should have to do more due diligence.

Furthermore, as a local resident, removing Flint Bridge is detrimental to bicycle commuters. Expanding freeways goes against our goals to increase non personal vehicle trips. Finally, as a runner, I’m invested in having clean air to breath.

Thank you for your time and consideration,

Time: December 3, 2019 at 5:58 pm
IP Address: 52.129.36.162
Contact Form URL: https://nomorefreewayspdx.com/demandanais/

Sent by an unverified visitor to your site.


Type: Email

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Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator!) I want to see a thorough and complete Environmental Impact Study before ODOT moves forward with expanding the I-5 freeway. ODOT priorities are in direct opposition to Portland priorities and instead of pushing through with your project, everyone (particularly the stakeholders in this - i.e. schools, neighborhoods, residents) needs to have an understanding of what this expansion comes with. Please stop trying to push this forward without a thorough EIS. I don't understand why expanding is the first try at a solution to the congestion when LA expanded I-405 and that did nothing. It only make it worse. In addition, expanding would make the eastbank esplanade a haven for carbon fumes from all those vehicles. Do you want to bike/walk to work next to a freeway packed with cars? No. It's unhealthy. Portland already has substantially bad air quality. Invest this funding in rail transportation and transit not in freeway expansion.

Time: December 3, 2019 at 5:44 pm
IP Address: 67.168.36.101
Contact Form URL: https://nomorefreewayspdx.com/demandnotes/

Sent by an unverified visitor to your site.


Type: Email

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Communication ID: 372939 - Email from Rachel Hunter about EIS

Communication (12/3/2019)

Email from Rachel Hunter about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator!). The proposed freeway expansion would be a lose-lose for our entire community and the environment. We already know it won't alleviate congestion long-term, and it will adversely affect a neighborhood that is already feeling the effects of climate change. With ten years to avoid climate disaster, why would we move forward with this?? That ODOT knows this, and is still intent on moving forward with their existing environmental assessment plan (which is not at all encouraging or inspiring) without conducting an environmental impact statement is completely egregious and is a huge middle finger to climate change and public sentiment. ODOT would be far better served by investing in expanded and improved public transportation, but in the mean time, the least they could do is conduct an environmental impact statement.

Time: December 3, 2019 at 5:43 pm
IP Address: 96.79.112.1
Contact Form URL: https://nomorefreewayspdx.com/demandelanu/

Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental Impacts (not assessment), Environmental: Environmental process, Issues: Transit, Roads: Highway capacity

Type: Email

Owner(s)

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Communication ID: 372940 - Email from Brad Baker about EIS
Status: No response needed

Communication (12/3/2019)
Email from Brad Baker about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator!) I ask that you please push ODOT to do the full Environmental Impact Assessment for their I-5 Rose Quarter Expansion project.

Research has consistently shown that expanding freeways doesn’t reduce congestion, it just encourages more cars to get on the roads. ODOT is claiming the opposite in this case which goes against all evidence. Given that this highway is in the backyard of a school and near where thousands of people live, they should have to do more due diligence.

Time: December 3, 2019 at 5:41 pm
IP Address: 67.129.105.65
Contact Form URL: https://nomorefreewayspdx.com/demandaneu/

Sent by a verified WordPress.com user.

Category: Environmental: Environmental process, issues: Community character/residential impacts, issues: Harriet Tubman Middle School, Roads: Highway capacity
Type: Email

Owner(s)

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Communication ID: 372941 - Email from Evan Ward about EIS

Status: No response needed

Communication (12/3/2019)

Email from Evan Ward about EIS:

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator!) According to media reports, the traffic projections used to justify expanding I-5 near Harriet Tubman Elementary were based on the assumption that a new I-5 bridge would remove the existing bottleneck at the river. That alone suggests to me that the proponents of this project have not been honest about the benefits and costs. $500 million is a hell of a lot of money to lock the region into a 10-year construction traffic nightmare. Those facts together mean more traffic moving slower and spewing exhaust for years to come before we see a ribbon cutting. This unnecessary boondoggle will waste an opportunity to develop the transportation network of the future by doubling down on the past.

Time: December 3, 2019 at 5:31 pm
IP Address: 96.95.141.157
Contact Form URL: https://nomorefreewayspdx.com/demandans/

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Type: Email

Owner(s)

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<td>Individual</td>
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Communication ID: 372943 - Email from Daniel Jaffe about EIS

Communication (12/3/2019)

Email from Daniel Jaffe about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator!) I live in Northeast Portland, not far from the proposed expansion, in an area that's already in the top 1% most polluted with diesel and other toxic emissions in the nation. As someone who has asthma (which has become much worse since moving to Portland), I am infuriated that ODOT will not carry out a complete EIS for this project. Moreover, the increased CO2 emissions that would be created by this widening are completely unacceptable at a moment of extreme climate change crisis.

Time: December 3, 2019 at 5:22 pm
IP Address: 97.115.216.112
Contact Form URL: https://nomorefreewayspdx.com/demanddetails/
Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental impacts (not assessment), Environmental: Environmental process, Issues: Health

Type: Email

Owner(s)

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<td>922833</td>
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<td>Individual</td>
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Communication ID: 372945 - Email from Jacob Hoffman-Andrews about EIS

Status: No response needed

Communication (12/3/2019)

Email from Jacob Hoffman-Andrews about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator!) As a soon-to-be parent, I am terrified that my children will grow up in a world made dangerous by climate change. It's vitally important that we work every day to reduce carbon dioxide emissions and mitigate the effects of climate change. I know, as someone responsible for our state's policies, that you must feel responsible for this as well.

The planned I-5 Rose Quarter Freeway Expansion has a particularly high impact on emissions, as do all land use projects, and transportation projects in particular. Transportation is Oregon’s largest carbon emitting sector, and one of the hardest to decarbonize. Electric cars will not solve the problem - there is not enough clean electricity to power them all, and the automotive fleet cannot be turned over fast enough to meet urgent climate needs.

Therefore, we must do everything in our power to reduce the number of road miles travelled per person, or at a minimum keep it from rising. The I-5 expansion threatens to increase the number of road miles traveled due to induced demand, and therefore must be subject to a full Environmental Impact Statement.

ODOT's modeling to date is woefully inadequate, based on a static model of trips taken that doesn't account for the fact that people will drive longer distances if driving is made faster, and will make more trips. At a minimum, ODOT needs to present more realistic data modeling the impact the expanded freeway will have over time as people adapt their travel patterns.

Besides the climate impact, there is the pollution impact. Traffic on I-5 is a major source of PM2.5 pollution, and Portland already has the worst air in the state. Increased vehicle volume, induced by wider roads, would cause more health problems for our children and elderly, especially the children of Harriet Tubman middle school.

Please, please require a full EIS from ODOT on expanding freeways. It is the only reasonable action during this climate emergency.

Time: December 3, 2019 at 5:21 pm
IP Address: 24.21.128.211
Contact Form URL: https://nomorefreewayspdx.com/demandanews/
Sent by an unverified visitor to your site.


Type: Email

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https://ed2.envirolytical.com/communication/Print
Communication ID: 372946 - Email from Bill Crawford about EIS
Status: No response needed

Communication (12/3/2019)

Email from Bill Crawford about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representatives/senators!) Induced demand is real. Climate chaos is real. The school that sits near the potentially expanded freeway is real. The harms of emissions are real.

Why won't you do an EIS.

I demand it.

—XX

Time: December 3, 2019 at 5:10 pm
IP Address: 74.120.152.58
Contact Form URL: https://nomorefreewayspdx.com/demandarea/

Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental impacts (not assessment), Environmental: Environmental process, Issues: Harriet Tubman Middle School, Roads: Highway capacity

Type: Email

Owner(s)

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Communication ID: 372948 - Email from Eileen Stark about EIS
Status: No response needed

Communication (12/3/2019)

Email from Eileen Stark about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator!) Please conduct an EIS for proposed the $500 million Rose Quarter Freeway Expansion that will only add more pollution to the area.

According to a Dec. 3, 2019 article in the New York Times, "Outdoor particulate pollution was responsible for an estimated 4.2 million deaths worldwide in 2015, while millions more fell ill from breathing dirty air. This fine pollution mainly comes from burning things: Coal in power plants, gasoline in cars, chemicals in industrial processes, or woody materials and whatever else ignites during wildfires. The particles are too small for the eye to see — each about 35 times smaller than a grain of fine beach sand — but in high concentrations they cast a haze in the sky. And, when breathed in, they wreak havoc on human (and other species') health. PM2.5 can evade our bodies' defenses, penetrating deep into the lungs and even entering the bloodstream. It has been shown to exacerbate asthma and other lung disorders, and increase the risk of heart attack and stroke. This microscopic pollution, named because each particle is smaller than 2.5 micrometers across, has also been linked to developmental problems in children and cognitive impairment in the elderly, as well as premature labor and low birth weights."

Do an EIS. We are watching.

Time: December 3, 2019 at 5:07 pm
IP Address: 24.20.21.227
Contact Form URL: https://nomorefreewayspdx.com/demandansw/

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Type: Email

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https://el2.envirolytical.com/communication/Print
Communication ID: 372953 - Email from Chris Thomas about EIS
Status: No response needed

Communication (12/3/2019)

Email from Chris Thomas about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator!) I read the
Environmental Assessment and it failed to acknowledge and account for the significant role that induced demand plays in the environmental impact of added road capacity. ODOT should conduct an EIS that addresses induced demand, and also explores the role that future tolling would play on reducing demand for freeway lanes and encouraging alternative modes of transportation. When ODOT accounts for induced demand, it will need to acknowledge that this project will encourage more driving and therefore encourage more carbon emissions. When ODOT accounts for future
tolling, it may find that this added capacity isn’t even necessary to improve commute times.

Time: December 3, 2019 at 4:50 pm
IP Address: 70.89.100.177
Contact Form URL: https://nomorefreewayspdx.com/demandanet/

Sent by an unraveled visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental impacts (not assessment), Environmental: Environmental process, Issues: Transit, Roads: Highway capacity, Roads: Tolling
Type: Email

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Communication ID: 373105 - Email from Thomas Craig about EIS

Status: No response needed

Communication (12/3/2019)

Email from Thomas Craig about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $800 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The world is burning and we need to change how society works. Plainly and simply: no new car-focused infrastructure should ever be built again, at least not during the next century, until we solve historical and technological problems we have today.

Faithfully performing a full environmental impact assessment will demonstrate why. Performing a true cost-benefit analysis on how this construction will further decimate the earth—which we all are stewards of—will make plain and simple the damage being done.

ODOT must not bury its head in the sand. No more freeways! BRT and a tunnel under downtown now!

Category: Environmental: Climate change, Environmental: Environmental process

Type: Email

Owner(s)

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Communication ID: 373111 - Email from Gwynn K about EIS

Status: No response needed

Communication (12/5/2019)

Email from Gwynn K about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the Rose Quarter Freeway Expansion? The solution to traffic is not to create more capacity for cars, it is well-proven that this increases driving and congestion. Charging for driving during congested times reduces vehicle miles traveled, shifts driving to less congested times, and provides funding for transit—a positive feedback loop. We should be using highways more efficiently, not expanding them.

Increasing driving, especially at fast speeds, will also kill many more people through violent crashes, deadly air pollution, and climate change. There is no rational reason to move forward on this project. If the DOT is so set on destroying lives with more highways, they must do an environmental impact statement.

Widening highways is climate denial. Portland needs better solutions, not head-in-the-sand business-as-usual.

Time: December 3, 2019 at 12:09 am

IP Address: 131.252.63.111

Contact Form URL: https://www.nomorefreeways.org/demandemail
Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental process,
Roads: Highway capacity

Type: Email

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Communication ID: 373112 - Email from Ryan about EIS
Status: No response needed

Communication (12/2/2019)

Email from Ryan about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I demand that ODOT conduct an Environmental Impact Statement.

I recently moved to Portland for many reasons, among them: better transit, better biking infrastructure, and more people-oriented streets. I was disheartened to hear that ODOT is considering a wasteful expansion of a freeway, despite the numerous damming climate reports pointing at single occupancy vehicle emissions. The project area is already under the stranglehold of freeways, which are almost a central feature of the landscape, second only to the hills. As such, it's surprising to find that freeway remediation isn't the starting point, focus, and immediate planning goal of the whole region.

Freeways have nearly irreversibly damaged the planet, and destroyed and displaced whole communities of people, and created massive public health crises, and exacerbated wealth and racial disparities. ODOT needs to reconcile with this long and documented history of negatives—this is not the legacy any of us alive now should want to leave behind. ODOT must release an EIS, and frame its proposed expansion within the context of global ecological breakdown.

Time: December 3, 2019 at 3:18 am
IP Address: 71 34.99.15

Contact Form URL: https://nomorefreewaysoregon.com/demandanemail
Sent by a verified WordPress.com user.

Category: Environmental, Climate change, Environmental: Environmental impacts (not assessment), Environmental: Environmental process, Issues: Community character/residential impacts, Issues: Health

Type: Email

Owner(s)

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Communication ID: 373113 - Email from Sandra Brown about EIS
Status: No response needed

Communication (12/2/2019)
Email from Sandra Brown about EIS:

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Fear free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Given the existential impending threat of climate change, it is IMPERATIVE that we demand a full environmental impact study of the proposed Rose Qtr expansion project as a clear and objective input to the decision on the project.

Time: December 3, 2019 at 3:24 am
IP Address: 50.45.173.11
Contact Form URL: https://nomorefreewaypdx.com/demandanote/
Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental process
Type: Email

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<tr>
<td>526031</td>
<td>Sandra Brown</td>
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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Our youth deserve the safest and healthiest learning environment possible. Please do not continue the history of environmental racism against the Tubman Middle School community.

Time: December 3, 2019 at 3:31 am

IP Address: 172.58.46.159

Contact Form URL: https://nomorefreewaysodot.com/demandanote/

Sent by an unverified visitor to your site.
Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) It is simply impossible to read a story titled “Air pollution nanoparticles linked to brain cancer for first time” and somehow think that adding more lanes to our freeways is a good idea. Why are we spending any money on this deplorable project instead of projects that make our communities better, not worse?

Time: December 3, 2019 at 4:29 am
IP Address: 67.171.191.51
Contact Form URL: https://nomorefreewayspdx.com/demandaction/
Sent by an unverified visitor to your site.
Communication ID: 373119 - Email from Liev Miller about EIS

Status: No response needed

Communication (12/2/2019)

Email from Liev Miller about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

Time: December 3, 2019 at 5:20 am
IP Address: 174.234.21.188
Contact Form URL: https://nomorefreewaysdotcom/demandnois/
Sent by an unverified visitor to your site.

Category:
Type: Email

Owner(s)

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Communication ID: 373120 - Email from Jonathon Greenwood about EIS

Status: No response needed

Communication (12/2/2019)

Email from Jonathon Greenwood about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I demand an Environmental Impact Statement for the Rose Quarter Freeway Expansion. I believe that wideninng freeways only induces demand, and will not solve anything. Please do not go forward with this project.

Time: December 3, 2019 at 5:29 am

IP Address: 107.77.265.209

Contact Form URL: https://nomorefreewayspdx.com/demandanote/

Sent by an unverified visitor to your site.

Category: Environmental: Environmental process, Roads: Highway capacity

Type: Email

Owner(s)

Contact Name Type Phones Email
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888242 Brendan Finn Individual Brendan.FINN@oregon.gov
888261 Oregon Transportation Commission (OTC) Organization OTCAdmin@odot.state.or.us - otcadmin@oregonodot.or.us
897993 No More Freeways PDX Organization nomorefreeways pdx@gmail.com - info@nomorefreeways pdx.com
925033 Tina Kotek Individual Rep.TinaKotek@oregonlegislature.gov
525340 Jonathon Greenwood Individual
Communication ID: 373121 - Email from Catherine Briggs about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letters to your local state representative/senator.) ODOT must conduct a full environmental impact statement for the proposed Rose Quarter Freeway Expansion. We are facing a climate crisis of historic and life-altering proportions. We don’t want to add more freeway lanes, and more vehicle miles traveled in single occupancy vehicles. We need to spend more money on transit improvements, not freeway lanes. The health of the students at Tubman School should be a priority. Increasing carbon emissions even closer to the school and playground is a terrible idea. Oh, but your children probably don’t attend Tubman. We have seen too many examples of freeway expansion increasing congestion. Face the future now. More transit, fewer VMT in POVs.

Time: December 3, 2019 at 5:42 am

IP Address: 97.115.6.156

Contact Form URL: https://nomorfreewaysodxe.com/tom.sunbelt
Sent by an unverified visitor to your site.


Type: Email

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<td>Individual</td>
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Communication ID: 373122 - Email from Ted Savarta about EIS

Status: No response needed

Communication (12/2/2019)

Email from Ted Savarta about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Fee free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) We need a full environmental impact statement for the proposed Rose Quarter i-5 expansion.

Time: December 3, 2019 at 5:43 am

IP Address: 107.77.229.47

Contact Form URL: https://nonorefreewayspdx.com/demandanews/
Sent by an unwanted visitor to your site.

Category: Environmental: Environmental process
Type: Email

Owner(s)

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<td>522643</td>
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Communication ID: 373123 - Email from Elyssa Kiva about EIS

Status: No response needed

Communication (12/2/2019)

Email from Elyssa Kiva about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) I demand that ODOT conduct and environmental impact survey for the Rose Quarter Freeway Expansion. I oppose this project because not only will it not improve traffic it will be disastrous for the environment. This will worsen pollution and encourage more driving. Stop yielding to uniformed drivers and the oil and gas industry. We should be dismantling freeways and expanding public transit.

Time: December 3, 2019 at 5:45 am

IP Address: 73.25.222.34

Contact Form URL: https://nomorefreewayspdx.com/demandalerts/
Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental impacts (not assessment), Environmental: Environmental process, Roads: Highway capacity

Type: Email

Owner(s)

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Communication ID: 373124 - Email from Jay Calhoun about EIS
Status: No response needed

Communication (12/4/2019)
Email from Jay Calhoun about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Induced demand will cause freeway congestion to remain the same. We know that in order to mitigate climate change we have to provide more carbon efficient transportation. Use this money for public transportation. This is Oregon, I expect better.

Category: Environmental: Climate change, Environmental: Environmental impacts (not assessment), Environmental: Environmental justice, Issues: Transit, Roads: Congestion - highway
Type: Email

Owner(s)

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Communication ID: 373125 - Email from Val Vaio about EIS
Status: No response needed

Communication (12/9/2019)
Email from Val Vaio about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Change needs to happen to save the planet and improve our public transport. I've travelled to other countries and getting around via public transport was easy. NOT HERE.

Category: Environmental: Climate change, Issues: Transit
Type: Email

Owner(s)

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https://ed2.envirolytical.com/communication/Print
Communication ID: 373127 - Email from Cathey Briggs about EIS
Status: No response needed

Communication (12/4/2019)

Email from Cathey Briggs about EIS:

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) If you care about climate change as you say you do, and if you care about the health of the students at Harriet Tubman School, you will require a full EIS for this very expensive and unnecessary freeway expansion. Aren’t we trying to reduce vehicle miles traveled? ODOT has been negligent in carrying out its duties.

It’s time for you, Governor Brown, to speak up.

Category: Environmental; Climate change, Issues: Harriet Tubman Middle School, Issues: Health
Type: Email

Owner(s)

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Communication ID: 373129 - Email from James Ofsink about EIS

Status: No response needed

Communication (12/3/2019)

Email from James Ofsink about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) In an era of a rapidly destabilized climate, in a state where 40% of our CO2 emissions are transportation related, it’s unconscionable that we are considering taking actions that will exacerbate our air quality without fully studying the impact of that decision through every environmental lens at our disposal. Until transportation infrastructure projects can be shown to be environmentally and socially positive (or at the very least neutral), we must not continue the suicidal trajectory that brought us to this point. We need a full Environmental Impact Statement/Study to know if this project is an appropriate use of our limited public resources and invaluable air.

Time: December 4, 2019 at 8:33 am

IP Address: 97.126.207.94

Contact Form URL: https://nomorefreewayspdx.com/tomandaley/
Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental impacts (not assessment), Environmental: Environmental process

Type: Email

Owner(s)

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https://ed2.envirolytical.com/communication/Print
Communication ID: 373130 - Email from Zachary Reyes about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Hello,

I am writing to you today to express my anger that it is nearly 2020 and Oregon is still building and expanding freeways. Any highway expansion degrades our community. It will damage people’s health, increase urban sprawl, the destruction of our environment, lead to more cars, more pollution, worsen public health, reduce property values, waste taxpayer dollars, and so much more. There is not a single benefit of pursuing the planned expansion of I5 through Portland. I demand that a full environmental impact study be conducted on the I5 expansion through Portland. Let’s show us how the project will do nothing but harm our community.

Kind regards,

XX


Type: Email

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Communication ID: 373151 - Email from Marsha Hanchrow about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I like to work in the vicinity of this proposed project, and already breathe some of the county's most diesel-polluted air. Encouraging more traffic by widening the freeway is an additional threat to my old lungs. This proposal needs to be preceded by a full Environmental Impact Study rather than the inadequate Environment Assessment that was fed more by wishful thinking than it was by science.

I don't want my tax dollars going into freeways. Please don't keep asking for my - and the majority of other citizens' - opinions on this boondoggle if you're going to ignore them. I am your customer, and I want this proposal to die a quiet death.

Time: December 4, 2019 at 8:21 am
IP Address: 71.36.101.149
Contact Form URL: https://nomorefreewayspdx.com/demandemail
Sent by an unwanted visitor to your site.

Type: Email

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Communication ID: 373132 - Email from Bailey Sauter about EIS
Status: No response needed

Communication (12/5/2019)
Email from Bailey Sauter about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

Category:
Type: Email
Owner(s)
Contact ID | Name | Type | Phones | Email
--- | --- | --- | --- | ---
668242 | Brendan Finn | Individual | Brendan.FINN@oregon.gov |
668261 | Oregon Transportation Commission (OTC) | Organization | OTCAdmin@odot.state.or.us - otcadmin@oregonodot.or.us |
667953 | No More Freeways PDX | Organization | nomorefreewayspdx@gmail.com - info@nomorefreewayspdx.com |
502633 | Tina Koteck | Individual | Rep.TinaKoteck@oregonlegislature.gov |
5023049 | Bailey Sauter | Individual | |

Communication ID: 373134 - Email from Michael Ryan about EIS
Status: No response needed

Communication (12/4/2019)
Email from Michael Ryan about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Climate change tops any business related concerns. Objective, unbiased science should prevail over money dominated decision making! ODOT needs to conduct an Environmental Impact Statement.

Category: Environmental: Climate change
Type: Email
Owner(s)
Contact ID | Name | Type | Phones | Email
--- | --- | --- | --- | ---
668242 | Brendan Finn | Individual | Brendan.FINN@oregon.gov |
668261 | Oregon Transportation Commission (OTC) | Organization | OTCAdmin@odot.state.or.us - otcadmin@oregonodot.or.us |
667953 | No More Freeways PDX | Organization | nomorefreewayspdx@gmail.com - info@nomorefreewayspdx.com |
500618 | Michael Ryan | Individual | | |
502633 | Tina Koteck | Individual | Rep.TinaKoteck@oregonlegislature.gov |
Communication ID: 373135 - Email from Polly Kreisberg about EIS

Status: No response needed

Communication (12/3/2019)

Email from Polly Kreisberg about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I am willing to demand a full environmental impact survey of the Rose Quarter expansion. I live in the Eliot neighborhood which has some of the worst air quality in the nation due to poor fuel regulation in Oregon. This project will worsen air quality, increase congestion, and do nothing to reduce vehicle traffic. This is opposed by over 85% of groups and people who have been consulted and yet continues to be bulldozed through. The residents of NE and N Portland deserve at minimum a full comprehensive EIS to fully inform any decisions on this project.

Time: December 4, 2019 at 6:17 am

IP Address: 75.164.240.220

Contact Form URL: https://nomorefreewaysodx.com/demanddanely

Sent by an unverified visitor to your site.


Type: Email

Owner(s)

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Communication ID: 373137 - Email from Maria Schur about EIS
Status: No response needed

Communication (12/4/2019)
Email from Maria Schur about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Please conduct an Environmental Impact Statement before committing to expanding a freeway that is bad for our community because:

- It won’t actually relieve congestion, but will instead create more traffic
- It will create even more exhaust pollution, right next to a school
- There are higher priority transportation projects in the region
- Traffic and cars are KILLING the planet and our communities

Category: Environmental: Air quality, Issues: Harriet Tubman Middle School, Roads: Congestion - highway
Type: Email

Owner(s)

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https://ed2.envirolytical.com/communication/Print
Communication ID: 373138 - Email from Winn Holly about EIS
Status: No response needed

Communication (12/2/2019)

Email from Winn Holly about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I demand that ODOT conducts an environmental impact statement for the $500 million Rose Quarter freeway expansion.

The community and specifically our children deserve better from you as our elected official. Freeways do not solve congestion issues. They increase carbon emissions and destroy communities, specifically that of the middle school you plan to plow through.

Category: Environmental: Climate change, Environmental: Environmental Impacts (not assessment), Environmental: Environmental justice, Issues: Harriet Tubman Middle School, Issues: Schools, Roade: Congestion - highway
Type: Email

Owner(s)

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Communication ID: 373139 - Email from Ben Birdsell about EIS
Status: No response needed

Communication (12/4/2019)
Email from Ben Birdsell about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The Rose Quarter freeway expansion is a 20th century solution to a 21st century problem. We don’t need more roads, we need fewer drivers, and inducing more demand solves nothing. This plan is climate denialism that will harm Harriet Tubman Middle School today and all of our children and their children tomorrow. I won’t even help congestion!

Why isn't ODOT responsive to Orevonians? The response to the suggested expansion is overwhelmingly negative, and yet on it marches. We were promised a real Environmental Impact Survey; the least that can be done to serve all Orevonians is to do a full, honest impact assessment so that we can have a real conversation about how what we do today will impact all our future.

Category: Environmental: Climate change, Environmental: Environmental Impacts (not assessment), Issues: Harriet Tubman Middle School, Issues: Health, Roads: Congestion - highway
Type: Email

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Communication ID: 373140 - Email from Vincent Griffith about EIS

Status: No response needed

Communication (12/2/2019)

Email from Vincent Griffith about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Max service to Vancouver should be a priority before road expansion! We need to take cars off the road, not allow more traffic and pollution.

Time: December 3, 2019 at 7:15 am

IP Address: 73.240.68.82

Contact Form URL: https://nomorefreewayspdx.com/demandantes/
Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental Impacts (not assessment), Environmental: Environmental justice, Issues: Transit, Roads: Congestion - highway

Type: Email

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Communication ID: 373141 - Email from Benjamin Thomas about EIS
Status: No response needed

Communication (12/6/2019)

Email from Benjamin Thomas about EIS:

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Climate change is the single biggest issue facing us today and we're going to consider spending $500 million dollars on a project without doing our due diligence and conducting an Environmental Impact Statement??? We need to make sure we understand what this project will do. Do the EIS.

Time: December 6, 2019 at 8:36 pm
IP Address: 24.20.11.150
Contact Form URL: https://nomorfreewaysdx.com/demandmore/
Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental Impacts (not assessment), Issues: Cost
Type: Email

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Communication ID: 373142 - Email from Dean Sigler about EIS

Communication (12/6/2019)

Email from Dean Sigler about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Poisoning our populace is a foolhardy way to grow prosperity. What does it profit a man (or woman) to gain a whole world not worth possessing?

Time: December 6, 2019 at 8:48 pm

IP Address: 67.178.157.167

Contact Form URL: https://nomorefreewayspdx.com/demandsuccess

Sent by an unwanted visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental Impacts (not assessment)

Type: Email

Owner(s)

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Communication ID: 373143 - Email from Anna Cowen about EIS
Status: No response needed

Communication (12/6/2019)
Email from Anna Cowen about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator). Please invest in more public transportation. Better yet, free public transportation! This will for sure reduce vehicle on freeways. Thank you.

Time: December 6, 2019 at 8:35 pm
IP Address: 172.58.107.126
Contact Form URL: https://nomorefreewayspdx.com/demandantes/
Sent by an unwanted visitor to your site.

Type: Email

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative or senator.) 02

Time: December 6, 2019 at 6:34 pm

IP Address: 24.20.11.150

Contact Form URL: https://nomorefreewayspdx.com/demandanos/ Sent by an unverified visitor to your site.

Category: Environmental; Environmental impacts (not assessment)
Type: Email

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Communication ID: 373145 - Email from Abigail Hazlett about EIS

Communication (12/4/2019)

Email from Abigail Hazlett about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Please do not skip the important step of conducting an Environmental Impact Statement for the Rose Quarter Freeway Expansion. We are at a critical moment for Climate Change that demands we understand and treat seriously the consequences of our actions on the environment. Regardless of how you feel about the necessity of a freeway expansion, the decision should not be made in the absence of a true understanding of the environmental impact.

Thank you,

XX

Category: Environmental: Climate change, Environmental: Environmental Impacts (not assessment)

Type: Email

Owner(s)

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I vehemently oppose the widening of I-5 through the Rose Quarter. Please consider my voice and opinions as a resident and frequent user of this transportation corridor.

Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable neighborhoods across the region. The fires, floods, droughts, and storms are only going to get worse. The oceans are rising, so are we—it’s imperative we act on climate now and divest in urban freeways for the sake of current and future generations.

Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever!

If we needed a Joe-the-Plumber solution, we would ask TRUMP.

ODOT’s own hired consultants admit that this project won’t address recurring traffic congestion on this corridor. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent $1.6 BILLION on a “freeway bottleneck” widening project only to find it made traffic “worse.” Thanks to the concept known as “induced demand,” widening freeways only encourages more people to choose to drive, creating even more congestion.

Time: December 4, 2019 at 6:15 am
IP Address: 75.164.174.17

Contact Form URL: https://nomorefreewayspdx.com/contact"

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Communication ID: 373147 - Email from Abraham Sutfin about EIS
Status: No response needed

Communication (12/6/2019)

Email from Abraham Sutfin about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

Hi,

I am a local business owner here in Portland on William's Ave. I've been here for 10 years. I work within close proximity to the I5 and I live even closer to it. I am writing because I want ODOT to complete a FULL Environmental Impact Study. This is too large of a change for us as a community to not seriously consider the human and environmental health effects.

The air quality is horrible in the Willamette Valley and we need to do something to curb it. I'm frustrated that my kid can't go outside because the air quality is so bad. This is not acceptable for living.

Consider the possibility that your kid or some kid you know will spend 8 years at Tubman.

Again, as a business owner and community member, I am urging you to complete the full environmental impact study.

Please stop prioritizing the economy over the health of the people and the place we live.

XX

Time: December 6, 2019 at 5:28 pm

IP Address: 97.115.93.59

Contact Form URL: https://nomorefreewayspdx.com/demandans/

Sent by an unverified visitor to your site.


Type: Email

Owner(s)

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Communication ID: 373148 - Email from Alice J. Corbin about EIS

Status: No response needed

Communication (12/4/2019)

Email from Alice J. Corbin about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letters to your local state representative/senator.) We are on course to saddle our children with a climate catastrophe. We can still, with a great effort, reverse course and leave them a world not drastically worse than the one that they grew up in. But not if we continue to build projects like this. It represents the complete and utter opposite of what we need to be doing now.

Category: Environmental: Climate change
Type: Email

Owner(s)

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Communication ID: 373148 - Email from Eric Castelein about EIS

Status: No response needed

Communication (12/4/2019)

Email from Eric Castelein about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letters to your local state representative/senator.) Please conduct a thorough environmental study. More or wider freeways have been shown to only provide a very temporary relief for congestion, over and over, so please be especially diligent in assessing the costs for the questionable benefits this expansion might provide.

Category: Environmental: Environmental impacts (not assessment), Issues: Cost, Roads: Congestion - highway
Type: Email

Owner(s)

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Communication ID: 373150 - Email from Nathaniel Canfield about EIS

Status: No response needed

Communication (12/4/2019)

Email from Nathaniel Canfield about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The reasons why ODOT's environmental assessment is woefully, facetiously deficient have already been documented in such extraordinary detail by folks like Joe Cortright (please just see [link] that I can't believe I'm even having to submit a comment demanding an environmental impact statement for this misguided project. NEPA requires an EIS for this project, and it's not even a close call.

P.S. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't widen freeways. Climate leaders don't wide...
Communication ID: 373151 - Email from Tonya Roe about EIS
Status: No response needed

Communication (12/3/2019)
Email from Tonya Roe about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) An environmental impact statement needs to be done before you spend $500 million of taxpayer money. What is the going to do to the schools and neighborhoods along the route? Are you ignoring this because it’s a historically black neighborhood? People there are too poor to push back?

The reality is, induced demand will simply increase air pollution in this vulnerable neighborhood to allow wealthy Vancouverites to have a shorter commute for a few months until induced demand catches up and the commute time is the same as it was. You’re avoiding an impact statement so you can push through a project that isn’t wanted by many Portlanders. Get the data so we actually know what’s going to happen.

Time: December 4, 2019 at 5:56 am
IP Address: 172.58.145.169
Contact Form URL: https://nomorefreewaysodo.com/demandtails
Sent by an unverified visitor to your site.

Type: Email

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Communication ID: 373153 - Email from Colin Dabritz about EIS

Status: No response needed

Communication (12/3/2019)

Email from Colin Dabritz about EIS:

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Environmental and social justice regarding the ODOT Rose Quarter Freeway Expansion require a full Environmental Impact Study, EIS. I know we can count on our elected officials to do the right thing and fully understand the impact of the proposed expansion before embarking on this project.

Time: December 3, 2019 at 3:38 pm

IP Address: 107.77.245.53

Contact Form URL: https://nomorefreewaypdx.com/demandemail
Sent by an unverified visitor to your site.

Category: Environmental: Environmental impacts (not assessment), Environmental: Environmental justice, Issues: Community character/residential impacts

Type: Email

Owner(s)

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**Communication ID: 373154 - Email from Greg Stevens about EIS**

**Status:** No response needed

**Communication (12/2/2019)**

Email from Greg Stevens about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letters to your local state representative/senator.) Please go ahead with the full environmental impact study for the Rose Quarter expansion. Are you kidding me? Are you thinking of not doing it? This needs to be done if you want any credibility or support for this project.

Sincerely

XX

Time: December 4, 2019 at 5:26 am

IP Address: 174.224.4.253

Contact Form URL: [https://nomorefreewayspdx.com/demandimpact](https://nomorefreewayspdx.com/demandimpact)

Sent by an unverified visitor to your site.

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**Category:** Environmental: Environmental process

**Type:** Email

**Owner(s)**

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Communication ID: 373156 - Email from David Regan about EIS
Status: No response needed

Communication (12/3/2019)
Email from David Regan about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I believe we need to do congestion pricing instead of freeway expansion. Building more freeways creates more pollution and expanding a freeway further towards a school is remarkably callous considering what effect more pollution would have upon children.

Time: December 4, 2019 at 4:55 am
IP Address: 75.164.219.97
Contact Form URL: https://nomorefreewayspdx.com/demandstatement/
Sent by an unverified visitor to your site.

Category: Environmental, Air quality, Issues: Harriet Tubman Middle School, Roads: Tailing
Type: Email

Owner(s)
Contact ID Name Type Phones Email
888242 Brendan Finn Individual Brendan.FINN@oregon.gov
888261 Oregon Transportation Commission (OTC) Organization OTCAdmin@odot.state.or.us - otcadmin@oregonodot.or.us
897593 No More Freeways PDX Organization nomorefreewayspdx@gmail.com - info@nomorefreewayspdx.com
899564 David Regan Individual
522633 Tina Kotek Individual

https://ed2.envirolytical.com/communication/Print
Communication ID: 373157 - Email from James Cooke about EIS

Status: No response needed

Communication (12/4/2019)

Email from James Cooke about EIS:

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) We don't need more freeways! They won't solve traffic issues and will lead to more pollution.

The community wants to see a full Environmental Impact Study conducted.

Thank you.

Category: Environmental. Air quality, Roads: Congestion - highway

Type: Email

Owner(s)

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<td><a href="mailto:rep.tinakolek@oregonlegislature.gov">rep.tinakolek@oregonlegislature.gov</a></td>
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Communication ID: 373158 - Email from Stephanie Byrd about EIS
Status: No response needed

Communication (12/3/2019)
Email from Stephanie Byrd about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Oregon is a beautiful state where people want to live. Please keep it different and stop listening to the special interests who don't care if it becomes an ugly wasteland of roads as long as they make money off of them. Let's take care of our city and our people's health and resist environmental destruction in the heart of Portland. Building roads has never solved any of our problems and will only make them worse. Thanks for listening.

Time: December 3, 2019 at 4:20 pm
IP Address: 71.237.184.215
Contact Form URL: https://nomorefreewayspdx.com/demandemail/Sent by an unverified visitor to your site.

Type: Email

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Communication ID: 373160 - Email from Suzanne Lohr about EIS

Status: No response needed

Communication (12/3/2019)

Email from Suzanne Lohr about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) I find the idea of the Rose Quarter Freeway Expansion unconscionable. It is disgusting and disturbing to think that this is a possibility in 2019. Instead of investing in more public transportation, the state is more than happy to expand a section of freeway in the middle of a city. Our planet is on fire and adding the burning of fossil fuels by expanding roadways is a direct denial of our current climate crisis.

As an asthmatic, the many poor air quality days we experience in Portland takes a huge toll on my health. The poor air quality in the region is directly tied to car and truck traffic. How can we possibly make way for more vehicles and more pollution? The rates of respiratory illness around the world are increasing exponentially, please consider the impact on current and future generations that this project will have.

Conducting an Environmental Impact Study is essential to fully understanding what this project will do to the health and wellbeing of our city. Thank you for your time and consideration.

Time: December 4, 2019 at 4:39 am

IP Address: 67.160.145 5

Contact Form URL: https://nomorefreewayspdx.com/demandpanel

Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental impacts (not assessment), Environmental: Environmental process, Issues: Health

Type: Email

Owner(s)

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Communication ID: 373161 - Email from Matt Morrissey about EIS
Status: No response needed

Communication (12/4/2015)

Email from Matt Morrissey about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I demand that ODOT conduct an Environmental Impact Statement for their proposed $500 million Rose Quarter Freeway Expansion.

Category: Environmental: Environmental process
Type: Email

Owner(s)

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https://el2.envirolytical.com/communication/Print
Communication ID: 373162 - Email from Paulette Meyer about EIS

Status: No response needed

Communication (12/3/2019)

Email from Paulette Meyer about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator)

(blank)

Time: December 3, 2019 at 4:22 pm

IP Address: 24.21.166.190

Contact Form URL: https://nomorefreewayspdx.com/memorandum/

Sent by an unverified visitor to your site.

Category:

Type: Email

Owner(s)

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Communication ID: 373163 - Email from Harriet Hargrave about EIS

Status: No response needed

Communication (12/3/2019)

Email from Harriet Hargrave about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) Hi, I have a 6th grader at Tubman Middle School. I have many friends that live in the area of the school. I am opposed to the freeway expansion & plea you to NOT expand.

There are many reasons I am opposed.

THE following fact leads me to believe the expansion would not make sense to approve:

It won't fix congestion. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Even ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent $1.8 BILLION on a "freeway bottleneck" widening project only to find it made traffic "worse." Thanks to the concept known as "induced demand," widening freeways only encourages more people choose to drive, creating even more congestion.

thank you, please do the right thing & DO NOT EXPAND THE FREEWAY!

Time: December 4, 2019 at 2:43 am
IP Address: 71.236.82.79
Contact Form URL: https://nomorefreewayspdx.com/demandanews
Sent by an unverified visitor to your site.

Category: Issues: Harriet Tubman Middle School, Roads: Congestion - highway, Roads: Highway capacity
Type: Email

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Communication ID: 373164 - Email from Brian Setzler about EIS
Status: No response needed

Communication (12/3/2019)

Email from Brian Setzler about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The community is overwhelmingly opposed to freeway expansion in the heart of our city. This project will increase pollution and cause harm to Harriet Tubman MS. I am writing to ask that you conduct a full EIS on the project before spending $500 million of taxpayer money.

Date: December 4, 2019 at 2:27 am

IP Address: 71.193.269.195

Contact Form URL: https://nomorefreewayspdx.com/demand.html
Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental process,
Issues: Cost, Issues: Harriet Tubman Middle School
Type: Email

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Communication ID: 373165 - Email from Alan J Winter about EIS
Status: No response needed

Communication (12/3/2019)
Email from Alan J Winter about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) There is strong evidence that the freeway expansion is not needed and will be harmful to residents and to Harriet Tubman School (where my daughter went).

Time: December 4, 2019 at 2:14 am
IP Address: 24.20.40.152

Contact Form URL: https://nomorefreewayspdx.com/demandantes/
Sent by an unwanted visitor to your site.

Category: Issues: Harriet Tubman Middle School, Roads: Highway capacity
Type: Email

Owner(s)
Contact ID Name Type Phones Email
888242 Brendan Finn Individual Brendan.Finn@oregon.gov
888261 Oregon Transportation Commission (OTC) Organization OTCAdmin@odot.state.or.us - otcadmin@opendot.or.us
897993 No More Freeways PDX Organization nomorefreewayspdx@gmail.com - info@nomorefreewayspdx.com
899235 Alan J Winter Individual [REDACTED] Rep.TinaKotek@oregonlegislature.gov
523233 Tina Kotek Individual [REDACTED] Rep.TinaKotek@oregonlegislature.gov
Communication ID: 373166 - Email from Ryan Mosier about EIS

Status: No response needed

Communication (12/3/2019)

Email from Ryan Mosier about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Dear Gov. Brown, Speaker Kotek, and ODOT and OTC Representatives:

It is critical that we understand the full environmental impact that a Rose Quarter Freeway Expansion would have upon Portland. ODOT must conduct an EIS for us to have a more accurate understanding of the increased, ongoing pollution that would result from the expansion as proposed, which is the only responsible course of action if we're seriously considering the expansion. We owe it to future generations to make such a decision with eyes wide open, with an understanding of the damage caused as a result of our actions.

Sincerely,

X

Time: December 3, 2019 at 4:23 pm

IP Address: 173.164.98.77

Contact Form URL: https://nomorefreewayspdx.com/democratณา

Sent by an unverified visitor to your site.

Category: Environmental; Air quality, Environmental; Environmental impacts (not assessment)
Type: Email

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Communication ID: 373167 - Email from Sarah Lannarone about EIS
Status: No response needed

Communication (12/3/2019)

Email from Sarah Lannarone about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Climate leaders don't expand freeways (and that includes states, regions, counties, and cities in addition to their elected officials). I propose we move forward differently, toward a truly low-carbon, clean-air, and equitable future for Portland.

Time: December 4, 2019 at 12:10 am
IP Address: 199.127.229.59
Contact Form URL: https://nomorefreewayspx.com/demandmore/
Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental Impacts (not assessment)
Type: Email

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Communication ID: 373168 - Email from Barbara Gickling about EIS
Status: No response needed

Communication (12/4/2019)
Email from Barbara Gickling about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

Dear Sirs and Madams: As a native Portlander I am willing to request that ODOT fulfill its responsibility for conducting an EIS for the Rose Quarter freeway expansion.

The tunnel on Hwy 26 is the perfect example of expanding a freeway in one place simply creates a bottleneck downstream. With the impacts of climate change arriving faster than anyone predicted, we need to put our efforts into alternative transportation options. Improve transit with that money and people will ride. It is clear that the population of Portland is stabilizing and many of the younger generation are opting for the car free lifestyle. We should not be encouraging more car use. I also think it is unfair to put the burdens of more auto exhaust pollution in yet another low income neighborhood and school, where few residents have the option of moving elsewhere. We need to consider the needs of all our communities. Please do not expand the freeway, but use those funds to improve our transit options.

Thank you,
XX
John's Landing

Type: Email
Owner(s)

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https://el2.envirolytical.com/communication/Print

80/337
Communication ID: 373169 - Email from Ronald Buel about EIS

Status: No response needed

Communication (12/5/2019)
Email from Ronald Buel about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) We demand an EIS on the foolhardy Rose Quarter freeway expansion that will impact Harriet Tubman school and which Portland Public Schools opposes.

Category: Environmental: Environmental process, Issues: Harriet Tubman Middle School, Requests: Other
Type: Email

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<tr>
<td>529071</td>
<td>Ronald Buel</td>
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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) This is a very bad investment, will make traffic worse, pollute our air, and move us further away from the climate goals we’re already behind in reaching.

Time: December 3, 2019 at 4:29 pm
IP Address: 201.184.187.50

Contact Form URL: https://nomorefreewayspdx.com/demandsheets/
Sent by an unapproved visitor to your site.
**Communication ID: 373172 - Email from Donald Winn about EIS**

**Status:** No response needed

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**Communication (12/3/2019)**

Email from Donald Winn about EIS

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**Message:** Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) ODOT needs to conduct an Environmental Impact Statement for the Rose Quarter Freeway Expansion. This potential expansion will only create more pollution, create larger traffic jams, cover more land in concrete, and waste $500,000,000 doing it. Climate Change will only suffer from this last century “answer” to better transportation. Thank you for “listening.”

---

**Time:** December 3, 2019 at 11:39 pm

**IP Address:** 24.22.75.44

**Contact Form URL:** https://tommorowfreewaysodx.com/demandmore/

Sent by an unverified visitor to your site.

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**Type:** Email

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Communication ID: 373173 - Email from Peter Banka about EIS
Status: No response needed

Communication (12/4/2019)
Email from Peter Banka about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/selector) Expanding freeways doesn't work. We need real leadership in Oregon, and that needs to focus on transportation options that do not include building out more ineffective car-based options. This project is expensive and regressive; it's bad for our health and our community and our planet. We need to actually assess the real impact of this thing before we even consider moving forward with it.

Category: Environmental, Climate change, Issues: Health, Issues: Transit
Type: Email

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Communication ID: 373175 - Email from Steve Rozzone about EIS
Status: No response needed

Communication (12/3/2019)

Email from Steve Rozzone about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Our community made it abundantly clear that the current proposal has serious impacts on local public health, congestion, climate change and creates a more toxic environment for the students of Harriet Tubman.

I ask you to publicly support a full Environmental Impact Statement for the I-5 Rose Quarter Freeway Expansion Project.

Sincerely,

XX

Time: December 3, 2019 at 11:33 pm

IP Address: 97.115.202.161

Contact Form URL: https://nomorefreewaysodc.com/demandstatement/
Sent by an unwanted visitor to your site.


Type: Email

Owner(s)

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Communication ID: 373176 - Email from Francisco Gadea about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Our traffic issues will not be solved with more traffic. We need alternative solutions. We are failing at reaching our targets for controlling climate change. The damage to the environment needs to stop!

Time: December 3, 2019 at 4:31 pm

IP Address: 97.115.222.58

Contact Form URL: https://nomorefreewayspdx.com/demandanote/

Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental Impacts (not assessment)
Type: Email

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Communication ID: 373177 - Email from Brendon Haggerty about EIS

Status: No response needed

Communication (12/5/2015)

Email from Brendon Haggerty about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) We need a full Environmental Impact Statement to understand the impacts of the I-5 Rose Quarter project. The Environmental Assessment showed that any benefits from the project would be small and uncertain, while costs would be large, well-known, and unjust. The benefits of this project would accrue to users who are wealthier and whiter than the local population, while the burdens of air pollution, noise, and disruption of the neighborhood would impact them disproportionately. There may be ways to avoid these impacts by considering other alternatives. Given the extremely high stakes of climate change, no action can be justified without the most thorough possible study. We need more information, and we need to include analysis of a value pricing alternative. Please conduct a full Environmental Impact Statement on the I-5 Rose Quarter Project.


Type: Email

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Communication ID: 373180 - Email from Nona Gamel about EIS
Status: No response needed

Communication (12/3/2019)
Email from Nona Gamel about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) It's time to start taking climate change seriously and to stop supporting automobiles over public transportation.

Time: December 3, 2019 at 11:31 pm
IP Address: 71.190.197.239
Contact Form URL: https://nomorefreewayspdx.com/demandantes/
Sent by an unwanted visitor to your site.

Category: Environmental, Climate change, Issues, Transit.
Type: Email

Owner(s)

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**Communication ID: 373182 - Email from Laura Emily Hanks about EIS**

**Status:** No response needed

**Communication (12/4/2019):**

Email from Laura Emily Hanks about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $800 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) This project will disrupt and pollute the historic black district of Portland.

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**Category:** Environmental, Air quality, Issues: Black/African American communities, Issues: Community character/residential impacts

**Type:** Email

**Owner(s):**

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https://ed2.envirolytical.com/communication/Print
Communication ID: 373993 - Email from David Levine about EIS

Status: No response needed

Communication (12/5/2019)

Email from David Levine about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (bonus points if you also send your letter to your local state representative/senator) ODOT,

I urge ODOT to conduct a rigorous Environmental Impact Statement for the Rose Quarter Freeway Expansion project. This proposed project is too massive - in terms of both budget and climate impacts - not to take every step necessary to examine its long-term consequences.

Thank you,

XX

Category: Environmental; Climate change; Environmental; Environmental process; Issues: Cost
Type: Email

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Communication ID: 373186 - Email from Noah Horst about EIS
Status: No response needed

Communication (12/3/2019)

Email from Noah Horst about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letters to your local state representative or senator.) Please conduct an environmental impact statement before wasting any more money on expanding the Rose Quarter freeway next to my children's future middle school. Freeway expansion doesn't alleviate congestion - it creates it. Please lead our state in a sensible direction, or at a minimum, please use SC ENCE to inform your decisions.

Thank you

Time: December 3, 2019 at 10:56 pm
IP Address: 71.100.256.189
Contact Form URL: https://nomorefreewaysodx.com/demandemail/
Sent by an unverified visitor to your site.

Type: Email

Owner(s)

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https://e2.envirolytical.com/communication/Print
Communication ID: 373188 - Email from Elita about EIS
Status: No response needed

Communication (12/3/2019)
Email from Elita about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) Oregon doesn't need an expanded highway, better transportation for the masses rather than individuals on a highway. Improve TriMet and existing roads. I know of several that have potholes that haven't been fixed.

Do an environmental impact study, release it to the public.

Time: December 3, 2019 at 4:33 pm
IP Address: 24.20.152.75
Contact Form URL: https://nomorefreewayspdx.com/demandanels
Sent by an unverified visitor to your site.

Category: Environmental; Environmental process; Issues: Purpose and need; Issues: Transit
Type: Email

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<td>924868</td>
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Communication ID: 373179 - Email from Sarah Ryan-Knox about EIS
Status: No response needed

Communication (12/4/2019)
Email from Sarah Ryan-Knox about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Freeway expansion worsens air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU’s researchers recommended that students forgo outdoor recess. This is an environmental justice issue - 40% of Tubman’s students are Black, and 73% are identified by PPS as vulnerable populations. Students from Tubman MS have testified in opposition to this expansion. Portland Public Schools also asked ODOT to conduct a full Environmental Impact Statement.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental justice, Issues: Black/African American communities, Issues: Harriet Tubman Middle School
Type: Email

Owner(s)
Contact ID Name Type Phones Email
888242 Brendan Finn Individual
888261 Oregon Transportation Commission (OTC) Organization OTCAdm@odot.state.or.us
897503 No More Freeways PDX Organization nomorefreewayspdx@gmail.com
922533 Tina Kelel Individual Rep.TinaKelel@oregonlegislature.gov
923670 Sarah Ryan-Knox Individual

https://el2.envirolytical.com/communication/Print
Communication ID: 373191 - Email from Angela Thornton about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I demand that ODOT conduct a full and extensive Environmental Impact Statement of the proposed $500 million Rose Quarter Freeway Expansion as the project as proposed poses a definitive threat to the well being of humans living, working and going to school in Portland, as well as to the overall climate. We are in a moment of climate crisis right now, with pollution from cars directly impacting warming global temperatures and all the negative impacts that come with those. Additionally, the people who will have to deal with the harshest impacts of the freeway expansion are the youth attending Harriet Tubman Middle School - the exhaust and fumes of cars on this proposed expansion will be “directly” in the backyard of the school, forcing students to breathe, eat, and learn in a heavily polluted school. Any shirking of an Environmental Impact Statement would be irresponsible and harmful.

Time: December 3, 2019 at 10:50 pm
IP Address: 97.120.132.224
Contact Form URL: https://nomormfreewayspdx.com/sendcomment/
Sent by an unverified visitor to your site.

Type: Email

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<td>523072</td>
<td>Angela Thornton</td>
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Communication ID: 373193 - Email from Brian O'Grady about EIS

Status: No response needed

Communication (12/3/2019)

Email from Brian O'Grady about EIS:

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)
1) At a time when all credible scientists believe we need to act to save our planet, not one has suggested that expanding freeways will help reduce greenhouse gases.
2) The projected budget could be applied to measures that could actually have a measurable impact if it was invested in solutions to get people out of single occupancy vehicles.
3) Congestion Pricing should be implemented before any money is spent on widening freeways. It is the only method of congestion relief that has demonstrated to work.
4) This project is inherently racist. The foundation of the freeway was built by destroying historically minority neighborhoods. Any expansion of I-5 continues this racist legacy.
5) ODOT is a dishonest and corrupt organization. Not only has ODOT time and time again proven incapable of delivering any significant project on budget, they have lied continually through the approval process for this project.

Time: December 3, 2019 at 10:50 pm

IP Address: 57.171.167.224

Contact Form URL: https://nomorefreewayspdx.com/demandanelect/
Sent by an unverified visitor to your site.


Type: Email

Owner(s)

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Communication ID: 373195 - Email from Amy Iannone about EIS

Status: No response needed

Communication (12/3/2019)

Email from Amy Iannone about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Please conduct an environmental impact study on the cost to the human beings & all other life that will be impacted by creating a wider freeway. Wider freeways have never eased congestion but they do create more pollution during an existential threat to our climate. Please listen to us. Thank you!

Time: December 3, 2019 at 4:34 pm

IP Address: 71.34.81.9

Contact Form URL: https://nomorefreewayspdx.com/demandmore/
Sent by an unverified visitor to your site.

Category: Elements: Auxiliary lanes, Environmental: Climate change, Environmental: Environmental impacts (not assessment), Environmental: Environmental process, Issues: Health

Type: Email

Owner(s)

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Communication ID: 373196 - Email from Kathryn Saundermann about EIS

Communication (12/4/2019)

Email from Kathryn Saundermann about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) We just learned that carbon emissions rose again this year. We must stop expanding fossil fuel infrastructure. More and more wiser and wider roads are NOT the answer. We must begin to transform our transportation system. This is urgent. Whether future generations are able to survive on this planet depends on the actions we take now.

Category: Environmental: Air quality, Environmental: Climate change
Type: Email

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Communication ID: 373197 - Email from Blake Goud about EIS

Status: No response needed

Communication (12/3/2019)

Email from Blake Goud about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

Dear Commissioners:

As an Oregonian, a constituent and a Precinct Committee Person (District 44, Precinct 404) I demand that ODOT conduct a full Environmental Impact Statement for the I-5 Rose Quarter widening, if not cancel the project outright. The level of dishonesty from ODOT in the Environmental Assessment, of misleading information, of intentionally omitted information and of bad faith arguments makes this project a failure for Oregonians. It is a betrayal of our climate goals. It is a betrayal of the majority-minority school (Tubman) whose air is already polluted by I-5 and would only be made worse by this project. It is a betrayal of communities in North Portland who don’t want a wider megaproject, Columbia River Crossing forced on our communities, something that is assumed in the projections for the I-5 Rose Quarter Project. ODOT has shown, and shown again by trying to ram this through despite community opposition, that it is an untrustworthy agency, a rogue agency. At a minimum, because they have not shown they can be trusted, there should be a full EIS required for this project, and I think it will be found through this that ODOT has wilfully misled the public about this project, that should never have even been considered in the first place.

Sincerely,

XX

CC: Sen. Lew Frederick, Speaker Tina Kotek, Gov. Kate Brown, Mayor Ted Wheeler

Time: December 3, 2019 at 10:37 pm

IP Address: 73.96.0.115

Contact Form URL: https://nomorefreewayspdx.com/demandanesis/

Sent by an unverified visitor to your site.
Communication ID: 373199 - Email from Joan A Petit about EIS

Status: No response needed

Communication (123/2019)

Email from Joan A Petit about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The community has spoken: we want ODOT to conduct a full Environmental Impact Statement for the Rose Quarter Freeway Expansion. It's not okay to rush this project ahead without fear that climate change worries will stall it in the future. I'm writing as a resident of the Eliot neighborhood, the parent of a recent Hamlet Tullman Middle School graduate, a daily bike commuter over 15, and as a human deeply concerned about the future of our city and our planet.

When Oregon ripped through historic Albina to build what we know and call it, it tore apart our state's thriving African-American community, which revision has not fully recovered from the devastation wrought by the state and city through this and other projects. Rather than repairing the damage, the RG freeway expansion doubles down on this negative impact, particularly in how it will increase air pollution in the backyard of one of our state's few public schools that serves primarily black and brown kids. The optics are terrible; the impact will be tragic.

The most frustrating part of this proposal is that it won't fix congestion or reduce air pollution. I think there are lots of smart people in ODOT and in state government who know and understand this quite well, even if they're not saying so publicly.

But if not, if this is such a good, valuable, and important project, then there's no reason not to conduct a full EIS as a matter of good faith to those of us who are breathing the exhaust. Our kids deserve it.

We demand an Environmental Impact Statement before the Rose Quarter Freeway Expansion goes forward. We need to find better ways of moving people and freight and serving the needs of our residents now and in the future. We need to understand the full impact of this terrible project.

Time: December 3, 2019 at 10:28 pm

IP Address: 131.252.181.65

Contact Form URL: https://nomorefreewayspdx.com/mandate.html
Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental process,
Issues: Bicycle/bike paths, Issues: Black/African American communities, Issues: Hamlet Tullman Middle School,
Roads: Congestion - highway, Roads: Highway capacity

Type: Email

Owner(s)

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<tr>
<td>897591</td>
<td>Joan Petit</td>
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Communication ID: 373200 - Email from Peter Seaman about EIS
Status: No response needed

Communication (12/4/2019)
Email from Peter Seaman about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) Hello, ODOT!

During the public comment period on the Rose Quarter Freeway Expansion, you received thousands of comments in opposition to the project. In fact, from what I heard and read, the comments were overwhelmingly in opposition. Yet the project remains essentially on track. Why is that? Aren’t you accountable to the people of this state?

Then we heard you would conduct the full EIS, as a way of making sure the project would cause no undue harm. Now we hear you are going back on that promise. Why? Doesn’t it make sense to do the right thing for the right reasons?

I’m asking now that you conduct the full EIS. It’s the least you can do to make sure your project causes no further harm to our community and to our climate. And in case you hadn’t noticed, there’s a climate emergency! You need to be working NOW on transportation systems for the 2020s, not the 1950s.

Sincerely yours,

XX
Portland, OR

Category: Environmental: Climate change, Environmental: Environmental process
Type: Email

Owner(s)

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https://el2.envirolytical.com/communication/Print 80/337
Communication ID: 373201 - Email from Kristin Gross about EIS
Status: No response needed

Communication (12/3/2019)
Email from Kristin Gross about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letters to your local state representative/senator.) So many people and organizations have already spoken up asking for an EIS.

At a time when we’re all aware of the effects of climate change, widening a freeway shouldn’t even be a consideration, let alone one that will affect the students and staff at a middle school.

Add to this all the studies that have shown that freeway expansion doesn’t improve safety or congestion. It just increases demand and adds more vehicles to our roadways.

Time: December 3, 2019 at 10:20 pm
IP Address: 67.189.56.83
Contact Form URL: https://nomorefreewayspdx.com/demandnobo
Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental process, Issues: Harriet Tubman Middle School, Roads: Congestion - highway, Roads: Highway capacity
Type: Email

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Communication ID: 373202 - Email from Howard Silverman about EIS

Status: No response needed

Communication (12/4/2019)

Email from Howard Silverman about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

Dear State Representatives,

We must clearly assess the costs of the Rose Quarter Freeway before moving forward. A full EIS is essential.

—XX

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Category: Issues: Cost
Type: Email

Owner(s)

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Communication ID: 373263 - Email from Nicholas Fagerlund about EIS
Status: No response needed

Communication (12/3/2019)

Email from Nicholas Fagerlund about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Hey,

ODOT is planning a major expansion of Interstate 5 a few blocks away from my house, and I'm deeply concerned about the amount of additional traffic and pollution it's going to cause. I don't believe ODOT has been honest or forthright in their projections about these impacts, and I'm EXTRA concerned about what looks like some dishonest and fudged math in their justifications for why this project has to happen at all.

At minimum, I want the state to perform a complete Environmental Impact Statement for this I-5 expansion. I honestly can't believe we've managed to get this far into the project without one -- after all, we're talking about a massive added pollution load directly next to a middle school, and surely state government has a vested interest in the health of schoolkids, right?

N

Time: December 3, 2019 at 10:16 pm

IP Address: 71.34.82.229

Contact Form URL: https://nomorefreewayspdx.com/demandanalysis/
Sent by an unverified visitor to your site.

Type: Email

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Communication ID: 373204 - Email from Jennifer Seamans about EIS
Status: No response needed

Communication (12/5/2019)

Email from Jennifer Seamans about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) With climate change introducing a high degree of uncertainty into projections of environmental conditions, population change, and transportation demand, we owe it to our kids and future generations to be the best possible stewards of both environmental health and public infrastructure funding. Research indicates that freeway widening, rather than alleviating congestion, creates opportunity for increased car trips. We need to invest into climate-resilient forms of transportation, and infrastructure that supports fossil-fuel dependent car trips is the wrong approach. Addition of paved infrastructure also increases the urban heat island effect. An EA is inadequate to the task of evaluating the system repercussions, feedback, and changes in pressures that the proposed expansion project is likely to precipitate.

In addition to environmental health concerns, the estimated cost of the project and the fact that it is proposed for a critical pinch point in the OR & WA transportation system should point to the need for stringent review. An EIS is the only responsible way to make sure this project solves more problems than it creates. Thank you for ensuring this project receives the level of review appropriate to the magnitude of the project.

Best,
XX

Category: Environmental; Climate change, Environmental; Environmental justice; Environmental; Environmental process, Issues: Cost, Issues: Purpose and need, Requests: Other, Roads: Congestion - highway, Roads: Congestion - local

Type: Email

Owner(s)

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<td>593679</td>
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Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) HI Decision Makers,

As a scientist and operations manager, I am a big fan of following "The Rules" and also making data-based decisions. As such, I am flabbergasted at the flouting of the process and the analysis performed by ODOT in the Rose Quarter EA and by the public statements from my Governor about the specter of climate change and what we can do about it.

The reasons presented for widening I-5 through the Rose Quarter have been to increase safety and decrease travel times. However, ODOT's own analysis in the EA demonstrates that increasing travel speed increases the severity of any crashes that do occur. It appears that these reasons are at odds with each other. The simplest way to decrease travel time is to remove more vehicles from the road, but the proposed project does nothing to promote this solution.

However, I am mostly troubled by the significant shortcomings in the data analysis in the EA. The build/no-build scenarios were NOT comparing current conditions (no-build) to future conditions (build) but instead were comparing a no-build condition WITH a new Interstate bridge to a build condition without a bridge. This is not a true comparison and modelers and analysts should know better than to present it as so. This methodology invalidates all of the conclusions in the EA and subverts the entire NEPA process. The rule follower in me cannot be persuaded that this is an acceptable environmental risk because you have not shown a full comparison. I do not trust the analysis and want to see an in-depth analysis of the impacts on air quality, water quality, and transit times for ALL transportation modes before, DURING, and after project completion.

Again, I keep coming back to the project goal of increased safety and reduced travel times. We are an innovative state with resourceful people. How can we reach that goal, with $500M, that reduces our dependence on single motor vehicles to travel through this part of the city? According to ODOT, 75% of the trips through the Rose Quarter are local travel. Removing half of those trips should be possible with the funding available by giving people honest transportation options that do not involve getting in a car. Impossible? I already ride my e-bike 11 miles each day to/from work from SE to N Portland specifically because it's faster than driving a car (or taking the bus).

Thank you for doing the right thing in following the laws as they exist and taking the time to buck the 'way we've always done things' and instead be brave enough to envision alternatives.

X

Time: December 3, 2019 at 9:56 pm

IP Address: 64.251.252.141

Contact Form URL: https://nomorefreewayspdx.com/tenandalena

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Communication ID: 373206 - Email from Trish Claffey about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation. It's the only sector of our economy where emissions are growing. If Oregon is serious about doing our part to mitigate against the climate crisis, we must immediately re prioritize transportation funding into a system that dramatically lowers vehicle miles traveled (VMT), particularly within the Portland Metro region. Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable neighborhoods across the region. The fires, floods, droughts, and storms are only going to get worse. The oceans are rising, so are we – it's imperative we act on climate now and divest in urban freeways for the sake of current and future generations.

Time: December 3, 2019 at 4:37 pm
IP Address: 97.120.219.15

Sent by an unwanted visitor to your site.
Communication ID: 373208 - Email from Amelia W about EIS
Status: No response needed

Communication (12/6/2019)
Email from Amelia W about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I stand with others who demand to see a full Environmental Impact Statement from ODOT concerning the proposed Rose Quarter Improvement Project. The project is costly, unproven to work, opposed by the community, and will further contribute to air pollution and the destruction of our planet.

I am a college student in Portland, and I speak for many people in my generation when I say that climate change is a terrible reality that must be confronted, and that we need to take action today if we intend to make any positive change.

40% of Oregon's carbon emissions already come from transportation. The ROIP would only increase that at a time when we desperately need to decrease it instead. For the sake of our earth, our future, and the future of our children, it's time to stop building freeways and to stop putting money into them. It's not a price the planet can pay any longer.

Time: December 6, 2019 at 9:09 am
IP Address: 161.97.244.9

Contact Form URL: https://nomorefreewayspdx.com/latexemanet
Sent by an unverified visitor to your site.

Category: Environmental; Air quality, Environmental; Climate change, Environmental; Environmental Impacts (not assessment); Issues: Community character/residential impacts, Issues: Cost, Roads; Congestion - highway
Type: Email

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https://ed2.envirolytical.com/communication/Print
Communication ID: 373209 - Email from Keith Olenstager about EIS

Status: No response needed

Communication (12/6/2019)
Email from Keith Olenstager about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

Time: December 6, 2019 at 6:10 pm
IP Address: 206.75.43.226

Contact Form URL: https://nomorefreewayspdx.com/demandanosis/
Sent by an unverified visitor to your site.

Category: Environmental; Environmental impacts (not assessment)
Type: Email

Owner(s)

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Communication ID: 373210 - Email from Dan Gold about EIS

Status: No response needed

Communication (12/6/1999)

Email from Dan Gold about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) My kid went to Tubman and we live close by. Please conduct the Environmental Impact Statement.

Time: December 6, 2019 at 8:23 pm

IP Address: 75.164.170.28

Contact Form URL: https://nomorerefreewaypdx.com/demandantes/
Sent by an unwanted visitor to your site.

Category: Environmental: Environmental impacts (not assessment), Issues: Community character/residential impacts, Issues: Harriet Tubman Middle School, Issues: Schools

Type: Email

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Communication ID: 373211 - Email from Sara Bethell about EIS

Status: No response needed

Communication (12/3/2019)

Email from Sara Bethell about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) To find the right solution to the issue we need a full Environmental Impact Study conducted.

Time: December 3, 2019 at 4:52 pm

IP Address: 67.171.131.209

Contact Form URL: https://nomorefreewayspdx.com/demandstatement
Sent by an unwarranted visitor to your site.

Category: Environmental: Environmental process
Type: Email

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<td>528083</td>
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**Communication ID: 373217 - Email from Brynn Hall about EIS**

*Status: No response needed*

**Communication (12/3/2019)**

Email from Brynn Hall about EIS

**Message:** Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) As a 30-year-old who hopefully has many, many more years on this planet, I am terrified about what state the planet is being left in for my generation, my children's generation and those that come after us. This time to invest in new ways of building infrastructure rather than investing 500 million dollars into projects that promote business as usual as if the planet isn't in an environmental crisis.

At a MINIMUM, before this project is pushed through I would like to see the results of a full environmental impact study.

Please acknowledge the overwhelming public opposition to this project. Listen to the community. 500 million dollars could do a lot of good in the community if it is used strategically.

---

**Time:** December 3, 2019 at 6:14 pm

**IP Address:** 96.79.111.1

Contact Form URL: [https://nomorefreewayspdx.com/demandemail/](https://nomorefreewayspdx.com/demandemail/)

Sent by an unverified visitor to your site.

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**Category:** Environmental: Climate change, Environmental: Environmental process, Issues: Cost

**Type:** Email

**Owner(s)**

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Communication ID: 373218 - Email from Janet Weil about EIS
Status: No response needed

Communication (12/3/2019)

Email from Janet Weil about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) This project is Exhibit A of environmental racism.

Time: December 3, 2019 at 6:19 pm

IP Address: 172.58.45.44

Contact Form URL: https://nomorefreewayspdx.com/demandanosis/
Sent by an unverified visitor to your site.

Category: Environmental; Environmental justice, Issues: Black/African American communities
Type: Email

Owner(s)

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Communication ID: 373221 - Email from James Rankin about EIS
Status: No response needed

Communication (12/6/2019)
Email from James Rankin about EIS.

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Instead of widening or expanding the freeway in any way, additional alternative forms of transportation should be considered that will reduce pollution & greenhouse gas emissions & give convenient options to paving our land with environmentally hostile concrete & asphalt & using highly polluting gasoline-powered cars, so that we can start to wean ourselves off of these unsustainable products & use cleaner alternatives. We desperately need a well-developed, comprehensive rapid transit system throughout the Willamette Valley & beyond so that I can get from my home in Corvallis to health facilities in Portland within 2 hours, rather than 6 as things are now, without using a car.

Time: December 6, 2019 at 6:24 pm
IP Address: 128.193.156.32

Contact Form URL: https://nomorefreewaysodot.com/contactنا/ Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental impacts (not assessment), Environmental: Range of alternatives, Issues: Transit
Type: Email

Owner(s)

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Communication ID: 373222 - Email from Leoor Schweitzer about EIS

Status: No response needed

Communication (12/3/2019)

Email from Leoor Schweitzer about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) Freeway Expansion is Climate Denialism. 40% of Oregon's carbon emissions come from transportation. It's the only sector of our economy where emissions are growing. If Oregon is serious about doing our part to mitigate against the climate crisis, we must immediately re-purpose transportation funding into a system that dramatically lowers vehicle miles travelled (VMT), particularly within the Portland Metro region. Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable neighborhoods across the region. The fires, floods, droughts, and storms are only going to get worse. The oceans are rising, so are we – it's imperative we act on climate now and divest in urban freeways for the sake of current and future generations.

Time: December 3, 2019 at 6:20 pm
IP Address: 74.120.152.116
Contact Form URL: https://nomorefreewayspdx.com/actionnotice/
Sent by an unwanted visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental impacts (not assessment), Issues: Transit
Type: Email

Owner(s)

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**Communication ID: 373223 - Email from M Lee Zucker about EIS**

**Status:** No response needed

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**Communication (12/3/2019)**

Email from M Lee Zucker about EIS:

**Message:** Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) If this is really a good and safe project an EIS will confirm that; if not, an EIS will prevent us from making a terrible mistake that impacts citizens and the environment in a negative way.

**Time:** December 3, 2019 at 6:26 pm

**IP Address:** 73.248.144.2

**Contact Form URL:** [https://nomorefreewayspdx.com/demandanota/](https://nomorefreewayspdx.com/demandanota/)

Sent by an unverified visitor to your site.

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**Category:** Environmental: Environmental impacts (not assessment), Issues: Community character/residential impacts

**Type:** Email

**Owner(s)**

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Communication ID: 373226 - Email from Sawyer Johnson about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) Real climate action isn't building more freeway, it's expanding public transit.

Time: December 6, 2019 at 8:26 pm
IP Address: 71.83.177.96
Contact Form URL: https://nomorefreewayspdx.com/demandaction
Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental Impacts (not assessment), Issues: Transit
Type: Email

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Communication ID: 373227 - Email from Amanda Wickham about EIS
Status: No response needed

Communication (12/5/2019)

Email from Amanda Wickham about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I demand that ODOT conduct an Environmental Impact Study, and I am strongly opposed to the I-5 expansion.

This project will not reduce carbon emissions or improve air quality for the students at Harriet Tubman and the residents of this city. Widening roads is a ridiculous misuse of funds, considering the freeway will just fill up with more cars as soon as it's completed (increasing emissions, lowering air quality, and wasting valuable money and time that could otherwise be spent fighting climate change). An Environmental Impact Study will investigate these issues and show the true cost of the expansion.

As a person who bikes on city streets with my small child, extra drivers on the road are a huge concern for our safety. ODOT should be focusing on increasing public transportation and lowering speeds to create safer, more environmentally friendly alternatives that have actually been proven to reduce congestion and smooth traffic flow.

Time: December 6, 2019 at 6:54 pm
IP Address: 50.200.146.170

Contact Form URL: https://nomorefreewaysodx.com/demandstandards/
Sent by an unverified visitor to your site.


Type: Email

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https://ed2.envirolytical.com/communication/Print

97/337
**Communication ID: 373228 - Email from Stephen Marcotte about EIS**

**Status:** No response needed

**Communication (12/6/2019)**

Email from Stephen Marcotte about EIS

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Rethink how we move around our city!
```

Time: December 6, 2019 at 6:56 pm

IP Address: 24.22.86.72

Contact Form URL: https://nomorefreewayspdx.com/demandanosis/

Sent by an unverified visitor to your site.

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**Category:** Environmental: Environmental impacts (not assessment)

**Type:** Email

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Communication ID: 373232 - Email from Paul Sheprow about EIS

Status: No response needed

Communication (12/6/2019)

Email from Paul Sheprow about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) As a parent of three children and a taxpayer I want to know what the true effects of this project are going to be. I want to see an EIS conducted. We know that expanding freeways does not ease congestion. We know that this way of moving people around is unsustainable. What will the air pollution effects be on the city around the site? What effect is this going to have on carbon output?

Time: December 6, 2019 at 7:13 pm

IP Address: 198.236.18.218

Contact Form URL: https://nomorefreewayspdx.com/demandans
Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental Impacts (not assessment), Issues: Community character/residential impacts, Issues: Harriet Tubman Middle School, Roads: Congestion - highway

Type: Email

Owner(s)

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<td>500755</td>
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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letters to your local state representative/senator.)

Hello,

I'm an Oregon citizen and voter writing today to demand a full Environmental Impact Statement from ODOT on the I-5 Rose Quarter expansion. In our current climate emergency, it is absolutely imperative to apply strict scrutiny to any proposal to expand fossil fuel infrastructure - whether that be a LNG pipeline or a freeway. Unfortunately, it seems as though ODOT and our state government are reluctant to apply that level of scrutiny to this project. The agency's current self-assessment of the project has been thoroughly criticized by community stakeholders - from Portland Public Schools to neighborhood associations to the Audubon Society - as patently insufficient and misleading.

For one thing, it does not appear as though ODOT has taken into account the phenomenon of induced demand. Urbanists and environmental scientists have long known that adding lane capacity simply increases the number of cars on the road without long-term change in traffic speeds.

While working in Seattle last year, I witnessed a perfect illustration of induced demand in action. In the period between the closure of the Alaskan Way Viaduct and the opening of the new US-99 tunnel underneath the city center, local politicians and the news media predicted a hideous snarl of traffic as cars were confined to only one highway. Nothing of the sort happened - because commuters switched to public transit or adjusted their departure times to avoid sitting in traffic. There was no significant difference in traffic volumes before, during, or after the one-highway period. It was immediately clear that Seattle could simply have demolished the Viaduct without replacement, saving billions of dollars and sharply reducing their city's carbon footprint without inconveniencing commuters.

Since the 1970s, Oregon has led the country in environmental assessment and careful, long-term growth planning. With this rushed freeway expansion and a massive LNG project both on the docket, it seems as though our state agencies, Governor Brown, and the state Democratic leadership are willing to throw that reputation away. Let's not let on our laurels. We need a full EIS - now.

Thank you,

XX

Time: December 6, 2019 at 7:17 pm
IP Address: 97.129.163.21
Contact Form URL: https://nomorefreewaysodo.com/demandanalysis/
Sent by an unverified visitor to your site.
Communication ID: 373234 - Email from Matthew More about EIS
Status: No response needed

Communication (12/5/2019)

Email from Matthew More about EIS:

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) It is downright absurd that anyone still thinks that expanding freeways will help. Look at the 405 freeway expansion in Los Angeles! The problem got better initially, but then worsened, due to induced demand.

If the state wants to reduce traffic congestion and still use cars, we should be looking into smarter infrastructure. Why is anyone waiting at a stoplight when there are no obstructions? Anyways, the future is autonomous drivers and we'll feel very dumb when we find that the amount of freeways and roads we have are already enough.

Time: December 5, 2019 at 7:22 pm
IP Address: 67.166.156.206
Contact Form URL: https://nomorefreewayspdx.com/demandanaid
Sent by an unverified visitor to your site.

Category: Environmental; Environmental impacts (not assessment), Roads; Congestion - Highway
Type: Email

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Communication ID: 373235 - Email form Sam Grover about EIS

Status: No response needed

Communication (12/5/2019 )
Email form Sam Grover about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) We cannot afford to make decisions that put the future population of Portland at environmental risks. So if you feel there is no cause for concern by the citizenry, then prove it with a full environmental impact study. Until then, such a significant project must not proceed.

Time: December 6, 2019 at 7:27 pm
IP Address: 75.164.181.247
Contact Form URL: https://nomorefreewayspdx.com/demandemail/
Sent by an unverified visitor to your site.

Category: Environmental: Environmental impacts (not assessment), Issues: Cost
Type: Email

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Communication ID: 373236 - Email from Kate Walker about EIS

Status: No response needed

Communication (12/6/2019)

Email from Kate Walker about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I want to see a full Environmental Impact Study conducted—following are my reasons:

The overwhelming community opposition to the project. ODOT’s plans were loudly opposed at their community hearing this past March. Over 2200 comments were received by the agency during the public comment period for the project, and 89% were in opposition. Letters of opposition (and requests for ODOT to conduct a full Environmental Impact Statement) were submitted from a wide set of community leaders, government agencies and elected officials including Portland Public Schools, the Alline Vision Trust, Metro, Portland Commissioner Chloe Eudaly, State Representative Kate Power, Oregon Environmental Council, The Street Trust, local neighborhood associations, 350 PDX, Neighbors for Clean Air, Portland’s Pedestrian Advisory Committee, Disability Rights Oregon and many others.

Freeway Expansion is Climate Denialism. If Oregon is serious about doing our part to mitigate against the climate crisis, we must immediately reprioritize transportation funding into a system that dramatically lowers vehicle miles traveled (VMT), particularly within the Portland Metro region. Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable neighborhoods across the region.

It won’t fix congestion. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent $1.6 BILLION on a ‘freeway bottleneck’ widening project only to find it made traffic “worse.” Thanks to the concept known as “induced demand,” widening freeways only encourages more people to choose to drive, creating even more congestion.

Time: December 6, 2019 at 7:59 pm

IP Address: 173.164.87.49

Contact Form URL: https://nomorefreewayspdx.com/demandanswers/
Sent by an unverified visitor to your site.


Type: Email

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https://ed2.envirolytical.com/communication/Print
Email from Josh Gold about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

1. Portland Public Schools deserves a minimum a full Environmental Impact Statement for the Rose Quarter Freeway Expansion.

2. ODOT's claim that freeway expansion in this project will help fight climate change by reducing vehicle emissions is laughable at best.

Thank you,

XX

Portland citizen since 1978

Category: Environmental, Climate change, Environmental process, Issues: Schools
Type: Email

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<td>9233311</td>
<td>Josh Gold</td>
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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) There's no reason or excuse for facilitating an expansion of one of the greatest sources of poison and danger in our lives.

Given the rapid devolution of the planet's health and the health of all species living on it—hastened by the insistence on profit over everything, the attitudes/arguments of those who want to expand the freeway cannot be allowed to prevail. Their attitudes/arguments are completely unacceptable.

The Harriet Tubman School is an extraordinary icon in this case. A small school, serving young children of various colors and ethnicities, trapped in the path of relentless "planning"—doomed by the folly of those who cannot allow themselves to (as we say in other contexts) get real. This city/community is against the expansion plan; the experience of other cities/communities has already demonstrated the folly of expansion, which results in MORE traffic and MORE poison in the air.

No freeway expansion. No more "planning" that denies reality.

Time: December 6, 2019 at 8:11 pm

IP Address: 67.100.127.233

Contact Form URL: https://nomorefreewayspdx.com/demandagain/

Sent by an unverified visitor to your site.
Communication ID: 373239 - Email from Kelcie Ulmer about EIS

Communication (12/5/2019)

Email from Kelcie Ulmer about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I support a full Environmental Impact Statement. Don’t expand highways when the earth is already burning.

Category: Elements: Auxiliary lanes, Elements: Shoulders, Environmental: Climate change, Environmental: Environmental process, Requests: Other

Type: Email

Owner(s)

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<td>523115</td>
<td>Kelcie Ulmer</td>
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Communication ID: 373240 - Email from R Gantz about EIS

Status: No response needed

Communication (12/5/2019)

Email from R Gantz about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Please do not allow ODOT to move forward on more freeway expansion, especially without a full Environmental Impact Study! ODOT has repeatedly misrepresented this project and lied to the public about its purported benefits. There are none. The department seems intent on ignoring overwhelming community opposition, climate science, and decades of case examples that show you can’t build your way out of congestion. We need real leadership on climate change and 21st century transportation, not the same proven-failure strategies that have been making our communities less safe and more polluted, wasting tax dollars, and worsening an already dire climate future.


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Communication ID: 373241 - Email from Melba Dlugonski about EIS

Status: No response needed

Communication (12/5/2019)

Email from Melba Dlugonski about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Do you feel that climate chaos isn’t happening, or that Portland doesn’t count? Other cities illustrate that congestion will continue, but just with a bigger parking lot of cars spewing poisons. Then charge drivers to drive on it. If you charge enough to discourage the poorer classes, the wealthy can have more room. Except for the folks who have multiple jobs who just get poorer. I don’t know what kind of Kool-aid leaders are drinking. I’d like to see real leadership that recognizes worst case scenarios are popping up. We have to roll back the clock, not pretend a little more won’t hurt. Please try. XXX


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Communication ID: 373242 - Email from Alex Preston II about EIS

Status: No response needed

Communication (12/5/2019)
Email from Alex Preston II about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Our great state’s land is more important than a freeway. We won’t need a freeway if there is no longer any beauty to bring visitors to Portland. We must conduct an EIS before moving forward with any freeway expansion.

Time: December 6, 2019 at 8:17 pm
IP Address: 174.224.6.175
Contact Form URL: https://nomorefreewayspdx.com/demandanote/
Sent by an unverified visitor to your site.

Category: Environmental; Environmental impacts (not assessment)
Type: Email

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<td>523117</td>
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Communication ID: 373243 - Email from Nathan Ramsey about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The proposed I-5 highway expansion will increase traffic deaths in the Portland area by virtue of moving more, shifty commuter traffic into the heart of the city. And it won’t solve, or even alleviate the existing congestion problem. Conduct an environmental impact statement, and count how many innocent people will die by virtue of increased traffic on surface streets and greater particulate pollution. Or better yet cancel the project and focus on public transportation instead of lining your own pocket chasing a delusional, disrespectful tragedy.


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Communication ID: 373247 - Email from Joseph Jannuzzi about EIS

Status: No response needed

Communication (12/5/2019)

Email from Joseph Jannuzzi about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) I believe that we need an EIS to demonstrate the fallacy of the assumption that increasing the size of an expressway will somehow magically decrease its usage. This idea is not only counterintuitive but has been repeated proven wrong in the real world. I am among the countless people who avoid using those facilities at peak hours because of the delays which function as an internal, automatic governor on excessive use of that modality of travel.

People respond with increased auto use because it, today, is one of the few available ways to get around. Real leadership would provide less environmentally destructive alternatives rather than doing the same thing hoping for a different result, which has been used as a definition of insanity.

Please use our funds responsibly by giving us environmentally sound transportation alternatives.

Time: December 6, 2019 at 3:41 pm
IP Address: 69.10.186.141

Contact Form URL: https://nomorefreewaysodx.com/demandanalysis
Sent by an unverified visitor to your site

Category: Environmental: Environmental impacts (not assessment), Environmental: Range of alternatives, Issues: Cost
Type: Email

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https://ed2.envirolytical.com/communication/Print
Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Do the EIS for the proposed I-5 Rose Quarter Expansion! You’ll conclude that the expansion is NOT the right thing to do.

Time: December 8, 2019 at 9:11 pm
IP Address: 137.53.31.66
Contact Form URL: https://nomorefreewayspdx.com/demandanets/
Sent by an unwanted visitor to your site.
Communication ID: 373253 - Email from Karla Gostnell about EIS

Status: No response needed

Communication (12/5/2019)

Email from Karla Gostnell about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative or senator) As a resident of the Eliot neighborhood and a native Oregonian, I am writing to urge the leaders at ODOT and the Oregon Transportation Commission, and Governor Kate Brown to please hear the voices of the thousands of Portlanders who oppose this $500M I-5 highway expansion project in their city. Please don’t ignore the overwhelming research that shows that expanding highway capacity only leads to increased demand and increased carbon emissions. Please be true to Oregon’s commitment to reducing carbon emissions, and to protecting the health of our neighborhoods, our schoolchildren, and our planet. Oregonians demand LEADERSHIP FOR THE FUTURE, not the regressive transportation policies of a car-dominant past. Please, transportation leaders: tap the brakes, and vote to conduct a full Environmental Impact Statement before any further steps toward this proposed highway expansion.

Time: December 5, 2019 at 9:12 pm

IP Address: 73.37.110.10

Contact Form URL: https://nomorefreewaysportland.com/coalition/

Sent by an unverified visitor to your site.


Type: Email

Owner(s)

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Communication ID: 373254 - Email from Karla Gostnell about EIS

Communication (12/5/2019)

Email from Karla Gostnell about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) As a resident of the Eliot neighborhood and a native Oregonian, I am writing to urge the leaders at ODOT and the Oregon Transportation Commission, and Governor Kate Brown to please hear the voices of the thousands of Portlanders who oppose this $500M I-5 highway expansion project in their city. Please don’t ignore the overwhelming research that shows that expanding highway capacity only leads to increased demand and increased carbon emissions. Please be true to Oregon’s commitment to reducing carbon emissions, and to protecting the health of our neighborhoods, our schoolchildren, and our planet. Oregonians demand LEADERSHIP FOR THE FUTURE, not the regressive transportation policies of a car-dominant past. Please, transportation leaders: tap the brakes, and vote to conduct a full Environmental Impact Statement before any further steps toward this proposed highway expansion.

Time: December 5, 2019 at 9:12 pm
IP Address: 73.37.110.10

Contact Form URL: https://nomorefreeways波特兰.com/democrats
Sent by an unverified visitor to your site.

Category: Environmental; Environmental impacts (not assessment), Issues: Community character/residential impacts, Issues: Health, Roads: Congestion - highway

Type: Email

Owner(s)

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Communication ID: 373255 - Email from Stephen Bachhuber about EIS

Communication (12/5/2019)

Email from Stephen Bachhuber about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) A full EIS is necessary for the Rose Quarter Freeway expansion. The current assessment doesn’t adequately examine carbon impacts or air pollution impacts. I feel manipulated and in denial of the full impact of the project. No city has ever built itself out of congestion; it just doesn’t work and traffic congestion will not be relieved by the project. Other solutions are cheaper and more effective, such as congestion pricing. My home in inner southeast Portland will be affected adversely with more carbon, noise and fine particulate pollution. I am personally affected, air quality declines, carbon impact rises, and traffic remains congested, all at an outrageous monetary cost. I and the community are opposed to this project, and demand a full evaluation rather than a rubber stamp. A full Environmental Impact Study is necessary locally, morally, and democratically. ODOT will manipulate any lesser document.

Time: December 5, 2019 at 9:23 pm
IP Address: 97.120.178.219
Contact Form URL: https://nomorefreewayspdx.com/completionnotice/
Sent by an unverified visitor to your site.

Type: Email
Owner(s)

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Email from Chris McCraw about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator)!

Hi folks,

I live 2/3 of a mile from Interstate 5 at Rosa Parks. I commute through town on a bicycle, and my partner commutes through the rose quarter in a car on I-5, and I don't support widening the freeway without more thorough environmental impact studies. Incredible amounts of community support for a different or more researched solutions which is being ignored by ODOT makes me feel like ODOT is not interested in the future of our planet or what the community wants. We all know that widening freeways does not help with climate change which is the most important issue facing our entire planet, right now.

All studies show that freeway widening does not meaningfully reduce commute times in even the medium term - please address how you can think this will not result in induced demand: https://www.wo.com/2014/10/23/006419/traffic-roads-induced-demand/

Thanks for your continued work to provide a planet for our children to breathe on over temporarily improving commute times.

Time: December 6, 2019 at 9:44 pm

IP Address: 65.197.146.16

Contact Form URL: https://nomorefreewayspdx.com/demandantes/
Sent by a verified WordPress.com user.

Category: Environmental: Climate change, Environmental: Environmental Impacts (not assessment), Issues: Community character/residential impacts, Issues: Land use
Type: Email

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Communication ID: 373257 - Email from Kayla Solsbak about EIS

Status: No response needed

Communication (12/5/2019)

Email from Kayla Solsbak about EIS.

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) ODOT must conduct an Environmental Impact Statement for the Rose Quarter Freeway Expansion. This is the very least you can do for the kids at Harriet Tubman Middle School and all local communities affected by toxic freeway pollution.

Category: Environmental: Air quality, Environmental: Environmental process, Issues: Community character/residential impacts, Issues: Harriet Tubman Middle School, Requests: Other

Type: Email

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Communication ID: 373261 - Email from Paul Rippey about EIS

Status: No response needed

Communication (12/5/2019)

Email from Paul Rippey about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Here's the way I look at it. Forget the 7th Generation - How about the third generation? Will my grandchildren look back on spending half a BILLION dollars to widen a highway as a smart good thing, or a stupid bad thing?

If we can just be honest with ourselves, I think we will see that there is no scenario under which paving cities to build huge highways will be seen as a good thing. The world is changing too fast, and that is against the tide of history. The exact same arguments apply to a new I5 bridge over the Columbia, by the way, but that's another discussion. We tore down Harbor Drive in Portland and built a beloved park there. We can't say we are visionary and then go around building highways. That's nuts.

Category: Elements: Auxiliary lanes, Elements: Shoulders, Issues: Cost, Issues: Purpose and need

Type: Email

Owner(s)

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Communication ID: 373263 - Email from Curtchie Straw about EIS

Status: No response needed

Communication (12/5/2019)

Email from Curtchie Straw about EIS

Message:

Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I demand that ODOT conducts a full Environmental Impact Statement for the Rose Quarter Freeway Expansion project because true courage in administrative leadership is being willing to accept in the face of facts, that the status quo can be, and in this case is, wrong.

Do the right thing for your friends, loved ones, and future family – make the decision to approach this project with the mindset of how your decisions will impact not only yourself, your career, or your children, but their loved ones for years to come.

It is scientifically and rigorously proven that widening freeways does not reduce congestion (induced demand).

Rather than bury your head in the sand and ignore that as our understanding of the forces that shape the world changes, so must our policies (and if we want a better world to live on with our children, widening freeways will only subtract from this potential).

Anything short of a full EIS is an acknowledgement that you don’t work for the people, you choose to work against them.

Your salary and conscious may be able to bear that burden, but sick elementary kids, and a planet in climate crisis cannot abide.

Respectfully,

-XX

Time: December 6, 2019 at 11:16 pm

IP Address: 46.244.28.43

Contact Form URL: https://nomorefreewaypdx.com/demandstatement/
Sent by a verified WordPress.com user.


Type: Email

Owner(s)

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Communication ID: 373264 - Email from Hannah Francis about EIS

Communication (12/5/2019)

Email from Hannah Francis about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) To whom it may concern,

As a member of the Portland community, I believe it’s extremely important that ODOT conduct an Environmental Impact Statement (EIS) for the proposed $500 million Rose Quarter Freeway Expansion project.

Freeway expansion is climate denialism. If Oregon is serious about doing our part to mitigate against the climate crisis, we must immediately reprioritize transportation funding into a system that dramatically lowers vehicle miles traveled. Freeway expansion has never once solved traffic congestion in the history of the US.

Please for the sake of Portland and especially the students at Harriet Tubman who will be impacted, ensure that this project is not approved without a full EIS study.

Thank you

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<td>223130</td>
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Communication ID: 373265 - Email from Frank Shen about EIS

Status: Open - in progress

Communication (12/5/2019)

Email from Frank Shen about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) No matter how urgently you see it necessary, freeways are freeways—in the center of Portland. $500 million can be used elsewhere. Can you speed up the trains so more people are taking them?

Category: Issues: Cost, Issues: Transit
Type: Email

Owner(s)

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Communication ID: 373266 - Email from Mark Harris about EIS

Status: No response needed

Communication (12/6/2019)

Email from Mark Harris about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) This is crazy to not do a more involved study of the environmental impact of the proposed widening of the Rose Quarter Freeway? Please get your heads out of the sand!

X

Time: December 3, 2019 at 9:53 pm

IP Address: 75.164.153.209

Contact Form URL: https://nomorefreewayspdx.com/demandanimals/

Sent by an unverified visitor to your site.

Category: Issues; Land use

Type: Email

Owner(s)

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Communication ID: 373267 - Email from Nicole Funke about EIS

Status: No response needed

Communication (12/3/2019)

Email from Nicole Funke about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) As a Portland resident, I demand ODOT conduct an EIS for the Rose Quarter Freeway Expansion because I am certain this will prove a negative impact on our environment with no real benefit to commuters. Us residents are demanding an end to pouring money into this dying cause. This money is way better spent funding better public transit, more bike routes and increased safety for pedestrians.

Widening freeways adds more cars and increases pollution, and does little to ease congestion.

Time: December 3, 2019 at 9:43 pm

IP Address: 50.204.135.148

Contact Form URL: https://nomorefreewayspx.com/demandanalysis/

Sent by an unwanted visitor to your site.


Type: Email

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Communication ID: 373268 - Email from Rick Ray about EIS

Status: No response needed

Communication (12/6/2019)
Email from Rick Ray about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) There are lots of reason more study is needed. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. And if we build it, more will come.

Time: December 3, 2019 at 9:40 pm
IP Address: 216.155.211.194

Contact Form URL: https://nomorefreewayspdx.com/demandanalysis/
Sent by an unidentified visitor to your site.

Category: Issues Land Use
Type: Email

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Communication (12/3/2019)

Email from Nathan O'Donnell

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Dear Representative,

I am writing to implore you to do everything you can to ensure that at the December 17th Oregon Transportation Commission meeting the OTC mandates that ODOT does a full Environmental Impact Statement for the I-5 Rose Quarter Freeway project. As you should know, this I-5 Freeway project will expand even closer to Harriet Tubman middle school which puts those students at further risk of injury from the many harmful effects of air and noise pollution from all of the cars driving on that highway. Given that there is new research that indicates how harmful air pollution is for children I believe it's absolutely imperative that this project does a full Environmental Impact Statement to ensure that we the public know the full ramifications of potential harms and impacts of this project.

Also, the verdict is in that climate change is happening and given that 40% of Oregon's emissions comes from transportation we should not be spending half a billion dollars on fossil fuel infrastructure projects that continues to promote driving. This I-5 Rose Quarter project actually projects to slow down transit times of mass transit travel options which is absolutely unacceptable if we are going to do our part to ensure more people are traveling via transit. The reality is that in order to achieve our climate goals in the Metro area we have to reduce vehicle miles in half of what they currently are and there's no way we can do this if we investing in infrastructure projects that encourage single occupancy driving and reduce transit times for people taking mass transit. Let the EIS research this!

Also, this freeway expansion will NOT reduce congestion as evidence by countless other highway expansion projects around the country that resulted in more vehicles driving via induced demand. Furthermore, this stretch of I-5 is NOT dangerous as no one in a vehicle has died in this stretch for over a decade as opposed to many other arterials in Portland that are much more dangerous and every year see casualties from cars.

I urge you to push the OTC to mandate that ODOT does Environmental Impact Statement for the Rose Quarter I-5 Expansion project.

Best,
X


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Communication ID: 373271 - Email from Kimberly Epling about EIS

Status: No response needed

Communication (12/3/2019)

Email from Kimberly Epling about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) Climate change is real and we need to invest this money into alternative modes of transportation instead of expanding a freeway. It has been shown time and again that free expansion does little to curb traffic and that amount of money could be put to better use. I want my son to be able to get around Portland easily via bus, bike, and max and to have a healthy planet to live in. And I want for our public dollars to invest in transportation that acknowledges climate change and it's incredible impact on our community and our country.


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Communication ID: 373273 - Email from James Thoma about EIS

Status: No response needed

Communication (12/3/2019)

Email from James Thoma about EIS:

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) It is impossible to both take meaningful action against climate change and expand highways. $500 million to help increase carbon emissions vs $500 million we could have spent on expanding mass transit service.

I want an Oregon I and my children can live in.


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Communication ID: 373274 - Email from Eric Mandel about EIS

Status: No response needed

Communication (12/5/2019)
Email from Eric Mandel about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) This is a classic example of why people lose faith in government institutions and the politicians that support them: they claim one thing (Significant Impact) when speaking with one group, and claim another thing (Not Enough Impact) when speaking with another group. It's hard to believe that a $500 million spend on the "biggest traffic bottleneck in Oregon" with "some of the highest traffic volumes in the state" with the "highest crash rates" in an area critical to "all modes of transportation", supporting economic development and freight movement, in a "Protected and enhanced cultural heritage area", will not have significant impacts that should be studied through the outline provided in an EIS.

ODOT constantly points to recent freeway widening projects that have improved traffic flow and eased bottleneck congestion. The time frame used is often 6 weeks after the completion of the project. This timeframe is far too short to use to be making decisions about infrastructure whose ramifications will last decades into the future. Where are the reams of research showing that other cities have made these same improvements with lasting effects? Surely another city has tried this before and has been successful in the long term? Those long term studies should be included in ODOT's presentations along with the computer modeling and ODOT's short term studies.

If on the other hand ODOT is truly a transportation leader, where are the researchers and delegates from all over the world who should be coming to learn from ODOT's methods? Coming to Portland just as they did when Portland led the way with light rail, urban growth boundaries, and smart growth. Either there should be significant real world evidence that adding more lanes to freeways will have lasting positive impacts on transportation system and land use, or we should be inundated with people looking to study ODOT's solution.

The lack of either should raise red flags for anyone paying attention.

The Environmental Assessment provided the public, business, interest groups, and agencies at all levels of government an opportunity to understand the project's benefits and impacts. The reaction from those groups was overwhelmingly negative. It was difficult to understand the traffic projections as ODOT buried the data and refused to elaborate on their assumptions. The assumptions and results were repeatedly challenged and called out as being wrong without rebuttal from ODOT. The process was misleading as ODOT took simple terms - freeway widening and safety - and turned them into technical terms: auxiliary lanes and crashes without injury. The Alberta Community and Harriet Tubman Community repeatedly said that the measures of mitigating the project's impact were not thoroughly studied or sufficiently mitigated.

Witness after witness came forward to testify against the plan and to ODOT's wrongs. Instead of fully engaging in a democratic process, as laid out by NEPA for projects that have significant impacts that are difficult to measure and/or mitigate, and producing an EIS, ODOT seems determined to withhold information that the community is asking for and not address the challenges put forth by the community. They are refusing to show up to be questioned or to testify.

The Youth are pleading with ODOT to listen to their concerns of the impact that the project will have on their future. They are the ones that will be paying off the debt used to pay for the project and their lives will most be impacted by climate change and the other environmental impacts this project will have.

My daughter is in preschool, learning to write her letters, and she comes home enthusiastic about the work she did at school that day and what she discovered – two plus two is four! A fundamental instruction from her teachers is always do your best. While she is too young to fully comprehend the impacts of climate change and may be too young to vote before her climate fate is sealed, she already understands the importance of doing her homework and doing her best.

Why is ODOT refusing to do their homework and complete an EIR? Why are the politicians that direct ODOT not holding them accountable? The community stakeholders, yanking mountains of research, have come out loudly that ODOT got their Environmental Assessment wrong, they got their math wrong, they got the community interest wrong. If ODOT was a preschooler, their teacher (Oregon Politicians) would point out that maybe they should check their work, constructively encourage them to put a little more effort into their work, maybe not be so self assured that they know everything and don't need to listen to others or see what has/hasn't worked elsewhere: to do their best.

ODOT - Do Your Homework: Complete an EIR.

ODOT - Do Your Best.
Time: December 7, 2019 at 12:12 am

Contact Form URL: https://nomorefreewayspdx.com/demandanes/
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Communication ID: 373275 - Email from Suzy Elbow about EIS

Status: No response needed

Communication (12/3/2019)

Email from Suzy Elbow about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Issues points if you also send your letter to your local state representative/senator.) To Whom It May Concern,

As a long-time Portland resident and millennial-aged human, I have deep concerns about ODOT’s proposed rose quarter freeway expansion project. The larger Portland community has repeatedly echoed concerns like mine at hearings, in letters of opposition, and in thousands of comments. Freeway expansion isn’t a long term congestion fix, and there are a number of good, evidence-based methods out there for addressing it that don’t involve spending so many millions of dollars on an emission-increasing bandaids. It’s a poor use of money both practically and morally, and this is so obviously a vital moment in time to take decisive climate actions wherever we can.

Please ensure that ODOT conducts an Environmental Impact Study for this project. The residents of Portland deserve accountability and transparency, and frankly, ODOT has not proven itself trustworthy in communications about this expansion project to date.

With Appreciation For Your Time,

XX


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Communication ID: 373276 - Email from Lizzy Martinez about EIS

Status: No response needed

Communication (12/3/2019)

Email from Lizzy Martinez about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

Dear Gov. Brown and Speaker Kotek,

Oregon has long been a leader in climate justice and environmental activism. And yet, we are proposing to spend half a billion dollars on a freeway widening project that has ZERO projected positive impacts for traffic, and will have negative impacts on the environment.

I am writing to urge you to ensure ODOT conducts its due diligence by doing a full Environmental Impact Statement, rather than relying on the abbreviated version, the Environmental Assessment.

ODOT owes it to the residents of Portland, Multnomah County, and all of Oregon to ensure they have conducted a full and fair assessment of how this project will affect the environment. It will directly affect a K-8 school with majority Black children. In an age where we are trying to rectify past sins committed against the Black community in Portland, it is egregious to not conduct a full assessment that considers the impact increased pollution will have on our children.

Please ensure the Oregon Transportation Commission holds ODOT accountable at its December meeting to conduct the full assessment.

As a resident of Portland, I urge you to take this matter seriously.

Thank you.

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Communication ID: 373277 - Email from Noah Hatz about EIS
Status: No response needed

Communication (12/3/2019)

Email from Noah Hatz about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $590 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I am willing to you to request that you support an additional Environmental Impact Study of the proposed expansion of I-5 at the Rose Quarter. I am both outraged and deeply saddened by the fact that I continue to have to write to you to tell you that this idiotic idea, which has NO support from the community, will NOT improve traffic congestion, and will decrease the quality of air in our city, is a terrible idea. I don’t know how to convey how deeply depressing it is to see false words about taking climate change seriously come out of the mouths of hypocrites who are taking steps to make the problem worse. 500 million f*cking dollars can buy an awful lot of transit improvements, bike lanes, improved sidewalks, and road safety improvements, and you are plashing it away on freight companies and people who don’t live in Portland or even Oregon. I am out of ways to register my disgust with you. All I will say is that no politician who supports this project will ever receive my vote again.


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https://el2.envirolytical.com/communication/Print
Communication ID: 373278 - Email from Alex Morken about EIS
Status: No response needed

Communication (12/3/2019)
Email from Alex Morken about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Hello,

I am writing to you regarding the expansion of I-5 at the Rose Quarter. I am opposed to it - we do not need to expand the freeway system at all, rather we need to come up with ways to remove cars from the road. We are only hurting ourselves through climate change, huge expenses and worsening the environment for everyone in the area.

At the very least, we need an environmental impact statement - just like what was promised to us. We, as humans, can not be this short-sighted. Please rethink your positions on this for the long-term perspective.

Thank you,

XX

Category: Environmental, Climate change, Environmental, Environmental process, Issues: Drivers/commuters, Issues: Purpose and need, Requests: Other
Type: Email

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Communication ID: 373279 - Email from Winona Ruth about EIS
Status: No response needed

Communication (12/3/2019)

Email from Winona Ruth about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator). It's not fair to override the wishes of the community. We do not want more air pollution and traffic in our city. We are demanding an Environmental Impact Statement to show ODOT what it means to move forward with this catastrophe of widening the freeway when we have other, better options for our future.

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Owner(s)

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Climate change is real, thus don't expand the freeway.

- Plant more trees
- Protect our children from exhaust at nearby schools
- Quit allowing demolitions that tie in to climate change and flyway expansion
- We do our part by biking 99.9% of the time, so time for Portland and Oregon to do so themselves...
- Portland used to be edgy and preservation minded. Now you are encouraging folks to move here when our infrastructure won't work efficiently.
- What about the children in generations to come?
- Demolitions allow Portland's addiction to density to remove trees and yards, and to ruin our city.
- It all ties in to affordability.
- Thus, don't expand this flyway, it's myopic and expensive.

Tx.

Time: December 3, 2019 at 7:02 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandemail/
Sent by an unverified visitor to your site.
Communication ID: 373285 - Email from Marjorie Nafziger about EIS
Status: No response needed

Communication 12/6/2019
Email from Marjorie Nafziger about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Due to widespread opposition to freeway expansion in this time of escalating climate crisis, it is essential that at the very least ODOT solicit an EIS.

XX
Westmoreland

Category: Elements: Auxiliary lanes, Elements: Shoulders, Environmental: Climate change, Environmental: Environmental process, Requests: Other
Type: Email

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<td>Individual</td>
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<td>Rep.TinaKotek@oregon legislature.gov</td>
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Email from Matthew Meskill about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) It's the 21st Century. We have a good scientific understanding of global climate change and the part we play in it. We know what we need to do. Primary among those things we need to do is to drive less. Therefore, the thought of widening a highway to accommodate more car traffic is really a breach of the public trust placed you as our leaders.

I believe that an environmental impact study/statement will open your eyes to your negligence.

Thank you.

Category: Environmental; Climate change, Environmental; Environmental process, Issues: Drivers/commuters, Requests: Other
Type: Email

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Communication ID: 373287 - Email from Susan Rosenthal about EIS

Status: No response needed

Communication (12/5/2019)
Email from Susan Rosenthal about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $200 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) Dear leaders,

I am writing to express

my opposition to the Rose Quarter Freeway Expansion. This project will be very expensive and will lead to an increase in congestion and pollution. It will not solve traffic problems. It will negatively impact air quality and increase pollution. Local streets that are already choked with traffic will become more crowded.

Please oppose this project and also insist the ODOT perform a comprehensive Environmental Impact Study.

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Communication ID: 373288 - Email from Claud Gilbert about EIS

Status: No response needed

Communication (12/6/2019)
Email from Claud Gilbert about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

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Type: Email

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Communication ID: 373290 - Email from Danny Dunn about EIS
Status: No response needed

Communication (12/7/2019)

Email from Danny Dunn about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Hello there,

Please do a complete Environmental Impact Study on the Rose Quarter Freeway Expansion. Our city and state have made it clear we desire to fight climate change and improve our cities well being. This study will force ODOT to understand the impacts they will be having on the city and our future.

Thanks for your time,

Time: December 7, 2019 at 4:52 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanest/

Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental impacts (not assessment), Environmental: Environmental process

Type: Email

Owner(s)

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Communication ID: 373291 - Email from Marisa Morby about EIS

Status: No response needed

Communication (12/7/2019)

Email from Marisa Morby about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/legislator.) Honestly I'm extremely tired of writing in to all of you, yet again. Why do you insist on moving forward with something that is so obviously harmful to the children of Harriet Tubman Middle School? You are okay with hurting kids? That is the only conclusion I can come to.

Everyone knows that the freeway is actively hurting these children and you want to add to that because you're too lazy, shortsighted, and uncaring to do the right thing and find a better solution.

ODOT needs to do an environmental impact study. In fact, we already have a lot of information about how harmful the current freeway is and we ALL KNOW that an EIS would show that any freeway widening would be harmful.

It is ridiculous that we are still having this conversation. Perform the EIS and shut this stupid project down. We can reallocate the money to things we actually need and that provide wide public benefit like increased service and access to public transit.

XX

Time: December 8, 2019 at 1:34 am

IP Address [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandnada/
Sent by an unverified visitor to your site.

Category: Environmental; Environmental impacts (not assessment); Environmental; Environmental process;
Issues: Harriet Tubman Middle School; Issues: Transit

Type: Email

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Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Spending $500 Million on the Rose Quarter freeway expansion is the height of backward thinking in the middle of a climate crisis. It's not like people enjoy driving on congested roads—they do it because transit takes three times as long to get anywhere, and biking without protected infrastructure is dangerous. Spending this money will not fix congestion. These kinds of projects every single place in the US where they have been attempted increases the number of cars. A simple trip to Google to look up induced Demand will show this from reliable sources—university planning programs all over the country. Take that $500 million and give it to Trimet to increase bus frequency all over the metro area. Paint dedicated bus lanes. Build real, Dutch-style protected bike lanes so ordinary people could send a responsible 12-year-old to bike alone. Give all those drivers some other options. Put in express buses all over metro Portland. Give a grant to PCC to run their inter-campус shuttle service every 20 minutes (instead of 90 as it is now). Put your creative minds to work to figure out every way possible to make transit faster, easier, cheaper, and more sensible than driving. We don’t have another ten years to waste while the planet burns, animals go extinct, and we keep building freeways.

Time: December 8, 2019 at 2:39 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandnew/

Sent by an unverified visitor to your site.


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<td>Kristina M Ricks</td>
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Communication ID: 373293 - Email from Michelle DuBarry about EIS

Status: No response needed

Communication (12/9/2019)

Email from Michelle DuBarry about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) As the mom of a toddler who was killed by a careless driver on an ODOT road (N. Lombard St.) in 2010, I find the agency's supposed commitment to "safety" via the Rose Quarter Freeway expansion absurd and insulting. I have lived in North Portland for 15 years and while it's true that traffic on that stretch has gotten much worse (I was even involved in a fender bender while merging onto the freeway earlier this year) I do not fear for my safety on I-5 the way I do when I step into basically any crosswalk in ODOT's jurisdiction. And what about the safety of the students at Harriet Tubman Middle School forced to breathe air made toxic by pollution from the freeway?

Perhaps ODOT would have more credibility on the safety issue if they took measures to improve infrastructure where people actually dying - on the highways running through our neighborhoods (N. Lombard, Powell, SE 82nd, etc.) Had the agency listened to the communities affected by these roads by lowering speed limits, improving lighting and crosswalks, building sidewalks and protected bike lanes - we might think the agency cares about safety.

But initiating a freeway expansion that invites MORE cars into our communities and degrades air quality for Harriet Tubman students, while calling it a "safety" project, only adds further insult to communities affected by displacement, pollution, and traffic violence.

I suspect ODOT leadership knows that an Environmental Impact Statement would detail multiple harmful effects of freeway expansion on the surrounding neighborhoods, perhaps enough to kill the project. But far better to kill a project than another child, neighborhood, school, or planet.

Sincerely,

XX, (mom of Seamus who was killed on an ODOT road at 22 months)

Time: December 8, 2019 at 3:34 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanaa/
Sent by a verified WordPress.com user.


Type: Email

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The decisions being proposed by ODOT regarding the expansion of Highway 1-5 are of great concern to me as a taxpayer, a long-time Oregon resident, and most importantly as a grandmother concerned with the health and well-being of my grandchildren and that of generations of Oregon’s children to come. This is a clear opportunity to take measures that are either in the short and long term interests of all Oregon Citizens, or to willfully ignore the environmental impact of expanding Highway 1-5.

I appeal to the leaders of ODOT and the Oregon Transportation Commission and to Governor Kate Brown to be true to Oregon’s commitment to protecting the health of present and future generations of our children, and of our neighborhoods and our planet. PLEASE LEADERS VOTE TO CONDUCT A FULL ENVIRONMENTAL IMPACT STATEMENT before any further steps are taken on this proposal. The health and future of my grandchildren (and yours as well) are a high stakes issue, we can’t afford to get this wrong.

Time: December 8, 2019 at 4:25 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanet/
Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental impacts (not assessment), Issues: Community character/residential impacts, Issues: Cost, Issues: Health

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Communication ID: 373314 - Email from Brian Belica about EIS

Communication (12/7/2019)

Email from Brian Belica about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Oregon should be a leader in environmental justice. Please do not build this highway until you prove it reduces carbon emissions. I moved here because I was inspired that one group of people could leave a positive impact on the world. Please don’t let me down.

Time: December 8, 2019 at 5:20 am

Contact Form URL: https://nomorefreewayspdx.com/demandana
Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental Justice, Environmental: Environmental process
Type: Email

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Communication ID: 373315 - Email from Kevin Tester about EIS

Status: No response needed

Communication (12/7/2019)

Email from Kevin Tester about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) If you truly believe that expanding the road will support the environment, then let the data prove it. If you push this forward with an environmental study, then you cannot in good conscience say you are a climate leader.

If you truly want to improve mobility and accessibility, then fund more transit and bike infrastructure.

Time: December 8, 2019 at 5:32 am

IP Address:

Contact Form URL: https://nomorefreewayspdx.com/demandeis/
Sent by an unverified visitor to your site.


Type: Email

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<td>523180</td>
<td>Kevin Tester</td>
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Communication ID: 373316 - Email from David Gostnell about EIS

Status: No response needed

Communication (12/7/2019)

Email from David Gostnell about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Although my wife and I now live in Manzanita, we lived in Portland between 1978 and 2015, raised 3 kids there, and they now have kids of their own, all impacted by the air quality in Portland, most recently during the recent advisory. It is so environmentally regressive to continue to prioritize car infrastructure. Please do the appropriate research on environmental impact before further freeway expansions.

Time: December 8, 2019 at 8:21 am

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanets/

Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Environmental impacts (not assessment), Environmental: Environmental process, Issues: Health

Type: Email

Owner(s)

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Communication ID: 373317 - Email from Katherine Jones about EIS

Status: No response needed

Communication ( 12/6/2019 )

Email from Katherine Jones about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) We need a full Environmental Impact Statement for the freeway expansion. My children are future Harriet Tubman MS students and students and parents deserve to know the health and environmental impacts of the expansion. ODOT has already severely negatively impacted the school and the neighborhood.

Time: December 6, 2019 at 5:11 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanalysis/
Sent by an unverified visitor to your site.


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Communication ID: 373318 - Email from Catie Gould about EIS
Status: No response needed

Communication (12/09/2019)

Email from Catie Gould about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The state government of Oregon seems hellbent on ignoring the science and the experts on the climate emergency. The chair of the Oregon Global Warming Commission explicitly stated in 2016 that widening highways will not reduce emissions overall, but was completely ignored. In the wake of the 2016 election I turned my focus to more local news, hoping that in a blue city and blue state we could do some really good things, but I feel betrayed at every turn. Oregon repeatedly say that we are committed to climate action, while continuing to invest and accommodate the biggest source of greenhouse gas emissions in the state—automobiles. This betrayal has eroded my hope of a safe future at a time when I might consider having children. I often cry after public meetings. I do not sleep well. Not because of Trump and Whatever disaster is in the national news—but because of your actions here at home.

The environmental assessment ODOT provided previously had a few major flaws. An futuristic CRC project was included in the analysis, but not congestion pricing which is moving forward at a much quicker clip. Congestion pricing has had a significant impact in other cities where it has been implemented, and ODOT should be evaluating a no-build option with this pricing mechanism. Ignoring this option and pretending it does not exist is a reckless waste of our tax dollars, and makes me question the competency of the OTC, the state legislature, all the way to the governors office. You are fools or dining too much with the contractors who expect big payouts because of these wasteful projects.

Also hidden in the analysis is that most buses will be slower after the project than now. Why is public transportation not at the forefront of our improvements here? Why will ODOT not consider running buses on the shoulder like WSDOT across the river or converting a lane to transit & freight?

There was no such thing as an Environmental Impact Statement when the freeways were originally built. Would it have mattered to you then? If it wasn’t clearly laid out how much worse the air quality would get? That outdoor spaces in the neighborhood would exceed standards for ambient noise? How much it would increase driving and emissions? All signs point to it wouldn’t. Its time to re-examine with how harmful these highways are, and start repairing the harms the state of Oregon has inflicted. Concluding that we can keep expanding this polluting, wasteful system without further assessment only illustrates how little you care about the people living here or the science on vehicle travel and highway miles. I would like to believe otherwise, but until you show with your actions that this isn’t the case, I have no choice but to vote each and every one of you out of office.

Time: December 8, 2019 at 5:48 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandands/ Sent by an unverified visitor to your site.


Type: Email

Owner(s) Name Type Phones Email

888242 Brendan Finn Individual Brendan.Finn@oregon.gov
888261 Oregon Transportation Commission (OTC) Organization OTCAdmin@odot.state.or.us - OTCadmin@oregonDOT.or.us
888428 Catie Gould Individual [redacted]
887793 No More Freeways PDX Organization nomorefreewayspdx@gmail.com - info@nomorefreewayspdx.com
525033 Tina Kotek Individual Rep.TinaKotek@oregonlegislature.gov

https://id2.envirolytical.com/communication/Print 149/337
Communication ID: 373319 - Email from Lydia Swagerly about EIS
Status: No response needed

Communication (12/8/2019)

Email from Lydia Swagerly about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I feel strongly that the Environmental Impact Statement be conducted because I believe that it will clearly show that this project would negatively impact the health and well-being of residents of Portland. There are efforts to encourage alternative transportation options for residents and visitors to Portland—support those alternatives. Support a healthier environment for Portland.

Time: December 8, 2019 at 9:11 pm

IP Address: [redacted]

Sent by an unregistered visitor to your site.


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https://w2.enviroltical.com/communication/Print
Communication ID: 373326 - Email from Sean McClintock about EIS

Status: No response needed

Communication (12/9/2015)

Email from Sean McClintock about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) This is a project that has been highlighted in national news articles as one of the many highway-expansion boondoggles that are occurring throughout the country. I expect better of Oregon and of you, our elected leaders. Climate leadership does not involve expanding freeways. And to say this stretch of highway isn’t "safe" and that you’re just improving the flow of traffic is laughable. When was the last serious accident on this stretch of freeway? That is a slap in the face to the family and friends of the 40+ people killed on the streets of Portland this year alone.

The HALF A BILLION dollars (and likely more) you plan to spend on this project would be much better spent in so many different areas of transit and in ways that would actually yield improved safety AND increase traffic flow without dumping more pollution (dedicated bus lanes, more bus service, electrified bus fleet, LRT infrastructure, etc.)

If you move this project forward without completing a full EIS, then be prepared for the wrath of your constituency.

Category: Environmental: Air quality, Environmental: Climate change, Issues: Safety, Issues: Transit

Type: Email

Owner(s)

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Communication ID: 373330 - Email from Jill Bunnimit about EIS

Status: No response needed

Communication (12/9/2019)

Email from Jill Bunnimit about EIS

Message:

Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) This seems like a short-sighted solution that has a big impact that is not sustainable and I want my state to stay clean and future forward options to be explored.

Time: December 9, 2019 at 5:48 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandletters/
Sent by an unverified visitor to your site.

Category: Environmental: Environmental impacts (not assessment), Environmental: Range of alternatives
Type: Email

Owner(s)

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<td>523189</td>
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Communication ID: 373331 - Email from Elizabeth Borte about EIS

Status: No response needed

Communication (12/9/2019)

Email from Elizabeth Borte about EIS:

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) We absolutely need to conduct a full environmental impact statement for the Rose Quarter freeway expansion. There is a lot of research showing that adding capacity only increases use and therefore pollution. This has two major effects, 1. The people in freeway adjacent neighborhoods will be exposed to even more pollution, especially the children who aren't Harriet Tubman Elementary and are required by law to suffer the fumes. 2. Encouraging single occupancy vehicle transport at a time when we are finally beginning to understand the impact of or fossil fuel choices - speeding climate change when it is already threatening our lives. As for cost, pushing this ridiculous expansion through will haunt us as we pay for the massive healthcare impact in the future.

Thank you,

XX

Category: Environmental Climate change, Issues: Harriet Tubman Middle School, Issues: Health
Type: Email

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Communication ID: 373334 - Email from John Dwyer about EIS
Status: No response needed

Communication (12/9/2019)

Email from John Dwyer about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I'm willing to voice support for ODOT to conduct a full Environmental Impact Statement for the I-5 Rose Quarter Expansion.

I have a PhD in Climate Science and I know how dire climate change is for people in our communities. This project will increase our greenhouse gases emissions (despite what ODOT's biased Environmental Assessment had claimed), worsening our climate future. We need to be doing everything we can to reduce our carbon footprint, for our sakes and for our children's sakes, not finding ways to expand it. Moreover, if we go forward with this project as is, Oregon will also lose credibility on any climate-related issue and will forfeit an opportunity to be a climate leader.

This $500 million project will also add additional pollution to our neighborhoods. As a father of two young daughters in Northeast Portland, I'm concerned that this will harm their young lungs or developing brains. Multnomah County already has one of the highest levels of diesel pollution of anywhere in the country, and adding more diesel trucks to our roads will only endanger our community's health. It's especially disappointing that these impacts would be felt the most on African-American neighborhoods and furthers a sad history of institutionalized racism in Albina/Rose Quarter.

Traffic congestion along the I-5 corridor is a problem, but there are other solutions that could help alleviate it without as many negative side effects. Some combination of decongestion pricing, increasing transit frequency, adding dedicated lanes for buses and cars with several passengers, and building a network of safe bicycle lanes could reduce congestion, make our communities safer and healthier, and cost a fraction of what expanding freeways would.

ODOT should vote for a full Environmental Impact Statement because it is what is best for our community.

Time: December 9, 2019 at 5:46 am

IP Address: [REDACTED]

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Type: Email

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Communication ID: 373335 - Email from Lore Wintergreen about EIS
Status: No response needed

Communication (12/9/2015)

Email from Lore Wintergreen about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

Category:
Type: Email

Owners:

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<td>923193</td>
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Communication ID: 373338 - Email from Mary Middendorf about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I grew up protesting the proposed west side bypass in my childhood, and it seems it's time to raise my voice on this issue again. We don't need more freeways in Portland. They don't reduce congestion, instead they just encourage people to live further from the places they need to go, the increasing barriers to public transportation use, biking, and walking. Now, as then, we need sensible transportation options for people. We need to be weaning ourselves off of fossil fuels, not doubling down on more fossil fuel infrastructure.

ODOT needs to conduct an Environmental Impact Statement for the Rose Quarter Freeway Expansion. We need to consider both the local impacts of this project, like further degradation of air quality for vulnerable communities, like the students of Harriet Tubman Middle School, and also global impacts of the impact this induced demand for driving in the Portland area will have on our impact on climate change.

Portland should be leading the way on climate justice, not doubling down on freeway expansions. Greta said it best, "How Dare You?!"

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental justice,
Issues: Harriet Tubman Middle School, Issues: Transit, Roads: Congestion - Highway

Type: Email

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<td>923194</td>
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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I am a Portland resident, driver, bicyclist, and pedestrian, and the mother of two small children. As I have watched the accelerating stream of bad news about climate change over my lifetime and especially the last 5 years, it has become increasingly clear to me that Oregon must not only do its part to fight climate change, but find every opportunity to lead that fight—our actions affect not only our own emissions but the actions taken by other states, cities, and countries going forward. It is absolutely imperative that we establish an aggressive forward momentum at fighting climate change. The costs of inaction—or insufficient action—are far too high.

I am deeply concerned about the Rose Quarter Freeway expansion project because it moves in the opposite direction of reducing emissions. However, at present, we do not even fully understand what the consequences of this project will be. We must conduct a full Environmental Impact Statement to understand the full picture of how this $500 million project will affect carbon emissions, not to mention air quality, in the Portland area.

Reducing emissions must be the guiding star in everything we do as a state. But this project is particularly painful to consider because the extremely high price tag and the expected impact on the problem it claims to solve: any benefits for congestion are expected to last no more than a few years before induced demand returns trip speeds to their previous pace (but now with extra emissions), and ODOT’s branding of the project as a “safety measure” is insulting—unlike ODOT-owned roads like 82nd Avenue, where people have recently died as a result of unsafe traffic conditions, these “safety improvements” would prevent low-level biker benders that don’t even involve serious injuries. I have no doubt that ODOT could spend this money in ways that would have serious positive consequences for safety AND emissions, and improve citizens’ lives in the process, but this project does the opposite.

An Environmental Impact Statement is a critical step to evaluate the costs and benefits of this project and understanding what Oregon is paying (in addition to at least $500 million) for this temporary congestion fix.

Oregon desperately needs to lead on climate, and we are counting on our leaders to do so. Please do not allow this project to go forward without being fully informed of its costs.

Sincerely,

XX
XXX
XXXX
Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I recently started commuting from Corvallis to Portland to balance work and supporting aging family members. The wage I receive in Portland is livable while similar opportunities simply do not exist in Corvallis. Currently I commute via I-5. I make this choice because gas is cheaper than the bus or train, the train is not reliable, and carpooling does not fit with my work schedule. So, I waste 3-4 unproductive hours a day on the road, doing nothing, and contributing to climate change. Please do not expand the freeway. Please use these funds to support alternative transportation. Please support Amtrak in increasing service reliability and frequency and decreasing fares. More lanes on the freeway does not equal a shorter commute time, nor a more productive commute. More trains on the tracks and more frequent bus service does.

Time: December 9, 2019 at 6:25 pm

Contact Form URL: https://nomorefreewayspdx.com/demandaneu/

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Communication ID: 373342 - Email from Martha Van Dyke about EIS

Status: No response needed

Communication (12/9/2019)

Email from Martha Van Dyke about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I still own a condo in the Pearl but had to move out of town as the air is so dirty and was messing up my lungs so bad. Now you want more freeway when all the studies say more makes more auto use. Take out the I-5 along the river and you can build more beautiful, healthy, and prosperous Portland.

XX

Time: December 9, 2019 at 6:42 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandcreate/

Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Environmental impacts (not assessment), Issues: Purpose and need

Type: Email

Owner(s)

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Communication ID: 373343 - Email from Jill Bunnimt about EIS

Status: No response needed

Communication (12/6/2019)

Email from Jill Bunnimt about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letters to your local state representative/senator.) This seems like a short-sighted solution that has a big impact that is not sustainable and I want my state to stay clean and future forward options to be explored.

Category: Environmental: Climate change

Type: Email

Owner(s)

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Communication ID: 373345 - Email from Brayden Donnelly about EIS

Status: No response needed

Communication (12/9/2019)

Email from Brayden Donnelly about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I demand that ODOT conduct a full EIS for the Rose Quarter Freeway Expansions because induced demand is a huge problem that we continue to fall for. If we build more lanes and bigger volume freeways, all we will get is more ridership, and more traffic congestion, which snowballs into the same problems of air pollution and wasted time and money, both in construction, and in time lost while sitting in traffic. Instead, we could allocate those funds for better mass transit, better education, better public planning and zoning codes to allow for less urban sprawl so that less commuters have to take a car on our already choked freeways to get to their job. Please complete a full EIS and please consider how we can stop the terribly cyclical process of induced demand with our freeway projects. And, invest in public transit for our future and the future of our kids! Thank you for listening!

Category: Issues: Transit, Roads: Congestion - highway
Type: Email
Owner(s)

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**Communication ID: 373347 - Email from Scot Jones about EIS**

**Status:** No response needed

**Communication (12/9/2019)**

Email from Scot Jones about EIS

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**Message**: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) You need to crawl out of the corporate pockets you’ve been buried in, stop being climate deniers, and listen to the people and to science!

Expanding our freeways is NOT the way to reducing our contribution to climate change!

---

**Category:** Environmental: Climate change  
**Type:** Email

**Owner(s)**

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Communication ID: 373348 - Email from Daniel Frye about EIS

Status: No response needed

Communication (12/09/2019)

Email from Daniel Frye about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Climate change is the most important economic, public safety, and national security problem extant. Transportation is a huge driver of Greenhouse Gas (GHG) emissions, which are driving climate change. The only proven way to reduce GHG emissions from auto is to reduce miles driven. Expanding the freeway will increase miles driven. To state that widening the freeway will reduce GHGs is simply ignoring the facts and denying the scientific evidence at hand. ODOT should be beyond climate denial.

We need ODOT to perform a legitimate EIS for the Rose Quarter Freeway Expansion along the way to canceling the entire project and diverting that spending to renewable-energy fueled public transit.

Thanks.

XX

Category: Environmental: Air quality, Environmental: Climate change, Issues: Health, Issues: Transit
Type: Email

Owner(s)

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**Message:** Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Freeway expansion worsens air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU's researchers recommended that students forgo outdoor recess. This is an environmental justice issue — 40% of Tubman's students are Black, and 73% are identified by PPS as vulnerable populations. Students from Tubman MS have testified in opposition to this expansion; Portland Public Schools also asked ODOT to conduct a full Environmental Impact Statement.

This is our rendering of what ODOT’s plans would do to the Eastbank Esplanade. We were only able to learn about the impacts to the waterfront after ODOT begrudgingly released data sets six weeks after citizen advocates requested them.

**Category:** Environmental, Environmental Justice, Issues: Harriet Tubman Middle School

**Type:** Email

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**Communication ID: 373350 - Email from Garrett Helm about EIS**

**Status:** No response needed

**Message:** Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letters to your local state representative/senator.) For the love of god, please stop expanding highways. At the very least, complete your due diligence and provide factual data regarding the viability and consequences of such an action.

I want to see the FULL environmental impact study!

The world is burning and your response is... more car emissions?

#carscothms

**Category:** Environmental: Air quality

**Type:** Email

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<td><strong>923202</strong> Garrett Helm</td>
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Communication ID: 373353 - Email from Allah O'Neill about EIS
Status: No response needed

Communication (12/9/2019)

Email from Allah O'Neill about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) We can no longer deny the effects of climate change, and the projects that will exacerbate its effects. The people of Portland, especially young folks and people of color who will be more impacted by this project, deserve accountability and insight into the Rose Quarter Freeway Expansion. We deserve honesty and we deserve to make a decision about the impacts of this project. For these reasons, I demand that ODOT conduct an Environmental Impact Statement before moving forward. Anything less would be openly deceitful to the people of Portland.

Thank you,

XX

Category: Environmental Climate change
Type: Email

Owner(s)

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Communication ID: 373355 - Email from Anna Cowen about EIS
Status: No response needed

Communication (12/9/2019)
Email from Anna Cowen about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) We Oregonians take pride in our environmental leadership and our vast natural areas and resources. It is irresponsible and criminal at this stage of climate change crisis to not conduct an EIS. EIS should be required for all public projects. Without it, you are part of the problem and behave like a private entity that choose to ignore possible negative impacts to the people by your actions and decisions. Speaking on behalf of your children, please conduct an EIS. Thank you.

Category: Environmental: Climate change, Environmental: Environmental process, Issues: Purpose and need,
Requests: Other
Type: Email

Owner(s)

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https://ed2.envirolytical.com/communication/Print
Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I am willing to inform you that I stand with Student Climate Justice, the Harriet Tubman Middle School, and fellow citizens in the Rose Quarter and across the city of Portland by demanding that ODOT conduct an Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion Plan. As I have stated before, I am against all freeway expansion in the Metro Area since doing so betrays a myopic ecological strategy that runs counter to promoting good health and enhancing our regional public transport system. Moreover, the metrics put forth as a reason for doing an about-face on an EIS are nothing less than an insult to sound, holistic, scientific evidence and effective public discourse, not to mention a cynical disregard for future generations during this time of climate emergency. Resistance to this project is not going to wither away and die. Time to roll up our sleeves and get creative with alternative strategies as if the life of all our relations depends on it. Which just might be the case.
Communication ID: 373357 - Email from Clyde Locklear about EIS

Communication (12/9/2019)

Email from Clyde Locklear about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) It is imperative that ODOT conduct a full and thorough Environmental Impact Statement for its proposed Rose Quarter Freeway Expansion. It is beyond absurd that, knowing what we do about oncoming global climate change, our government is proposing to waste over HALF A BILLION of our tax dollars on such tragically wrong course of action.

Category: Environmental: Climate change, Environmental: Environmental process, Issues: Cost, Issues: Purpose and need, Requests: Other

Type: Email

Owner(s)

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Communication ID: 373368 - Email from Sue Ellen Liss about EIS
Status: No response needed

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. It is imperative that you demand an extensive Environmental Impact Statement regarding your freeway expansion proposal. Are you ignorant or do you not care about the climate crisis? The fossil fuel industry, the cause of climate change, is funding the construction of new freeways to increase their profits. You should already know more freeways mean more cars and more carbon emissions. Our lives and those of our children and grandchildren are dependent on turning around the climate crisis. Freeways for more cars are not the solution. They are the problem. This freeway will negatively impact the health and well-being of children at Tubman School and residents near your proposed freeway. Plus, who wants to walk or bike along the river on the esplanade with a freeway over their head? The answer for the city of Portland now that mass transit is available is to have few to zero cars in the center of town by creating more mass and alternative transit of all kinds and going completely to an electric transportation system powered by sun, wind and other future inventions. Can't you see that fossil fuel corporations are killing us by polluting the air, heating the planet, burying us in plastic garbage, and poisoning our planet with chemicals? Please be smart and follow a different path. Don't be lemmings and follow a freeway plan over a cliff!


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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Please at least conduct an EIS prior to making the terrible decision of expanding the I5 freeway. I cannot fathom that our city would seek a freeway expansion as a means of improving conditions for citizens. It seems to oppose every intuition and certainly opposes scientific analysis of similar projects on other cities. Having grown up in Los Angeles, I can assure you that creating more space for cars does not reduce the amount of cars taking up space. I will join the thousands of Portlanders who will oppose for life any politician who signs on to this terrible idea. An EIS is obvious. Why wouldn’t we conduct every analysis necessary to determine the best route forward?

Time: December 9, 2019 at 8:52 pm

IP Address: [redacted]

Sent by an unverified visitor to your site.

Category: Environmental: Environmental process, Roads: Congestion - highway, Roads: Highway capacity

Type: Email

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Another freeway expansion that ignores the obviously destructive impacts to our atmosphere will doom the legacies of all whose names are attached. Please detach my name from freeway expansion.

Time: December 9, 2019 at 9:42 pm

IP Address: [redacted]

Contact Form URL: https://modorefreewaypdx.com/demandanote/
Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Roads: Highway capacity
Type: Email

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**Communication ID: 373441 - Email from Love Johnson about EIS**

**Status:** No response needed

**Message:** Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Back-of-the-napkin math shows that the 17.5 million additional vehicle miles traveled per year caused by this project would vastly vastly outweigh the emissions from total minutes saved for the original freeway users... because induced demand brings more to fill the gap.

Black and brown children’s lives are at stake. If that sounds dramatic, it's because it is. This would amplify generations of trauma and health disparities. They would die years sooner from asthma and other respiratory diseases, as research has shown they do when highways are expanded next to institutions that serve them.

Active transportation is not compatible with freeway exits. We don't need surface “improvements” that put vulnerable, jelly-filled human bodies on bikes and on their own two feet against angry hunks of metal rapidly exiting a high-speed separated interstate.

We don't NEED to spend this money. It's okay if it goes away. Please proceed with the original plan to conduct a full EIS. Thank you.

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**Type:** Email

**Owner(s):** Email

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Communication ID: 373442 - Email from Mary Wallace about EIS
Status: No response needed

Communication (12/9/2019)

Email from Mary Wallace about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I am deeply concerned about the proposed I-5 expansion project here in Portland for two main reasons: 1) We have under 12 years to turn the global (and local) economy around and to wean off of fossil fuels to avoid the worst effects of climate change. Highway expansion, which would simply enable more car-use and CO2 emissions, would be taking us in the exact opposite direction, and this is simply not acceptable. 2) My two young kids are slated to attend Tubman Middle School in a few years, and this highway expansion will directly negatively affect their health (and their ability to play outside).

Please do the responsible thing and conduct a full Environmental Impact Assessment on this I-5 expansion plan, and then take the money you would have used for this plan and invest it in clean transportation infrastructure to make Portland part of the solution instead of part of the problem.

I'm putting my confidence in you, on behalf of my two kids (Joanna and Wesley) and their Oregon and global siblings.

Thank you.

Sincerely,

XX


Type: Email

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<tr>
<td>523308</td>
<td>Mary Wallace</td>
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Email from Robert Hemphill about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letters to your local state representative/senator) Dear ODOT,

I'm a future planner, in school to focus on the connection between Land Use and Transportation. People ask me often if I would work for ODOT. I wish I could say yes. I wish that our statewide transportation agency actually cared about the things that drive planners. We are supposed to consider the impact of individual decisions on groups, to consider the externalities of actions, to think about the distributional effects of decisions, and to properly inform decision makers of policy decisions. When you look at these four key roles, ODOT is failing on all of these, and an EIS would be a start in trying to make right.

Driving automobiles is a terrible individual action in the context of our communities. They take up a disproportionate amount of space compared to other modes, they are disproportionately used by wealthier residents, and of course they pollute. Without road usage pricing and congestion pricing, we aren't creating the system that actually prioritizes the community over individual actions. The result is this unequal transportation system that doesn't work well for anyone.

And then, there's the unpriced externalities. 40% of our region's carbon emissions come from transportation. This project does not work to meet our climate goals but rather makes them worse. I know you believe sincerely that this project will improve emissions, but that's a case of missing the forest for the trees. Sure, for a couple years, the pollution per individual car may decrease, but the induced demand of making free driving easier will only lead to more driving and more emissions. You need to be a partner in achieving our climate goals, and you need to think seriously about how you can build a just transportation system.

Then there's the unequal distributional effects of this plan. ODOT's history is full of racism. And with the sheer amount of research coming out showing the horrible health impacts of air pollution, we need to think about who that's impacting. In case you don't know, it's impacting low income communities and communities of color disproportionately. An equitable state means that we need to recognize these issues and take steps to improve. This project does not consider that.

Lastly, there's serving as a source of information for policy makers. The amount of talesheds in the EIS is astonishing. You hide the fact that the project assumes that the CRC will be built, even though that's a completely separate project that doesn't having funding secured. You claim bicycle and pedestrian improvements, except all of the bicycle and pedestrian advocacy organizations can't find any improvements. You propose routes that exceed ADA recommendations. There's no mention of impact to the Willamette River even though you'll be doing construction over the river. And so much more. We need honesty from our institutions, we need transparency, and we need collaborative partnerships to meet our pressing issues.

I ask you to conduct a full EIS because I believe that's the only way we can address these big issues and find a solution that meets all of our goals. We need an EIS that looks at multiple alternatives and balances all of the needs of the community. And we need a state transportation agency that's ready to be a partner in climate action and building a just and equitable transportation system.

Sincerely,

XX

Type: Email
Owner(s)
### Communication ID: 373444 - Email from Hazel Light about EIS

**Status:** No response needed

**Communication (12/9/2019)**

Email from Hazel Light about EIS

**Message:** Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? I feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) ODOT must perform an EIS. They are using discredited data to push an environmentally disastrous plan to worsen air quality, our city life and climate emissions. And on top of that, they will worsen traffic during the years of construction and overshadow the Eastbank Esplanade. Please require more study! I work on the Eastside and more cars from a wider freeway will make things worse for everyone!

**Category:** Elements: Auxiliary lanes, Elements: Shoulders, Environmental: Air quality, Environmental: Climate change, Environmental: Environmental Impacts (not assessment), Environmental: Environmental process, Environmental: Water resources, Issues: Construction impacts, Issues: Purpose and need, Requests: Other

**Type:** Email

**Owner(s)**

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<td>Hazel Light</td>
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Communication ID: 373446 - Email from Dr. Sarah Veuruz about EIS

Status: No response needed

Communication (12/9/2019)
Email from Dr. Sarah Veuruz about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) What Portland and the world needs IS NOT more freeways and more cars. Please do what’s right and conduct an EIS so the citizens of Portland can be informed about their choices.

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<td>923312</td>
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Communication ID: 373447 - Email from Chris Smith about EIS

Status: No response needed

Communication (12/9/2019)
Email from Chris Smith about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Portland's Pedestrian Advisory Committee, Bicycle Advisory Committee and Planning Commission have cited defects in the surface transportation elements of the EA, and accordingly called for a full EIS. Please respect the judgement of these bodies and conduct a full EIS.

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Communication ID: 373449 - Email from Seth Alford about EIS
Status: No response needed

Communication (12/9/2019)

Email from Seth Alford about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I opposed HB2001. You passed it anyway, in the name of reducing GHG by promoting more compact neighborhood. OK, if you are going to do that, then you MUST also look at reducing GHG by NOT building a wider freeway in the Rose Quarter. Do that by demanding that ODOT conduct an EIS.

The only thing that has been shown to reduce congestion is tolling. Widening freeways has been shown, contrary to intuition, to increase congestion. There's no reason to not believe that about this widening too. In addition, this widening will create a roof over the eastside esplanade, which will result in more homeless camping there.

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Communication ID: 373450 - Email from Jeffrey Kaufman about EIS

Status: No response needed

Communication (12/9/2019)

Email from Jeffrey Kaufman about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Who would vote or even consider such a proposition in an already GROSSLY overburdened corridor? Do an Environmental Impact Statement and you'll see what the situation really is. Think long and hard on this one.

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Communication ID: 373451 - Email from Rob McRae about EIS
Status: No response needed

Communication (12/9/2019)

Email from Rob McRae about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) ODOT must conduct an Environmental Impact Statement for the I-5 Rose Quarter project.

The scope of this project is massive and the study of its impacts needs to reflect that scope.

I support PPS and the idea of not harming children by expanding a freeway in the backyard of a school.

I support the massive public opposition the has been voiced throughout this process.

I support the planet and our need to protect it now more than ever. We need to work on transportation options that get people out of their vehicles and reducing emissions on a massive scale.

Lastly, building this expansion will not reduce congestion due to induced demand! We need the full EIS conducted to review all options and alternatives.

Thanks,

XX
Lifelong Oregonian


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Communication ID: 373452 - Email from Brandon Narramore about EIS

Status: No response needed

Communication (12/9/2015)

Email from Brandon Narramore about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) Hello,

I am writing to ask for your support in requesting that ODOT conduct an Environmental Impact Statement for Rose Quarter Freeway Expansion.

I am sending this ask, as I am concerned about the project's impact on the environment given that 40% of Oregon's emissions come from transportation. I am also concerned by the proximity of the freeway to Harriet Tubman Middle School.

Given the potential environmental and air pollution impacts this project will likely have, the responsible action would be to conduct a full Environmental Impact Statement.

Thank you for your time,

Best,

XX

Category: Environmental: Air quality, Environmental: Environmental impacts (not assessment), Environmental: Environmental process, issues: Harriet Tubman Middle School, Requests: Other

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Communication ID: 373453 - Email from Scott Cohen about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The Rose Quarter/F project is a significant undertaking. We deserve an Environmental Impact Statement to ensure that the impacts are more fully understood. Only then can we, as a community of neighbors, businesses, commuters, schools, and governmental agencies, come to an informed decision about this project.

Please don’t leave the next generation to fix our mistakes. Let’s take the time to really understand what this project will achieve and the stakes for building and not building it.

Lastly, I submit that any assessment of the project that doesn’t account for congestion pricing impacts is willfully neglecting the future the state of Oregon has firmly committed to. The Environmental Assessment done to date doesn’t account for a congestion pricing future. Congestion pricing will have significant impacts on the need for this project and we must understand how those impacts interact.

Thanks for reading and doing the right thing.

Category: Environmental; Environmental process. Environmental: Range of alternatives, Issues: Public involvement process, Issues: Purpose and need, Requests: Other, Roads: Tolling

Type: Email

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<td>scottc @ rosebud dot or dot us</td>
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Communication ID: 373456 - Email from Karen Callahan about EIS

Status: No response needed

Communication (12/9/2019)
Email from Karen Callahan about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement or the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) As a member of this community, and every day bike commuter, I find it unconscionable that you would be making decisions to expand the freeway at all, given what we continue to learn about the health risks of air pollution. The fact that you would be doing it without a full EIS is criminal. Please respect the health of your community and complete the study before moving forward.

Type: Email

Owner(s) Contact ID Name Type Phones Email

Brendan Finn 888242 Individual Brendan.FINN@oregon.gov
Oregon Transportation Commission (OTC) 888261 Individual OTCAdmin@odot.state.or.us, otcadmin@oregondot.or.us
Karen Callahan 897353 Individual
No More Freeways PDX 897393 Individual nomorefreewayspdx@gmail.com, info@nomorefreewayspdx.com
Tina Kotek 522833 Individual Rep.TinaKotek@oregonlegislature.gov

https://ed2.envirolytical.com/communication/Print
**Communication ID: 373457 - Email from Teri Seaton about EIS**

**Status:** No response needed

**Communication (12/19/2019)**

**Email from Teri Seaton about EIS**

**Message:** Why do you demand that ODOT conduct an Environmental Impact Statement for the $800 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) An EIS is essential to the Rose Quarter Expansion Project. As a resident of N Portland who lives within blocks of I-5 I believe that the expansion will greatly increase traffic which will be a detriment to my well-being and quality of life. The increase in pollution is not worth the extra lanes of freeway. A decision this monumental needs scrutiny. Follow through on the promise of an EIS.

**Category:** Elements: Auxiliary lanes, Elements: Shoulders, Environmental: Air quality, Environmental: Environmental process, Issues: Community character/residential impacts, Requests: Other, Roads: Congestion - local

**Type:** Email

**Owner(s)**

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**Communication ID: 373458 - Email from Joseph Stenger about EIS**

**Status:** No response needed

Communication (12/10/2019)

Email from Joseph Stenger about EIS

**Message:** Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) We must shift to public transit and other low-carbon transport! I work at and cycle past Tubman regularly. This affects me directly. But I mostly worry about our kids whose health is affected now and whose future is being damaged. Every major action we take must move us to a more sustainable future, not repeat the carbon-wasteful practices that got us into this catastrophe.

**Category:** Environmental: Climate change, Issues: Bicycles/Bike paths, Issues: Drivers/commuters, Issues: Harriet Tubman Middle School, Issues: Health, Issues: Purpose and need, Issues: Transit

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**Communication ID: 373459 - Email from Sara Simon-Behrnes about EIS**

**Status:** No response needed

Communication (12/10/2019)

Email from Sara Simon-Behrnes about EIS

**Message:** Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I demand that ODOT conduct an EIS for the Rose Quarter Freeway expansion because I work in the Rose Quarter and want to make sure that the air that I am going to breath in the future is not negatively impacted by your possible freeway expansion.

**Category:** Environmental: Air quality, Environmental: Environmental process, Issues: Community character/residential impacts, Requests: Other

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Communication ID: 373460 - Email from Diane Hodiaik about EIS

Status: No response needed

Communication (12/10/2019)

Email from Diane Hodiaik about EIS

Message

Why do you demand that ODOT conduct an Environmental Impact Statement or the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I live in Central Oregon and we get pdx particulate air blowing in. Without question more traffic from cars and trucks make pdx air/quality unhealthy.

We need better transportation alternatives like public transportation, not more roads. Conduct an EIS to determine the extent of these concerns.

Thank you


Type: Email

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Communication ID: 373463 - Email from Kai McMurty about EIS

Status: No response needed

Communication (12/10/2019)

Email from Kai McMurty about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Freeway expansion is climate denialism, and in this case, it’s at the acute expense of a group of middle school aged children at Harriet Tubman forced to breathe polluted air. The communities impacted spoke overwhelmingly against this expansion, which won’t fix congestion. Over 2200 comments were received by ODOT during the public comment period for the project, and 86% were in opposition. The world’s scientists have advised that we have 10-12 years to avert climate catastrophe. We need every ounce of energy and every dollar going towards a habitable future for our kids, not a wider freeway for greenhouse gas emissions. Do the right thing.


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Communication ID: 373464 - Email from Katy Wolf about EIS

Status: No response needed

Communication (12/10/2019)

Email from Katy Wolf about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) There are significant reasons to do a full Environmental Impact Statement for this project. ODOT has lost public trust to defend its analysis of climate impacts, as shown in their previous reports and in other projects. We must demand they follow the process and show their work.

Category: Environmental: Climate change, Environmental: Environmental Impacts (not assessment), Environmental: Environmental process, Issues: Public involvement process, Requests: Other
Type: Email

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Communication ID: 373466 - Email from Michelle Fawcett about EIS

Status: No response needed

Communication (12/10/2019)

Email from Michelle Fawcett about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Please move forward with an Environmental Impact Statement for the Rose Quarter Freeway Expansion. All the evidence shows that freeway expansion does not improve congestion, negatively impacts the health of our communities, and increases emissions of, and reliance on, fossil fuel, which is the major contributor to the climate crisis. It is beyond obvious that we need to move forward with a modern public transportation system that does not rely on cars and fossil fuel. That time is now, and you can be the leaders in this just transition.

Time: December 10, 2019 at 5:21 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanswer
Sent by an unverified visitor to your site.


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Communication ID: 373467 - Email from Sara Walker about EIS

Status: No response needed

Communication (12/10/2019)

Email from Sara Walker about EIS

Message:
Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Please fulfill your commitment to our Portland communities by working toward a complete Environmental Impact study for the proposed freeway expansion.

There is vehement opposition to this expansion among people who care about our children's health and a habitable planet.

This proposed expansion will not address traffic congestion. It will produce greater pollution that will disproportionately affect the health of children and people of color in our city.

Thank you for your urgent consideration of this matter.

Time: December 10, 2019 at 6:03 pm

IP Address: [redacted]

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Please make sure that ODOT conducts a full Environmental Impact Statement for the Rose Quarter Freeway Expansion. ODOT’s existing Environmental Assessment is based on obviously false and misleading assumptions, as detailed at length by economist Joe Corright in his City Observatory blog. All empirical evidence suggests that the freeway expansion will grossly increase particulate air pollution, endangering the health of nearby residents and of students at Harriet Tubman Middle School. It will also increase carbon emissions, worsening the climate crisis that we urgently need to stop. As demonstrated by other freeway expansion projects, it will likely do nothing whatsoever to reduce traffic congestion or improve safety. If ODOT is confident that any of my statements above are incorrect, why are they so afraid of conducting an independent Environmental Impact Statement to reveal the truth? If ODOT feels that it’s too difficult or expensive to conduct the EIS, then it’s certainly also too difficult and expensive to launch this nightmarish Rose Quarter Freeway Expansion boondoggle at all. Ideally, we should spend the money instead to improve public transit, perform seismic upgrades, and install traffic-calming devices to eliminate pedestrian fatalities on Portland’s many dangerous roads. But if that’s too much to ask, then at least let’s get our facts straight with a full Environmental Impact Statement.

Time: December 10, 2019 at 7:20 pm

https://nomorefreewayspdx.com/demandanels/

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<td>923328</td>
<td>Leon Porter</td>
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Communication ID: 373469 - Email from Gregory Monahan about EIS

Communication (12/10/2019)

Email from Gregory Monahan about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) An complete environmental impact study will show that expanding I5 will increase traffic and pollution. It is clear to anyone paying attention that we need to reduce fossil fuel emissions if we are to have any chance of creating a future in which our children and grandchildren can thrive. I urge you to follow a science-based process and require an EIS for this proposed expansion.

Time: December 10, 2019 at 7:35 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandants
Sent by an unknown visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental process,
Requests: Other, Roads: Highway capacity
Type: Email

Owner(s)

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<td>Gregory Monahan</td>
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Communication ID: 373471 - Email from Andrew Shaw-Kitch about EIS

Communication (12/10/2019)

Email from Andrew Shaw-Kitch about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I oppose the expansion of I-5 through the Rose Quarter for myriad reasons:

1. Students at Harriet Tubman Middle School already suffer from poor air quality from I-5. 1 lane more of stop and go traffic, will worsen the air quality, and bring the source of emissions closer to students.
2. Part of what makes Portland an amazing place is the legacy of limiting freeway expansion, and, in the case of the Harbor Freeway, removing freeways.
3. Accommodating more cars, and inducing greater use of I-5 is the OPPOSITE of what we should be doing in the face of a climate crisis.
4. This money could benefit our communities, create opportunities for alternative transportation, or otherwise make our city healthier.

Time: December 10, 2019 at 9:42 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandemail/

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Owner(s)

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Communication ID: 373474 - Email from Daniel Costantino about EIS
Status: No response needed

Communication (12/10/2019)

Email from Daniel Costantino about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement or the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) There are so many reasons why freeway expansions in urban areas are bad, but the more compelling ones in my opinion is that despite all the costs (in public resources that could have been better spent elsewhere, in pollution and public health, etc) they always fail at their most basic stated goal, reducing congestion.

Solving the Rose Quarter bottleneck with the proposed “auxiliary” lanes will just create additional capacity, which in the absence of any disincentives to driving will just induce additional demand and effectively just create a larger traffic jam than we have now. And higher pollution and GHG omissions.

Now I understand that ODOT is mandated by HB 2017 to develop the Rose Quarter Freeway Expansion. So even if I believe firmly that the project should just be dropped, I understand why ODOT can’t do that while fulfilling its mandate to the legislature.

Given that you can’t drop the project, I believe ODOT should at minimum do the next best thing, which is to explore in depth the myriad potential costs and impacts of the project through a full Environmental Impact Statement (EIS).

I actually find it quite shocking that I need to write a letter about this now, considering ODOT already publicly committed to an EIS. But it sounds like ODOT has been attempting to pull back from that commitment, so here we are.

I also find it quite shocking that the recent statements of the new ODOT director to the legislature suggest he thinks the auxiliary lanes will provide GHG benefits from improved traffic flow, against all evidence. But here we are.

Please conduct an EIS. We at least need to be honest with ourselves about what we are doing when we make 8 figure investments, and it’s not too much to ask for a 6 (or even low 7) figure study to stare at the real consequences head on before we plow forward.

Thank you,

XXX

Time: December 10, 2019 at 9:34 pm

IP Address: [REDACTED]

Contact Form URL: https://nomorefreewayspdx.com/demandanet/
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Communication ID: 373476 - Email from Eric Gold about EIS

Status: No response needed

Communication (12/10/2019)

Email from Eric Gold about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I live near I-5. Every day thousands of vehicles pass by, many commuting from and back to Vancouver, polluting my neighborhood. I am concerned about air quality for myself and the rest of the community. I demand an Environmental Impact Statement for this incredibly misguided freeway expansion!

Time: December 10, 2019 at 9:28 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandarea/
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Communication ID: 373476 - Email from Mike Manzi about EIS

Communication (12/16/2019)

Email from Mike Manzi about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) There's only one reason ODOT would want to avoid a full Environmental Impact Study, because it will show just how irresponsible this project is. We know widening highways just increases traffic, which is absurd given our need to drastically reduce automobile use for all sorts of reasons. Do the EIS, listen to the community, and find a more comprehensive way to spend this $500 million that acknowledges the urgency of climate change and the negative impact of more driving on the livability of our great city.

Time: December 16, 2019 at 11:27 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandemail/
Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental process, Issues: Drivers/commuters,
Roads: Highway capacity

Type: Email

Owner(s)

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<tr>
<td>523333</td>
<td>Mike Manzi</td>
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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I'm years old, and for my entire life, I've been hearing about pollution as a serious issue to be solved (and, in the meantime, to be mitigated with personal choices like walking/biking instead of driving). I feel angry, tired, and a little hopeless that we're still discussing whether to invest in infrastructure that encourages business-as-usual for cars and trucks in the coming years.

I'm concerned about the Rose Quarter Freeway Expansion for several reasons:

1. Widening a road doesn't lead to reduced congestion in the long term. This project is literally expected to fail its intended purpose.

2. Almost half of Oregon's carbon emissions come from transportation. If Oregon is going to be a "Climate Leader," we need to tackle this, not ignore it.

3. As a taxpayer and a bicycle-commuter, I wonder how much we could improve public transit (and by extension, reduce congestion and improve pedestrian/cyclist/driver safety) with $500 million!

I want to see a full Environmental Impact Study conducted for the proposed Rose Quarter Freeway Expansion.

Thank you,

XX

Time: December 10, 2019 at 11:49 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandnoisw/
Sent by a verified WordPress.com user.
Communication ID: 373480 - Email from Simran Kadam about EIS

Status: No response needed

Communication (12/10/2019)

Email from Simran Kadam about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

Hello,

I am sure you have received numerous letters regarding the plans to expand the Rose Quarter Freeway, and I hope most of them have been in opposition. As a 19-year-old, the threat that climate change and environmental degradation are posing for my future is something that I continuously think about. So you can imagine the stress and concern I first felt when I learned about this expansion.

Expanding this freeway shows blatant climate denialism. In the political climate today, it is hard enough to try to get climate positive action pushed forward. As a progressive, forward-thinking state and city it is our obligation to lead by example. This freeway is going to increase emissions, and for no reason, as it has been proven time and time again that expanding freeways does not lessen traffic congestion. Instead, it will contribute to climate change and worsen air pollution. These funds should instead be pushed towards improving and expanding our public transit system—something that is a real solution.

I hope this letter effectively conveys the urgency I feel about this topic. I think it is essential that at the very least, a full Environmental Impact Study is conducted.

Thank you,

Concerned citizen XXX

Time: December 10, 2019 at 11:24 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanalysis/
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Communication ID: 373481 - Email from Daniel Sloan about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $800 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) If ODOT wants to proceed with the Rose Quarter Freeway Expansion project, they must conduct a full Environmental Impact Report to prove that the expansion doesn’t adversely affect the people living in the area. As of now, all signs point to it harming the environment without solving long-term for the congestion it claims to address. For Portland to be a leader in progressive policy, it must embrace progressive transportation ideas that work for all citizens and reduces emissions.

Time: December 10, 2019 at 11:14 pm

IP Address: [REDACTED]

Contact Form URL: https://nomorefreewayspdx.com/demandanets/
Sent by an unverified visitor to your site.


Type: Email

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Freeway expansions do not solve the problem of traffic congestion. Experience has shown that, when freeways are expanded, more people are encouraged to drive, hence the term "induced demand".

As a close-in SE Portland resident I have noticed a deterioration in the air quality in my neighborhood. I am no longer free to spend Autumn and Winter evenings outdoors unless I wear a mask. It is affecting my health and the health of the children in this neighborhood. On a recent walk even my niece commented that "the air smelled bad".

What is it going to take to make legislators understand that we are in a climate emergency?

Thank you for your help in being part of the solution.

XX

Time: December 10, 2019 at 8:14 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreeways pdx.com/demandanews/
Sent by an unverified visitor to your site.
Communication ID: 373484 - Email from Eric Wilhelm about EIS
Status: No response needed

Communication (12/10/2019)

Email from Eric Wilhelm about EIS

Message:
Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) This freeway widening project will have unacceptable impacts on local street traffic, including compromises to safety and convenience for people walking, biking, or riding transit. It will also bring more emissions and noise closer to residences and Tubman school.

Ultimately, the project will also fail to meet its stated goal of reducing congestion because induced demand is a universally observed phenomenon. Any increase in free-flowing traffic will generate more car trips and more emissions (even electric car emissions such as micro plastic particles and brake dust.) Widening and lengthening merge lanes will increase the opportunities for conflicts between poorly-trained and uncooperative drivers (who are demonstrably unable to zipper-merge), leading to more hardeners and associated slowdowns. During construction, freeway traffic will spill over into adjacent neighborhoods, increasing danger, congestion, and emissions as unfamiliar drivers use GPS navigation to cut through on surface streets. The dishonest and misleading claims made by ODOT to sell this project warrant a thorough study and return to the conceptual design or termination of this boondoggle project.

We are facing a climate emergency and crisis levels of people being killed with cars on our surface streets (many of which are operated by ODOT) while a growing population is increasingly stuck in car traffic due to a lack of state investment in transit options, housing, and safe bicyclists infrastructure. This attempt to create free-flowing car traffic by widening interstate highways before peak-hour tolling is irresponsible at best.

Time: December 10, 2019 at 8:10 pm

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Owner(s)

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Communication ID: 373485 - Email from Steve Hanrahan about EIS

Communication (12/10/2019)

Email from Steve Hanrahan about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement on the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) I've paid attention to and have read about traffic issues for many years. It has been proven that widening highways leads to induced demand which leads right back to the congestion - except now there is a lot more concrete and emissions.

I'm also very concerned about the emissions that will add to the already heavy impact on Tubman School.

Sincerely,

XX

Time: December 10, 2019 at 8:51 pm

IP Address: [redacted]

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<tr>
<td>523332</td>
<td>Steve Hanrahan</td>
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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) I demand you conduct an environmental survey. Don't expand the freeway. Make it net free.

The environment matters more than cars.

Spend the money on sidewalks in NE portland.

I shouldn't have to tell you how to do your job. Morally.

Reflect on your personal failings before you meet your maker.

Time: December 11, 2019 at 12:55 am

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanteu
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<td>523338</td>
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Communication ID: 373507 - Email from Paul Richards about EIS

Communication (12/10/2019)

Email from Paul Richards about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) OR

Time: December 11, 2019 at 1:33 am

Contact Form URL: https://nomorefreewayspdx.com/dismandanois/
Sent by an unverified visitor to your site.

Category:
Type: Email

Owner(s)

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Hello, as ODOT staff are not automatically recommending conducting a full Environmental Impact Statement (EIS) after receiving overwhelming community opposition to the project earlier this year, I hope you will join and others in pushing ODOT to conduct a full EIS. Over 2200 comments were received by the agency during the public comment period for the project this year (and 98% were in opposition). Letters of opposition (and requests for ODOT to conduct a full EIS) were submitted from a wide set of community leaders, government agencies and elected officials including Portland Public Schools, the Albina Vision Trust, Metro, Portland Commissioner Chloe Eudaly, State Representative Karin Power, Oregon Environmental Council, The Street Trust, local neighborhood associations, 350 PDX, Neighbors for Clean Air, Portland's Pedestrian Advisory Committee, Disability Rights Oregon and many others...yet ODOT has still neglected to support a full EIS.

Even without the overwhelming community support for full EIS, this project is a perfect candidate for one. To start, this $500 million freeway expansion is likely to worsen air pollution. This project proposes to expand a freeway into the backyard of Harriet Tubman Middle School, where air pollution is already so bad that PSU’s researchers recommended that students forgo outdoor recess. This is an environmental justice issue – 40% of Tubman’s students are Black, and 73% are identified by PPS as vulnerable populations. Students from Tubman M3 have testified in opposition to this expansion; Portland Public Schools also asked ODOT to conduct a full Environmental Impact Statement.

Additionally, this project likely won’t fix congestion. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Evert ODOT’s own hired consultants admit that this project won’t address recurring traffic congestion on this corridor. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent $1.6 BILLION on a “freeway bottleneck” widening project only to find it made traffic “worse.” Thanks to the concept known as “induced demand,” widening freeways only encourages more people to choose to drive, creating even more congestion.

Lastly, we need to make sure that ODOT is actually accountable to the public interest. The agency’s claims that their freeway widening proposal will somehow improve traffic congestion, lower carbon emissions and improve air quality are all based on traffic projections that were not originally distributed to the public. When the public finally get access to these projections a full three weeks into their public comment period, independent traffic researcher consultants found numerous inaccuracies, all of them consistently designed to justify this unnecessary project. ODOT denied multiple requests for an extension of the public comment period, and the agency has an abysmal record of public engagement; terrible transparency, significant cost overruns, and outright lies to justify exorbitantly expensive freeway projects that don’t end up achieving their ostensible outcomes. Metro’s staffers wrote that claims in ODOT’s Environmental Assessment were “not objectively true and is potentially misleading,” and Joe Cortright’s City Observatory has written numerous stories demonstrating the agency’s malfeasance. This agency has proven itself completely disinterested in community engagement around their megaprojects, and is apparently willing to present misleading evidence about the impacts those expansions will have on carbon emissions, air pollution or traffic congestion.

Thank you,

XXX

Time: December 11, 2019 at 4:19 am

IP Address: 

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Type: Email

https://ed2.envirolytical.com/communication/Print
Communication ID: 373810 - Email from Claud Gilbert about EIS #2

Status: No response needed

Communication (12/10/2019)

Email from Claud Gilbert about EIS #2

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

Dear ODOT leadership,

Please recognize that freeway expansion is not a choice that we should be making as our climate hurtles irrevocably over the cliff. It is necessary to conduct a full EIS.

Thank you for your attention, XX

Time: December 11, 2019 at 9:14 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanalysis/
Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental process

Type: Email
Communication ID: 373531 - Email from Noelle Struder-Spevak about EIS

Communication (12/10/2019)

Email from Noelle Struder-Spevak about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) Dear OTC, ODOT, Speaker Koteck and Governor Brown,

Every student in a basic microeconomics course learns that freeway expansions never solve traffic problems. The demand for new lanes quickly increases to meet supply.

Before investing $500 million in the Rose Quarter expansion, our family prays that, at a minimum, ODOT is required to conduct a full Environmental Impact Study to fully understand the consequences of this project. I do not believe this project is in the best interest of our children, the students at Harriet Tubman Middle School, and it certainly will not help Portland face the reality of our carbon constrained future. Wretched to spend large sums of money on seismic retrofits for bridges and tolling infrastructure like other major urban centers in the US. Please lead us into the 21st century, don't pretend like we're under the same constraints as the 20th century. It's a new world now - and we've got a climate emergency on our hands.

Thank you,

XX

Time: December 11, 2019 at 5:58 am

IP Address: [redacted]

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<tr>
<td>923357</td>
<td>Noelle Struder-Spevak</td>
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Communication ID: 373532 - Email from Stephen Onisko about EIS

Status: No response needed

Communication (12/11/2019)

Email from Stephen Onisko about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I live near the choke point of the I-5 Freeway and air quality concerns me greatly. I demand that ODOT issue an EIS on this issue.

Time: December 11, 2019 at 1:47 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanews/

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https://el2.envirolytical.com/communication/Print
Communication ID: 373533 - Email from Lisa Schmidt about EIS

Status: No response needed

Communication (12/11/2019)

Email from Lisa Schmidt about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator). It’s just not the solution! It will make it HARDER NOT EASIER to get around the different neighborhoods. We need MORE TRAINS!! WITH MORE STOPS!! AND MORE BKE PATHS!!

Time: December 11, 2019 at 5:54 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanews/

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<td>923400</td>
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Communication ID: 373534 - Email from Sarah Jurgensen about EIS

Communication (12/11/2019)

Email from Sarah Jurgensen about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative or senator.) Citizens of Portland deserve a full Environmental Impact Study to be conducted before any decision is made for the $500 million Rose Quarter Freeway Expansion. Other options, such as tolling, need to be considered. The people who live and have been raised here deserve not to have their air quality worsened by making more room for more cars. We need fewer cars on the road, and more incentives to use alternative transportation. We need this locally. We need this globally. I hope to live out my life in Portland. I can't see doing so in health and wellbeing if more and more cars are driving here and catered to. We can do better for our children and our future, and for the present!

Time: December 11, 2019 at 6:01 pm

IP Address: [redacted]

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Communication ID: 373535 - Email from Paige Gydersleve about EIS

Communication Date: 12/11/2019

Email from Paige Gydersleve about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Freeway expansion is not the answer to transit issues in Portland. Increased access to mass transit is a more just and environmentally sound method of addressing the needs of the community. And poor communities should not bear the pollution burden.

Time: December 11, 2019 at 6:05 pm

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Communication ID: 373536 - Email from Joel about EIS

Status: No response needed

Communication (12/11/2019)

Email from Joel about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Expand the freeway, it’s badly needed. If the kids at the school are complaining about traffic pollution, but are driven to school by their parents. Their argument is nullified by their hypocrisy. Along with most of the idiots complaining about this expansion. Sell your car, move back to California, or STFU.

Time: December 11, 2019 at 6:08 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanaa/
Sent by an unverified visitor to your site.

Category: Issues: Drivers/commuters, Issues: Schools, Roads: Congestion - highway
Type: Email

Owner(s)

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<td><a href="mailto:Rep.TinaKotek@oregonlegislature.gov">Rep.TinaKotek@oregonlegislature.gov</a></td>
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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Wider freeways lead to more cars and pollution. We need urgent action for climate change, which requires incentivizing public transit (bikeshare TriMet) and disincentivizing single occupant cars.

We demand an EIS that takes carbon pollution into account.

Time: December 11, 2019 at 6:13 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandan ein/

Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental process,
Issues: Drivers/commuters, Issues: Transit

Type: Email

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Communication ID: 373594 - Email from Nancy Phelps about EIS

Status: No response needed

Communication (12/11/2019)

Email from Nancy Phelps about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) THE ROSE QUARTER FREEWAY EXPANSION IS TERRIBLE FOR AIR POLLUTION, CLIMATE AND TRAFFIC SAFETY, AND IT WON'T EVEN FIX CONGESTION. I demand that you, our elected officials, become accountable to us, the citizens, and provide a complete and thorough Environmental Impact Statement, as we prepare for a low-climate, clean-air, congestion-free future.

Time: December 12, 2019 at 12:44 am

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandает/
Sent by an unverified visitor to your site.


Type: Email

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**Communication ID: 373595 - Email from Joseph Vasicek about EIS**

**Status:** No response needed

**Communication (12/11/2019)**

Email from Joseph Vasicek about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) This project will not fix the congestion problem on I-5, you would be better off lighting half a billion dollars on fire. Instead of building one lane on a freeway for a few miles, which will create more VMT and pollution in our city, invest that money into alternative transportation options for our urban core and feeder suburbs. Expand transit access, build protected bike highways, greenways, sidewalks everywhere in the city that needs them. It would be money much better spent and save us from destroying our ecosystem and our future. Be smart and bold please, our children's lives depend on it!

Time: December 12, 2019 at 4:43 am

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandaleth
Sent by an unverified visitor to your site.


**Type:** Email

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/ senator) Hi,

I am sending this letter to people who have promised to do their best for our community and our state, to do the looking ahead and the long-term planning that we need. I am asking you to stand up for your promises, and look to the long term — a freeway expansion is a short term solution. It does nothing to promote better air, healthy children, or a livable future. Support a full environmental impact assessment, and face the real impacts. I am frankly terrified for my children’s future, and it is both infuriating and incredibly frustrating that in a progressive state we can’t even get this one simple thing right. Please, for the climate, for the future, for the kids who have to breathe our air … Do the right thing.

- X

Time: December 12, 2019 at 6:01 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demand-email/

Sent by an unverified visitor to your site.
Communication ID: 373598 - Email from Emily Guise about EIS

Status: No response needed

Communication (12/11/2019)

Email from Emily Guise about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I want an EIS because the environmental affects of a project at this scale haven’t been adequately assessed. At the open houses for this project I attended, staff couldn’t answer my questions about impacts to the air quality from the extra vehicles, many diesel-fueled, that would be moving through due to the expanded “auxiliary lanes”. How could this crucial aspect of the project not have been modeled? It seemed as though ODOT engineers and other consultants hadn’t had enough time or gone to the effort to do a thorough study on a project that would significantly affect air quality for the schools, businesses, and neighborhoods closest to the freeway, plus all those who pass through the area. With such a significant project that would have ramifications for many decades, ODOT can’t afford to be so cavalier. I must conduct an EIS.

Time: December 12, 2019 at 6:14 am

Contact Form URL: https://nomorefreewayspdx.com/demandaneu
Sent by an unverified visitor to your site.


Type: Email

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Communication ID: 373599 - Email from Steve Daggett about EIS

Status: No response needed

Communication (12/12/2019)

Email from Steve Daggett about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I strongly oppose the I-5 Rose Quarter freeway expansion project. Decades of freeway expansion around the US clearly show that freeway expansion puts more cars on the freeway. The only solution is to decrease auto use. I encourage state and local government to actively and aggressively pursue such strategies.

An EIS must be completed for this project to fully examine the potential consequences.

Thank you for your work for Oregon residents.

Time: December 12, 2019 at 5:12 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanews/

Sent by an unverified visitor to your site.


Type: Email

Owner(s)

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) What a ridiculous waste of my taxpayer dollars. Do the full EIS so I know exactly how much more smog my children will be forced to breathe.

Time: December 13, 2019 at 1:29 am

Contact Form URL: https://nomorefreewayspdx.com/demandanes/
Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Environmental impacts (not assessment), Environmental: Environmental process, issues: Cost, Requests: Other
Type: Email

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Communication ID: 373679 - Email from Lauren McDonnell about EIS
Status: No response needed

Communication (12/13/2019)
Email from Lauren McDonnell about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I want a full environmental impact study because more highways mean more cars, in a time where we should be encouraging public transit, not investing in 1950s infrastructure. There's no way the impact of the additional traffic won't have a detrimental impact to the communities and schools in the surrounding neighborhoods.

Time: December 13, 2019 at 2:21 am
IP Address: [Masked]

Contact Form URL: https://nomorefreewayspdx.com/demandanaa/
Sent by an unverified visitor to your site.

Category: Environmental; Environmental process; Issues: Community character/residential impacts; Issues: Drivers/commuters; Issues: Transit; Requests: Other
Type: Email

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Communication ID: 373680 - Email from Adam Zahn about EIS
Status: No response needed

Communication (12/13/2019)

Email from Adam Zahn about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement or the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) I work at 44 NE Morris St, just 600 meters from the proposed freeway expansion. I breathe the air that comes off the highway on a daily basis. It is appalling that ODOT is planning to increase the traffic through this area without conducting an EIS. The original proposal has been debunked as misleading and based on falsehoods. I demand to know the real impact to my health that this construction will pose.

Further, ODOT's refusal to provide any alternative option to reducing congestion is a moral failure and a corrupt use of taxpayer money. While I am a white person, it is obvious that ODOT's disregard is built on a long history of Institutional, environmental racism against the largely black community that lives in this neighborhood.

This project does not represent the needs or values of my community or generation. We vote. We are loud. And if this is forced on us, we will find elected leaders that will come for your jobs.

Time: December 13, 2019 at 2:47 am

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanes/
Sent by an uninvited visitor to your site.


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Owner(s)

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<td>928654</td>
<td>Adam Zahn</td>
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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I am 25 years old. I live in North Portland and one day, my partner and I hope to have a child. Climate change scares us because it has the potential to destabilize society. I'm worried about the future that my child will have to live in if we continue to rely on fossil fuels to power our civilization. Expanding I-5 through the Rose Quarter will not solve congestion in the long term, because more cars will use it – this is the principle of induced demand in action. More critically, it will cause our local consumption of fossil fuels to increase. That's bad for Portland and it's bad for our planet's climate. Let's look for smarter, more sustainable ways to spend that $500 million. Not on expanding the freeway.

Time: December 13, 2019 at 12:16 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demanddetails/
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<tr>
<td>592655</td>
<td>Nathan Mizrahi</td>
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Communication ID: 373762 - Email from Anna Kemper about EIS

Status: No response needed

Communication (12/13/2019)

Email from Anna Kemper about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I was 13 years old, the same age as the brave Harriet Tubman Middle School Students, when I first learned about Climate Change. When I was 13, I thought that by the time I was "grown-up" it would all be figured out. Well, I'm 23 now, and the adults failed to take proper action against Climate Change. The FCC says we have 10 years to take proper action, or else we're going to suffer the worst impacts of Climate Change. People-especially people of color and marginalized communities-will feel the worst impacts of it. And we need to act like it.

The Rose Quarter Freeway is a terrible idea for Oregon. I've grown up in Portland, and I'm aware of how bad the traffic has gotten. HOWEVER, the answer to congestion is NOT widening the freeways. We've seen in city after city (including our own!) how this DOES NOT solve traffic problems. It's a go-to answer because it's the way things have been done before, but I'm looking to 2020 as a year to take on bold, new ideas—things like investing in better public transportation, better walkable and bikeable roads—safer choices for Oregonians. We KNOW these ideas work because we see them work all over the world; better options for transit lead to fewer cars on the road, and better lives for people living in them.

I love living in Portland, and you have a real opportunity here to let funding that might have gone to widening freeways instead fund safer options. Doing this will require political courage—it will be a conscious choice to go against the "status quo." But making this choice will not only provide safer options and allow funding for transit that will reduce congestion, it will also be investing in MY future and my children's future—because car pollution leads to Climate Change. 40% of Oregon's emissions come from transportation. HOLY COW. To know that statistic, and to continue investing in choices that aid in Climate Change, is nothing short of intergenerational theft.

I'm pleading with you today to consider my future. Conduct an EIS for the Rose Quarter Freeway Expansion, consider the environmental impacts of your decisions.

My generation's future is on the line. Our house is on fire. Act like it.

Time: December 13, 2019 at 6:50 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanswers/

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Communication ID: 373764 - Email from Charles Townsend about EIS

Status: No response needed

Communication (12/13/2019)

Email from Charles Townsend about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) I am an Eliot neighborhood resident and bicycle and pedestrian commuter that travels through the proposed I-5 Rose Quarter project area daily. There are so many things wrong with this project it is hard to even begin. Below are the reasons I do not support this project.

Studies have shown that any capacity or increase in ease of use of a roadway will not address the capacity issues in this transportation corridor. There are also many examples where freeway expansion did nothing to reduce congestion and travel time. If the capacity is there auto users will fill it. This is a no win for everyone.

With increased capacity comes an increase in the number of vehicles that are on the road. That equates to more air pollution in an area that already has some of the worst air quality in Portland. I do not live right by the freeway but I am close enough to hear I-5 traffic from my home and ride and walk through the pollution it creates almost daily. This is bad for the environment and bad for residents and visitors of the Eliot neighborhood. We need a full Environmental Impact Statement completed for this project. That is a must!

I do not feel that ODOT has been transparent in providing details and data on the project in order for the public to adequately comment on it. These are actions of an agency that either has something to hide and/or needs to manipulate data in order to make the project look appealing. For example the traffic data in documents provided by ODOT show a larger “estimated” traffic volume in 2015 versus 2016. Why would you need to use estimates or modeled data for 2015 when real traffic data exists? The $500 million dollar estimate attached to this project is a lot of money. We need to know exactly what we are going to get for our money and why we actually need this project completed.

As primarily a bike and pedestrian commuter I feel the design is flawed and does not address the needs of non-automobile forms of transportation. The design essentially rebuilds the existing infrastructure we have making no improvements and in some cases making it worse. For example the Hancock-Dixon crossing has a 9-10% grade, which is steeper than a lot of hills professional cyclists use for training. That is completely unacceptable and introduces a physical barrier to entry for people taking up cycling for the first time. Also are the safety improvements for cyclists like protected bike lanes and wider corners?

Finally you have multiple community and city organizations that have come out against the current design: PDOT’s Bicycle Advisory Committee, PDOT’s Pedestrian Advisory Committee, and Portland Public School Board.

All in all the negatives highly outweigh the positives. I only benefit auto users and is in direct conflict of city and state planning goals including Vision Zero and the Transportation System Plan. This $500 million dollar project is a mistake and ODOT needs to concentrate on projects to increase pedestrian and cyclist safety on streets like 92nd and 122nd where we have already had multiple car related injuries and fatalities this year.

We must have an Environmental Impact Statement prepared for this project. The impacts are just too high to be swept under the table and ignored.

Time: December 13, 2019 at 9:27 pm

IP Address:

Contact Form URL: https://nomorefreewayspdx.com/demandnotes/
Sent by an unverified visitor to your site.


Type: Email

Owner(s)
Communication ID: 373765 - Email from Max Nonnamaker about EIS

Status: No response needed

Communication (12/13/2019)

Email from Max Nonnamaker about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator). An EIS needs to be done in order to be transparent about the negative health impacts and increased congestion to be caused by the Rose Quarter Freeway Expansion. Many have already expressed opposition to the Rose Quarter Freeway Expansion and if an appropriate EIS is not conducted, the same people will feel neglected and powerless to a system that doesn’t value their voices. As a student in urban planning and public health I have studied many examples of the negative health impacts and social injustice spurred by freeway development through the heart of thriving communities and am disheartened by this project’s proximity to Harriet Tubman Middle School. Please reconsider this expansion - it is inequitable, negates the City’s goal of climate leadership, and discourages choice in transportation.

Thank you.

XX

Time: December 13, 2019 at 9:28 pm

IP Address: [redacted]

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Owner(s)

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888242 | Brendan Finn | Individual | | Brendan.FINN@oregon.gov
888261 | Oregon Transportation Commission (OTC) | Organization | CTCAdmin@odot.state.or.us - otcadmin@oregonodot.or.us
897903 | No More Freeways PDX | Organization | nomorefreewayspdx@gmail.com - info@nomorefreewayspdx.com
922633 | Charles Townsend | Individual | | [redacted]
522533 | Tina Koteck | Individual | | Rep.TinaKoteck@oregonlegislature.gov
524177 | Max Nonnamaker | Individual | | [redacted]
Communication ID: 373767 - Email from Connor Kearns about EIS

Status: No response needed

Communication (12/13/2019)

Email from Connor Kearns about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I am willing to demand that ODOT conduct a full Environmental Impact Statement for the Rose Quarter Freeway Expansion. The people have a right to know how this proposed freeway expansion will impact our already fragile climate. 40% of Oregon’s carbon emissions come from transportation. This needs to be addressed if we have any hope of preventing a serious climate disaster. Not only will this expansion further damage our environment, ODOT’s own experts agree that it won’t fix traffic congestion. Over 2200 comments were received by the agency during the public comment period for the project, and 99% were in opposition. This expansion doesn’t solve any problems, it would only cause more.

Time: December 13, 2019 at 9:33 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanels/
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<td>524170</td>
<td>Connor Kearns</td>
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Communication ID: 373776 - Email from Doug Klotz about EIS
Status: No response needed

Communication (12/13/2019)

Email from Doug Klotz about EIS:

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/legislator.) ODOT should absolutely do an Environmental Impact Statement for the Rose Quarter Freeway project. The EIS information was misleading, counting emissions reductions, based on a “build everything” scenario, including Columbia River Crossing and I-205 widenings that are only in planning stages. ODOT has already been confirmed as telling figures about how widening in Clackamas County would reduce emissions, which have found to be a false results, and would instead raise emissions. I urge ODOT and OTC to begin a thorough EIS process, including the option of congestion pricing without any expansion or auxiliary lanes, to compare to the proposed build option. Thank you. XX

Time: December 13, 2019 at 11:10 pm

IP Address: [redacted]

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Building more freeway never relieves congestion. We must focus on reducing traffic for climate and health reasons.

Time: December 13, 2019 at 11:55 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandaneta
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<td>Aubree Holliman</td>
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Communication ID: 373779 - Email from Inna Levin about EIS
Status: No response needed

Communication (12/13/2019)

Email from Inna Levin about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement or the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion because Freeway Expansion is Climate Damage. 40% of Oregon’s carbon emissions come from transportation. It’s the only sector of our economy where emissions are growing. If Oregon is serious about doing our part to mitigate against the climate crisis, we must immediately re prioritize transportation funding into a system that dramatically lowers vehicle miles traveled (VMT), particularly within the Portland Metro region. Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable neighborhoods across the region. The fires, floods, droughts, and storms are only going to get worse. The oceans are rising, so are we – it’s imperative we act on climate now and divest in urban freeways for the sake of current and future generations.

On top of all that, it won’t even do the thing it’s supposed to do, fix congestion! Freeway expansion has never solved traffic congestion, anywhere. Even ODOT’s own hired consultants admit that this project won’t address recurring traffic congestion on this corridor. There are numerous examples of induced demand across the country, including most recently in Los Angeles, who spent $1.6 BILLION on a “freeway bottleneck” widening project only to find it made traffic worse. *Thanks to the concept known as ‘induced demand,’ widening freeways only encourages more people choose to drive, creating even more congestion.*

Thank you,

XX

Time: December 13, 2019 at 11:57 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandnow/
Sent by an unverified visitor to your site.
Communication ID: 373780 - Email from Kevin Tester about EIS

Status: No response needed

Communication (12/13/2019)
Email from Kevin Tester about EIS

Message:
Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) PLEASE! Instead of investing so much money into a program that doesn't even ameliorate the problem it hopes to solve, invest it in better connected neighborhoods, transit, and bike lanes.

Adding lanes to highways does not reduce congestion. It does not improve the environment. It does not make our cities more sustainable. This is based on real evidence. Listen to it. At the very least, look at the evidence yourselves and conduct an unbiased EIS.

Time: December 14, 2019 at 12:11 am
IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanalysis/
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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) Don't waste my tax money on something that will increase the desireability to drive instead of taking public transit (which is probably worse for the environment). If you don't respect the environment you will be held accountable and shamed out of your positions. Life is short, just do the right thing.

Time: December 18, 2018 at 9:27 pm

IP Address: 

Contact Form URL: https://nomorefreewayspdx.com/demandanas/
Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Issues: Cost, Issues: Purpose and need, Issues: Transit
Type: Email

Owner(s)

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Communication ID: 373822 - Email from Andy McMillan about EIS

Status: No response needed

Communication (12/16/2019)

Email from Andy McMillan about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) To whom it may concern,

I'm writing in support of a full Environmental Impact Study to be carried out as part of ODOT's proposed I-5 expansion.

I reject that ODOT is trying to get around carrying out such a study, especially given the expansions likely immediate impact on Harriet Tubman Middle School, not to mention the wider Portland metro area. I would like to add my voice the the thousands of others who reject the freeway expansion as a necessary aspect of this project.

We are in the midst of an irreversible climate crisis, and a progressive city such as ours should be mortally embarrassed to be continuing to sell the freeway widening as necessary in this day and age. It is not, and I would hope that a thorough investigation of the environmental impact would lend further credibility to this argument.

This project will not improve traffic congestion, lower carbon emissions, nor will it improve air quality. As a resident, and taxpayer (boy howdy do I pay taxes), please carry out a comprehensive Environmental Impact study, at the very least.

Thank you,

– X

Time: December 18, 2019 at 9:18 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanhis/
Sent by an unverified visitor to your site.


Type: Email

Owner(s) Contact ID Name Type Phones Email
888242 Brendan Finn Individual Brendan FINN@oregon.gov
888251 Oregon Transportation Commission (OTC) Organization OTCAdmin@odot.state.or.us - OTCAdmin@odot.state.or.us
897553 No More Freeways POX Organization nomorefreewayspdx@gmail.com - info@nomorefreewayspdx.com
895508 Andy McMillan Individual Rep.TinaKolcik@oregonlegislature.egov
522633 Tina Kolcik Individual
Communication ID: 373826 - Email from Jeffrey C Jones about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) This project is next to Tubman Middle School in my school district. Breathing highway fumes is obviously harmful to children's (or adults') health. Ultimately it will add to Oregon's air pollution and work against the stated goals of the City of Portland's air quality measures.

Shame on you for not even completing an Environmental Impact Statement, a process that should be done at a minimum.

Time: December 16, 2019 at 9:12 pm

IP Address: [REDACTED]

Category: Environmental: Air quality, Environmental: Environmental processes, Issues: Harriet Tubman Middle School, Issues: Health

Type: Email

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Communication ID: 373831 - Email from Jeremiah Via about EIS

Status: No response needed

Communication (12/16/2019)

Email from Jeremiah Via about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) An urban freeway expansion has "never" succeeded in reducing traffic. This is an expensive mistake and one that will only hurt the environment. If we are to achieve our climate goals as a city, we need to put this money into transit and bike infrastructure.

Time: December 16, 2019 at 8:46 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanaa

Sent by an unidentified visitor to your site.


Type: Email

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<td>924535</td>
<td>Jeremiah Via</td>
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Communication ID: 373833 - Email from Christine Hoerner about EIS

Communication (12/16/2019)

Email from Christine Hoerner about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) This project should not move forward at all. It is a complete waste of taxpayer money and will solve nothing. Students at Harriet Tubman school already have poor air quality and do not deserve to have it made worse by this money grab. In consideration of this freeway expansion a FULL EIS must be done. The only reason I can figure that ODOT has backed away from this is because they know what the results would show and they know that the results would be detrimental, instead they are trying to ram the project through quickly before more of the public has heard about the negative impacts. Do not remove the Flint street bridge. It is a valued and much used biking route to NW, SW and downtown. Get a FULL ENVIRONMENTAL IMPACT STUDY before bringing this project back to the table.

XX

Time: December 16, 2019 at 9:53 pm
IP Address: [Redacted]
Contact Form URL: https://nomorefreewayspdx.com/demandanew/
Sent by an unverified visitor to your site.

Type: Email

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Until we improve emissions by reducing traffic flow and have the ability to access clean driven cars and buses… we need you to NOT expand roads into Portland. Please require EIS with a greenhouse gas emission study and you will see this as a horrible idea, it will add to what is already THE overwhelming contribution to emissions, transportation in cities. This expansion should be on HOLD or canceled completely until we can figure out how to decrease emissions in our cities… especially crowded Portland. For the love of our beautiful planet for which the GHG emissions are slowly suffocating us… please stop.

Time: December 16, 2019 at 8:42 pm

Email: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanend
Sent by an unverified visitor to your site.


Type: Email

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<td>924338</td>
<td>Caroline O'Brien</td>
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Communication ID: 373868 - Email from Rachael Suchara about EIS
Status: No response needed

Communication (12/16/2019)
Email from Rachael Suchara about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Freeway Expansion is Climate Denialism: 40% of Oregon’s carbon emissions come from transportation. It’s the only sector of our economy where emissions are growing. If Oregon is serious about doing our part to mitigate against the climate crisis, we must immediately re-purpose transportation funding into a system that dramatically lowers vehicle miles traveled (VMT), particularly within the Portland Metro region. Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable neighborhoods across the region. The fires, floods, droughts, and storms are only going to get worse. The oceans are rising, so are we – it’s imperative we act on climate now and divest in urban freeways for the sake of current and future generations.

Time: December 16, 2019 at 8:27 pm
IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandaneu/
Sent by an unverified visitor to your site.

Type: Email

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<td>584340</td>
<td>Rachael Suchara</td>
<td>Individual</td>
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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) We cannot stop the continued use of fossil fuels by allowing more infrastructure to be built that encourages its consumption. We must take this opportunity to begin the war on fossil fuel consumption and start to save the planet.

Time: December 16, 2019 at 8:10 pm

Contact Form URL: https://nomorefreewayspdx.com/demandanas/
Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental Impacts (not assessment)
Type: Email

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Communication ID: 373873 - Email from Stephan Morris about EIS

Communication (12/16/2019)

Email from Stephan Morris about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) This isn’t 1950 and we don’t live in a backwards state in the south. We know that freeway expansion will a) not decrease traffic (quit the nonsense!) and b) be harmful to the environment. I can’t believe I actually have to write this. This is embarrassing. This is not why I live in Oregon. We have much more pressing issues to solve, why are you wasting time on this one?

Time: December 16, 2019 at 8:59 pm

Contact Form URL: https://nomorefreewayspdx.com/demandanna/
Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Issues: Purpose and need, Roads: Congestion - highway, Roads: Highway capacity

Type: Email

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Communication ID: 373878 - Email form Brian Davis about EIS
Status: No response needed

Communication (12/16/2019)

Email from Brian Davis about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement or the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Seemingly every day, some new and horrifying piece of information comes to light about the imminent danger posed by climate change and the monumental nature of the task ahead of us if the worst is to be avoided.

Yet, here we are. Though our region holds ourselves up as climate leaders, we are not only contemplating a freeway expansion through an historically black area of the inner city, but we are doing it utterly blind. As one of a team of citizen reviewers of ODOT's Environmental Assessment, I was surprised and appalled by how little actual analysis of the project the report included. The work conducted to date falls far, far short of the sober and comprehensive analysis that our region deserves before investing half-a-billion dollars or more in a likely boondoggle. We need to be asking more questions and harder questions about this project. What are the precise environmental impacts, and who will feel the brunt of them? Will it even move the needle on the congestion in the area? What are the alternatives we should be considering.

In short, we need an EIS, and to move forward on this project without one would be epitome of science denial.

Time: December 16, 2019 at 7:54 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanes/
Sent by an unverified visitor to your site.

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The I-5 freeway expansion project needs an EIS, which will reveal that it’s the complete opposite of what we should be doing with our transportation systems. As an urban planner I am very disappointed in ODOT’s obfuscations about this unnecessary freeway expansion project. ODOT needs to change its mission from enabling more and more carbon-spooling vehicles that turn neighborhoods into wastelands and pollute schoolchildren’s air, and toward creating future transportation systems that are equitable and minimize greenhouse gases and pollution. ODOT should serve the public of Oregon, not just drivers. Greenhouse gas emissions are the biggest environmental threat right now, and the problem is urgent. If we don’t start turning things around in the next few years it will be too late. Meanwhile, ODOT peddles insulting lies about how expanding freeways will somehow reduce emissions. Are you expecting us to not understand what induced demand is?

Time: December 16, 2019 at 7:35 pm
IP Address: [redacted]
Contact Form URL: https://nomorefreewayspdx.com/demandanos/
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Communication ID: 373885 - Email from Jon Wood about EIS

Status: No response needed

Communication (12/16/2019)

Email from Jon Wood about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Please conduct a full Environmental Impact Statement for the Rose Quarter Freeway Expansion proposal. The consequences of the freeway expansion, if built, would be felt for generations, so you should get this right.

Time: December 16, 2019 at 7:25 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanaea/

Sent by an unverified visitor to your site.

Category: Environmental: Environmental impacts (not assessment), Environmental: Environmental process

Type: Email

Owner(s)

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Communication ID: 373887 - Email from Phillip Brunner about EIS

Status: No response needed

Communication (12/16/2019)

Email from Phillip Brunner about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) We cannot be expanding our freeways at this point in history. It's a waste of money that will just encourage more people to drive while increasing emissions. This is a no-brainer, we need to focus all of our projects and money and reducing our environmental impacts and this project does the opposite of that.

Time: December 16, 2019 at 10:13 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanos/
Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental impacts (not assessment), Issues: Cost, Issues: Drivers/commuters, Issues: Purpose and need

Type: Email

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Communication ID: 373892 - Email from Rev Dawn Smallman about EIS

Communication (12/16/2019)

Email from Rev Dawn Smallman about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/ senator.) Oregon and the City of Portland need to be moving away from building greater reliance on fossil fuel-use supporting infrastructure. We need to be leaders in building infrastructure that is forward-thinking on climate science projections. This project will only have massive, negative environmental impacts that will effect not only our citizens, but also global health. I'm urging you to do a full, science-based EIS for this project - an EIS that includes estimating the full carbon cycle footprint of the construction and construction materials used that would be a part of the bridge widening project - and an EIS that includes all future contributions of carbon emissions and air pollution that will come from the increased transportation that modifying the bridge will create. Building more car and truck infrastructure is exactly the wrong thing to be doing if you understand and care about climate change - or about all living beings. ODOT's participation during this project's process has been less than honest and transparent. We want a science-based EIS that is done by an independent firm that is experienced and grounded in climate science.

Time: December 16, 2019 at 7:17 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanels/
Sent by an unverified visitor to your site.

Category: Environmental. Climate change, Environmental. Environmental Impacts (not assessment).

Type: Email

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I strongly urge that the OTC require that ODOT prepare a full Environmental Impact Statement (EIS) for the Rose Quarter Freeway Expansion. A final decision that weighs the costs (environmental, social, public health, economic) and the benefits must include detailed information that would only come to light with an EIS.

Highway expansion is the wrong direction to go. I denounce the fact that 40% of Oregon’s carbon emissions come from transportation. We need to invest in transportation infrastructure that reduces SOV trips, not increase capacity on the freeway. Induced demand will quickly negate any short term benefits from added flow through on I-5.

Also, as a parent of students in Portland Public Schools, I am extremely concerned about air quality health impacts to students at Harriet Tubman Middle School, which is located in a neighborhood that was once a majority African American community that has already been disproportionately impacted by I-5 and other public and private improvements.

Thank you for your consideration and for taking this opportunity to ensure that any expansion proposal for I-5 through north Portland fully considers the environmental impacts, which can only be uncovered through an EIS.

Time: December 16, 2019 at 7:07 pm
IP Address: [REDACTED]

Contact Form URL: https://nomorefreeways pdx.com/demandanew/
Sent by an unverified visitor to your site.

Type: Email

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<td>924350</td>
<td>Susan Milhauser</td>
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https://ed2.envirolytical.com/communication/Print

245/337
Communication ID: 373895 - Email from Kevin Ingersoll about EIS

Communication (12/16/2019)

Email from Kevin Ingersoll about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I am demanding that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion.

Lately I've been seeing more and more warnings of poor air quality when checking the weather. We know that 40% of Oregon's carbon emissions come from transportation (see https://www.reprogressive.com/politics/2018/12/with-emissions-on-the-rise-are.html). We go out of our way on a daily basis to take the MAX, buses, etc. to reduce our daily carbon emissions. It's unfair to us to spend our money on this without understanding the environmental and health costs. It looks like we're backtracking when we should be leading the way.

Surely you've seen the photos and videos of LA traffic. Expanding freeways NEVER help the congestion problem, and only make it worse (see https://northlandmagazine.com/news/2016/03/07/19724128/a-new-rooftop-shows-highway-widening-wont-solve-portslands-congestion-woes). Why are we still considering spending HALF A BILLION DOLLARS on this?

Time: December 16, 2019 at 7:00 pm

Contact Form URL: https://nomorefreewayspdx.com/demandaction/
Sent by an unverified visitor to your site.


Type: Email

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<tr>
<td>924352</td>
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Communication ID: 373901 - Email from Lauren Adrian about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Please conduct a full environmental impact statement before proceeding with this project. I'm worried about the short-sightedness of using transportation money for a project not directed at reducing emissions, increasing safety, or protecting the students at Harriet Tubman Middle School.

Time: December 16, 2019 at 6:41 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanaes/
Sent by an unverified visitor to your site.


Type: Email

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**Communication ID: 373902 - Email from Kyle Sletmoe about EIS**

**Status:** No response needed

**Communication (12/16/2019)**

**Email from Kyle Sletmoe about EIS**

*Message:* Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Please conduct an environmental impact survey.

*Time:* December 16, 2019 at 6:53 pm

*IP Address:* [Redacted]

*Contact Form URL:* https://nomorefreewayspdx.com/dismantle/

*Sent by an unverified visitor to your site.*

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**Category:** Environmental; Environmental process, Requests; Other

**Type:** Email

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Communication ID: 373903 - Email from Brett Yost about EIS

Status: No response needed

Communication (12/16/2019)

Email from Brett Yost about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) The Rose Quarter Freeway Expansion will increase traffic exacerbating transportation woes and vehicle related environmental and safety concerns. It is past time to turn away from the transportation planning of the past 5 decades and instead prioritize clean safe electric buses on bus only routes. We must reduce automobile VMT; our highways already have plenty capacity for any same future transportation system.

Time: December 16, 2019 at 6:15 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandnotes/
Sent by an unverified visitor to your site.


Type: Email

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Email from Joshua Berger about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) Freeway expansion is denial of climate reality.

I'm sure you are aware that 40% of Oregon's carbon emissions come from transportation. It's the only sector of our economy where emissions are growing. If Oregon is serious about doing our part to mitigate against the climate crisis, we must immediately reallocate transportation funding into a system that dramatically lowers vehicle miles travelled (VMT), particularly within the Portland Metro region. Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable neighborhoods across the region. The fires, floods, droughts, and storms are only going to get worse. The oceans are rising, so are we - it's imperative we act on climate now and invest in urban freeways for the sake of current and future generations.

Oregon can lead the way to a new, sustainable future. But not if we keep expanding freeways.

Time: December 18, 2019 at 6:14 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandletter/
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Communication ID: 373906 - Email from Benjamin Foote about EIS
Status: No response needed

Communication (12/16/2019)

Email from Benjamin Foote about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Induced demand is not a solution to transportation or climate change. The Environmental Impact of more freeways is more traffic and more pollution. The fact that we have to push so hard to produce a study which may not even acknowledge induced demand is a clear indication that our values are misplaced. The fact that Environmental impact is the last thing considered before a project of this scale is built speaks clearly to the intentions of our government and agencies.

Time: December 16, 2019 at 6:56 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandans/
Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental impacts (not assessment), Roads: Congestion - highway, Roads: Highway capacity
Type: Email

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<td><a href="mailto:Rep.TinaKotek@oregonlegislature.gov">Rep.TinaKotek@oregonlegislature.gov</a></td>
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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) US OFF FOSSIL FUELS NOW!!!

What do you not understand about this tipping point?

Time: December 16, 2019 at 6:55 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandemail
Sent by an unverified visitor to your site.

Category: Environmental: Climate change
Type: Email
Owner(s)

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Communication ID: 373908 - Email from Dell Goldsmith about EIS

Status: No response needed

Communication (12/16/2019)

Email from Dell Goldsmith about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Widening freeways only leads to more cars and more pollution in our suffering city. You know this! Why do you persist in this outmoded thinking? We must have an excellent EIS. You are showing yourselves to be untrustworthy, thoughtless agency when you could be doing good! You are putting children and all of us at risk.

Time: December 16, 2019 at 8:52 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanalysis/
Sent by an unverified visitor to your site.


Type: Email

Owner(s)

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https://ed2.envirolytical.com/communication/Print
Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) As a longtime NE Portland resident who regularly bikes downtown, I am very much opposed to the Rose Quarter Freeway Expansion! I am very concerned about the students who attend Harriet Tubman School and feel that the added exposure to exhaust fumes would adversely affect their health. Before even considering this project, it makes sense to do a thorough Environmental Impact Statement. Widening freeways won't lessen pollution and will not decrease highway congestion! Proceed with the EIS and try to prove me wrong.

Time: December 16, 2019 at 6:39 pm

Contact Form URL: https://nomorefreewayspdx.com/demandans/
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Type: Email

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Communication ID: 373910 - Email from Raymond Cunningham about EIS
Status: No response needed

Communication (12/16/2019)

Email from Raymond Cunningham about EIS.

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) ODOT needs to conduct a full environmental impact statement because its plan is overwhelmingly opposed by the local community; 88% of the comments in the open period have been negative. A full environmental impact statement will also reveal the true impact of the increased pollution this project would cause. By adding another lane to the rose quarter, induced demand would result in a higher number of cars using the area and creating higher not levels of congestion. These additional cars on the road would increase emissions and pollution. In the backyard of a middle school. This project is foolish, and the funding should be reappropriated to something that will help solve our climate crisis, not continue it.

Time: December 16, 2019 at 6:27 pm

IP Address: [removed]

Contact Form URL: https://nomorefreewayspdx.com/demandemail
Sent by an unverified visitor to your site.


Type: Email

Owner(s)

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<td>524358</td>
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Communication ID: 373911 - Email from John Carter about EIS

Status: No response needed

Communication (12/13/2019)

Email from John Carter about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The negative environmental impacts of this project are obvious to me and anyone who understands car traffic - if you build it they will come. More lanes = more cars. Every highway expansion project in the world has led to this result, so why would Rose Quarter be any different? ODOT should be transitioned from a highway agency into an actual transportation agency - with the transportation goal of creating a state that can be navigated at human scale by default. Cars, bikes, and buses can exist in this environment of course, but the default goal should always be human-centric planning. Reinvest this money into Albina Vision so the neighborhood that ODOT demolished can be brought back to life, and create a new neighborhood that can be navigated at the human scale.


Type: Email

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Communication ID: 379312 - Email from Richard Nunno about EIS

Status: No response needed

Communication (12/16/2019)

Email from Richard Nunno about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I believe that an Environmental Impact Study is required before making and decisions about the funding of the Rose Quarter Freeway Expansion project. Freeway expansion is climate denialism; it won’t fix congestion; it worsens air pollution; the expansion project would encroach on the pedestrian and bicycle access lanes and prevent sunlight from shining on the lanes and create additional noise pollution. Any new funding should go toward improvements to bicycle commuting and pedestrian walkways. The highways should be scaled back wherever possible, especially near downtown or close-in neighborhoods.

Time: December 16, 2019 at 6:14 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demanddanellu
Sent by an unverified visitor to your site.


Type: Email

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Communication ID: 373914 - Email from Rick Kappler about EIS

Status: No response needed

Communication (12/16/2019)

Email from Rick Kappler about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) An EIS is needed for the wasteful project. It will easily show that building more freeway lanes will not solve gridlock or help Oregon's economy. Please invest in public transit instead of more freeway lanes. Overwhelming evidence shows that more freeway lanes are wasteful. The freeway project leaves less room to plant trees alongside the ODOT property lines.

Time: December 16, 2019 at 11:05 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanets/
Sent by an unverified visitor to your site.


Type: Email

Owner(s)

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Communication ID: 373915 - Email from Noah Jenkins about EIS
Status: No response needed

Communication (12/16/2019)
Email from Noah Jenkins about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement on the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I am willing to demand that ODOT produce a full Environmental Impact Statement for the proposed Rose Quarter freeway expansion. There are many reasons why this should be required. First, there is the environmental justice question: Oregon has a long history of racism, and expanding a polluting freeway next to a middle school—a place where air quality is already so bad that experts recommend students forgo outdoor recess—that is attended by 40% Black students can only be read as a continuation of that racism. Dumping more pollution into already suffering communities is morally wrong.

Second, there is the question of the impact of this proposal on climate change. Climate change is real, human-caused, and happening NOW. Widening freeways to allow more single-occupancy vehicles flies in the face of efforts to reduce carbon dioxide emissions, transportation dollars need to be spent on expanding alternatives (public transit, bicycle infrastructure, etc.). Anything else is, frankly, madness.

Third, there is the simple question of effectiveness. There is no single instance of a freeway widening project that reduced traffic congestion in a North American city. Indeed, the phenomenon of "induced demand" has actually resulted in MORE congestion after such projects. If reducing wait times and freeway tie-ups is the goal, a widening project is the wrong way to achieve it, based on decades of evidence. Stop relying on "common sense" arguments and consult actual data: freeway expansions DO NOT WORK.

To sum up, ODOT proposes to spend $300 million on a project that will disproportionately harm vulnerable populations in Portland, contribute significantly to climate disruption that is already displacing millions globally, and that will not work. If such a project is to be considered further (though such consideration is clearly a waste of time), a full Environmental Impact Statement should be required.

Time: December 16, 2019 at 6:11 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandemail/
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Communication ID: 373920 - Email from Susan Bailey about EIS
Status: No response needed

Communication (12/16/2019)

Email from Susan Bailey about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The Rose Quarter expansion appears to be an ineffective traffic fix which will adversely affect our neighborhood and other, farther adversely impact air quality in the neighborhood, and not actually achieve its stated goals. A full EIS should be required to give a balanced, more accurate and fuller representation of the effects of the proposed expansion. That one has not already been done has without a doubt resulted in huge expenditures of poorly spent planning money. It's time to quit developing solutions without fully examining their likely effectiveness and their equally likely side-effects. DON'T EIS!!!

Time: December 16, 2019 at 6:10 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanswers
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<tr>
<td>924361</td>
<td>Susan Bailey</td>
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Communication: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) We are members of a group called Families For a Livable Climate, and we feel that the Rose Quarter Freeway Expansion is an unacceptable project at this critical moment in time.

The United Nations Environment Programme just released their 2019 Emissions Gap Report 2019, a global progress report on climate action. In it, they warn we are on the brink of missing the opportunity to limit global warming to 1.5 degrees Celsius, and say:

"We need to close the 'commitment gap' between what we say we will do and what we need to do to prevent dangerous levels of climate change. Economies must shift to a decarbonization pathway now."

"If commitments, policies, and action can deliver a 7.5% emissions reduction every year between 2020 and 2030, we can limit global warming to 1.5 degrees."

But that goal is on the brink of becoming impossible. If we had started decades ago, when we should have, we could have made much more gradual and less disruptive emissions reductions each year. But now the time has run out. We are in a climate emergency.

When over 40% and rising — of Oregon’s carbon dioxide emissions come from transportation, freeway widening is fundamentally incompatible with reducing greenhouse gas emissions at the rate necessary to avert ecological catastrophe.

Given this, at the very least, we demand that ODOT conduct a full Environmental Impact Study of this proposed project. It is unacceptable that this project is being pushed through without the fullest, most accurate, and completely transparent accounting of all the impacts it would have.

Our children — and yours — demand and deserve better.

Signed,

XXXXX

Time: December 16, 2019 at 6:09 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandansw/ Sent to an unverified visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental Impacts (not assessment), Issues: Purpose and need, Roads: Highway capacity

Type: Email

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Communication ID: 373632 - Email from Nicole Breedlove about EIS

Status: No response needed

Communication (12/16/2019)

Email from Nicole Breedlove about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) As a former Portland resident, I was extremely disappointed to learn about the proposed freeway expansion that would negatively impact Tubman students and all youth. I urge you to require that ODOT conduct a detailed EIS, including an accurate analysis of the full environmental and social impacts of the GHGs from the increased VMT that will result from new lanes. The proposed freeway expansion is not a long-term solution to congestion, but will contribute to climate change. Youth will be most impacted by the negative consequences of climate change which will be exacerbated by short-sighted and misguided investments in roads rather than transit and bike/pedestrian infrastructure.

Time: December 16, 2019 at 6:06 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandemail/
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Type: Email

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**Communication ID: 373533 - Email from Jynx Houston about EIS**

**Status:** No response needed

**Communication (12/16/2019)**

Email from Jynx Houston about EIS

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**Message:** Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) AM EIS IS CRITICAL FOR THE SIZE & SCOPE OF THIS MISGUIDED PROJECT.

---

**Time:** December 16, 2019 at 6:04 pm

**IP Address:** [redacted]

**Contact Form URL:** https://nomorefreewayspdx.com/demandanews

Sent by an unwanted visitor to your site.

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**Category:** Environmental: Environmental process

**Type:** Email

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**Owner(s)**

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Communication ID: 373939 - Email from Judy Henderson about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) We deserve a full report on the environmental impact of the Rose Quarter freeway expansion. Climate change is here. We need to face it openly, not with evasive information. Do the work!

Time: December 14, 2019 at 2:11 am

IP Address: [REDACTED]

Contact Form URL: https://nomorefreewayspdx.com/demandanaa/
Sent by an unverified visitor to your site.

Category: Elements: Auxiliary lanes, Elements: Shoulders, Environmental: Climate change, Environmental: Environmental process, Requests: Other

Type: Email

Owner(s)

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Communication ID: 373940 - Email from Kelsi Villarreal about EIS
Status: No response needed

Communication (12/14/2019)
Email from Kelsi Villarreal about EIS.

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) I want to see a full Environmental Impact Study conducted into the I-5 freeway expansion. Expanding a freeway is a gross waste of money that will only negatively impact people living here. That money should go toward increasing the frequency and reach of public transportation, because transportation should be accessible, and because the most important thing in the whole world is cutting CO2 emissions and combating climate change. It is absolutely wild ODOT wants to do this at all; it would be incredibly negligent to do it without an EIS.

Time: December 14, 2019 at 2:17 am

IP Address: [redacted]
Contact Form URL: https://nomorefreewayspdx.com/demandanets/
Sent by an unverified visitor to your site.


Type: Email

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) With climate change accelerating at an alarming rate, it's literally insane to spend $1.5 billion on a freeway project which will do nothing more than increase driving (induced demand). Imagine how many miles of sidewalks we could add with $1.5 billion, protected bike lanes, no-fare public transportation.

It's far too late to apply this old thinking to the problems facing our city, state, country, and planet.

Time: December 14, 2019 at 4:52 am

Sent by an unwanted visitor to your site.


Type: Email

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Communication ID: 373944 - Email from Josh Hetrick about EIS
Status: No response needed

Communication (12/4/2019)

Email from Josh Hetrick about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement or the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The Environmental Assessment (EA) for the Rose Quarter Freeway Expansion was rife with critical omissions, delays, and dubious conclusions. It’s clear that this project would have an environmental impact that is far more expansive than originally stated, and a full Environmental Impact Statement (EIS) is essential to providing the public with a full accounting. For a project of this magnitude — half a billion dollars, and that’s before the inevitable overruns — it’s the right of current and future generations to fully understand what it will cost our climate, neighborhoods, and citizens. I stand with the many elected officials, neighbors, and organizations in calling for a full EIS.

Time: December 14, 2019 at 7:40 am

Contact Form URL: https://nomorefreewayspdx.com/demandaneis
Sent by an unverified visitor to your site.

Category: Elements: Auxiliary lane, Elements: Shoulders, Environmental: Climate change, Environmental: Environmental process, Issues: Cost, Issues: Purpose and need, Requests: Other
Type: Email

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Communication ID: 373946 - Email about Daniel Chandler-Klein about EIS

Communication (12/14/2019)

Email about Daniel Chandler-Klein about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) With climate change coming at us fast, we cannot be spending money on a freeway expansion without fully understanding its impact to the environment and the air quality of the people who live near the freeway. With the low price of gas we are not moving towards electric cars with any meaningful speed. We cannot wait 20-30 years for our cars to be fully electric. This time to act is now. Do not expand this freeway without fully understanding the implications.

Time: December 14, 2019 at 6:00 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanets/
Sent by an unverified visitor to your site.


Type: Email

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

[Blank]

Time: December 15, 2019 at 12:20 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandemail/
Sent by an unverified visitor to your site.

### Category:
- Type: Email

### Owner(s)

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**Communication ID:** 37950 - Email from Audrey Groce about EIS

Status: No response needed

Communication (12/15/2019)

Email from Audrey Groce about EIS

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**Message:** Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

Hello,

I am writing to you in opposition of the Rose Quarter Freeway Expansion. I was very disappointed to learn that this project will be moving forward without a full Environmental Impact Statement, and I implore you to do better for the people of Portland. To spend $500 million dollars on a project that we don’t know the impacts of is a misuse of Portland’s money, and we deserve better. Climate change is no longer something we can ignore, and blindly moving forward with this project is not an appropriate choice. Portland has to push itself to be a leader in mitigating regional climate impacts, and expanding freeways will not get us there. The people of Portland have spoken out in great numbers about this before and we’ll do it again and again until we are heard. As a cyclist, this project does not support me. As a bus rider, this project does not support me. As someone who deeply fears what the continuing changing climate will do to my city and my world, this project does not support me. Time is running out, and we have to start making bold choices that support future generations. I want to see a full EIS on this project. Please stand up for what is right.

Thank you,

XXX

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Time: December 15, 2019 at 5:38 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandaction/
Sent by an unwanted visitor to your site.

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**Category:** Environmental: Climate change, Environmental: Environmental process, Issues: Bicycles/bike paths, Issues: Cost, Issues: Purpose and need, Issues: Transit

**Type:** Email

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Email from Loran Starr about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement or the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Conducting an EIS for the proposed Rose Quarter freeway project is the right thing to do.

Freeway expansion is not in line with addressing climate change.

Portland has the potential to be a progressive leader.

Time: December 15, 2019 at 5:32 pm

Category: Environmental: Climate change, Environmental: Environmental process, Issues: Purpose and need

Type: Email

Owner(s)

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<td>Loran Starr</td>
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Communication ID: 373955 - Email from Brian Johnson about EIS

Status: No response needed

Communication (12/15/2019)

Email from Brian Johnson about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Your so called "critical infrastructure" caused my asthma! My kids asthma too. And their mom my soulmate even worse. Doctors don't even have a clue what you've done to her. All they can do is prescribe multiple meds with many other dangerous "remedies" compounded. When will you speak up and say enough, it's enough?? How many classes of marginalized Hamet Tubman students will you endanger for a high cost/zero gain, dirty carbon, planet-choking project? How much collateral damage are you willing to ignore before you realize and must confess how ignorant you were/are?

Time: December 15, 2019 at 8:23 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanemail/
Sent by an unverified visitor to your site.


Type: Email

Owner(s)

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Communication ID: 373958 - Email from Carver Akiteru Oblander about EIS
Status: No response needed

Communication (12/15/2019)

Email from Carver Akiteru Oblander about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representatives/senator) Re: Rose Quarter Freeway Expansion

Now is exactly the wrong time to be doubling down on last century's transportation infrastructure. Widening freeways will only compound congestion and pollution at a time when we are desperately trying to prevent a climate catastrophe and move to alternative forms of transportation. Furthermore, I-5 has a history of unjust, inequitable impact in our communities, but we have an opportunity to choose another path. Please conduct a full Environmental Impact Statement for this project. If we are going to double down on the past, we should at least go in with eyes wide open.

Thank you for your consideration,

XX

Time: December 16, 2019 at 12:26 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demand duel/
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Communication ID: 373959 - Email from Victoria Clark about EIS

Status: No response needed

Communication (12/15/2019)

Email from Victoria Clark about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) I'm with Sunrise PDX and we want you to conduct an EIS. You know why.

Time: December 16, 2019 at 2:54 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanews/
Sent by an unverified visitor to your site.

Category: Environmental: Air quality, Environmental: Climate change, Environmental: Environmental process, Issues: Schools
Type: Email

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement or the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) As a Portland resident, we must lead the nation in being sustainable and healthy! New highways are NOT the answer. It will only encourage more driving, until such a point traffic is back to where it is today. Please instead use these funds for public transit, walking, and biking infrastructure.

Time: December 14, 2018 at 8:40 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanaa/

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Communication ID: 373961 - Email from Catherine Burke about EIS
Status: No response needed

Communication (12/14/2019)

Email from Catherine Burke about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) To Whom It May Concern,

I am a resident of inner NE Portland and I ask that ODOT conduct an Environmental Impact Statement for the Rose Quarter Freeway Expansion.

I drive, but I also bike, walk and use TriMet. I am middle-aged and anxious about climate change. You likely know far more details than I that 40% of Oregon's carbon emissions come from transportation. If our state is to meet climate goals, we have to tackle this aggressively.

You are in a leadership position to make change happen. I ask that you lead, thinking 30 years from now, and do the transformational hard work to turn things around, and curb disaster. We should not be investing millions of dollars into freeway upgrades, that money should be going towards transit and city infrastructure that is street-level pedestrian friendly (as well as getting large trucks to emit fewer pollutants).

As someone who drives, I want my government leaders to work on getting me out of my car. Please. Give me better options. Not just a short section of a freeway that is wider.

Sincerely,

XX

Time: December 14, 2019 at 10:44 pm

Email Address: ********

Contact Form URL: https://nomorefreewayspdx.com/demandanetru/
Sent by an unwanted visitor to your site.


Type: Email

Owner(s)

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Communication ID: 37965 - Email from Whitsitt Goodson about EIS
Status: No response needed

Communication (12/15/2019)

Email from Whitsitt Goodson about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Please conduct a full EIS for the Rose Quarter Freeway Expansion. I have heard many people advocating for this freeway expansion using debunked claims, and I believe that a full EIS will allow us to consider the true costs of this proposed expansion. If it is truly the right way to move forward it will hold up to full scrutiny. If the full EIS saves us from making a terrible mistake, better we find out now than before committing to this project. I personally oppose this project on environmental grounds. We need to get more people out of cars and off the roads. We don’t need more pollution next to schools. We are facing a climate emergency and need to act on it now. A full EIS will allow us to fully consider the proposed freeway expansion, and it is really the least you can do.

Time: December 16, 2019 at 4:21 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandaneis/
Sent by an unverified visitor to your site.

Category: Environmental; Environmental impacts (not assessment); Environmental; Environmental process;
Issues: Cost; Issues: Drivers/commuters
Type: Email

Owner(s)

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Communication ID: 373967 - Email from Philip Longenecker about EIS

Status: No response needed

Communication (12/15/2019)

Email from Philip Longenecker about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Freeway expansions are not 21st-century solutions. An environmental impact statement is absolutely the bare minimum that needs to be done. I urge you to conduct an environmental impact statement for the rose quarter freeway expansion.

Time: December 15, 2019 at 12:25 am

IP Address: [removed]

Contact Form URL: https://nomorefreewayspdx.com/demandaneu/

Sent by an unverified visitor to your site.

Category: Elements: Auxiliary lanes, Elements: Shoulders, Environmental: Environmental process, Requests: Other

Type: Email

Owner(s)

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Communication ID: 373969 - Email from Jay Cosnett about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) Our planet’s climate is in crisis. A major percentage of Oregon’s greenhouse gas emissions come from transportation. In EVERY SINGLE CASE EVER, adding lanes to an urban freeway INCREASES vehicle miles traveled, INCREASES driving, and INCREASES emissions, but it has never, EVER, reduced congestion. A full, kind, and evidence-based EIS is needed to show that this is true for the Rose Quarter freeway expansion as well.

Pedestrians are being injured and killed on Oregon roads, but not on this stretch of freeway, so the “safety” argument doesn’t hold water. An African American neighborhood was destroyed by I5 and other projects in this EXACT spot, but this half a BILLION dollars will do NOTHING to restore what was taken or preserve what remains of that community.

We need light rail. We need transit. We need protected bike lanes. We need to ensure EVERY HOME is within WALKING DISTANCE of healthy food, medicine, social business establishments, and transit. Driving everywhere is a dead end—for us and our climate. Cars have come first in our transportation and land use planning for at least 90 years. Our gridlock, sprawl, and increasing emissions as far as the eye can see are the direct result of that one-size fits all mindset.

I urge you to look beyond the policies of the past that are literally killing us and our children. Let us leave our state, if not better than we found it, at least on a path to a better future.

NO to expanding freeways. YES to a full EIS.

Sincerely,

XX

Time: December 15, 2019 at 1:35 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanaid/
Sent by an unverified visitor to your site.
Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The health of the citizens are at stake. Never has widening a freeway eased congestion. I spent 16 years in LA and I speak from real world experience. Sadly, Oregon's air is already worse than Downtown LA's. At the very least, an Environmental Impact Study should absolutely be made. Otherwise you are condemning the most vulnerable, kids and seniors to ill health and death. Please do the right thing.

Thank you.

Time: December 15, 2019 at 3:27 am

IP Address: [redacted]

Sent by an unverified visitor to your site.


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Communication ID: 373973 - Email from Doug Hecker about EIS

Status: No response needed

Communication (12/15/2019)

Email from Doug Hecker about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I demand the city of Portland to provide to the state what the changes of the Rose Lanes and continued road diets as it would give a true sense of what is currently going on vs the biased numbers that sites like No more freeways likes to fraud. Thanks

Time: December 15, 2019 at 5:55 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandantes/
Sent by an unverified visitor to your site.

Category: Issues: Purpose and need

Type: Email

Owner(s)

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Communication ID: 373974 - Email from Susan Westby about EIS
Status: No response needed

Communication (12/5/2019)

Email from Susan Westby about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I and my two kids live near the proposed freeway expansion, in the Eliot Neighborhood. I don’t see how adding a lane to I-5 will improve the congestion in that area. More people will just fill it up, people who have other alternatives. Most folks on I-5 are single cars with one person. Widening the freeway will be incredibly costly, cut up our neighborhood even more, and increase pollution. Many families with kids live in the corridor and can’t play outside without risking their longterm health. Why make this worse?

Time: December 15, 2019 at 6:32 am

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanews/
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Type: Email

Owner(s)

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Communication ID: 373978 - Email from Jesse Lopez about EIS

Status: No response needed

Communication (12/17/2019)

Email from Jesse Lopez about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Chair Van Brocklin and Members of the Oregon Transportation Commission,

Given the general lack of rigor and attempts to obfuscate methods and assumptions in the environmental assessment for the I-5 Rose Quarter Project, it is essential that ODOT perform a thorough and complete environmental impact statement (EIS) for the project to fully understand the scope and impacts on active transportation networks, transit networks, air quality, and emissions.

A few points that must be considered for this project that have been curiously ignored in previous analyses, but have strong evidence in literature:

1. Increase in highway capacity results in more traffic (e.g., Noland, 2001, Hymel, K. 2018)

2. Emissions from vehicles are a function of speed AND acceleration, you must consider both when estimating emissions (e.g., El-Shawarby et al. 2009, Ahn, K., 2002)

3. Air quality and health impacts of increased traffic will not improve with electric cars because they have the same effects on air quality (PM 2.5 and PM 10) as internal combustion vehicles (e.g., Timmers, V. & Achten, P., 2016)

4. Road pricing is the only method guaranteed to reduce traffic congestion (e.g., Xing, J. et al. 1997)

I'd also strongly suggest that a complete analysis of the project must estimate the integrated time delays during construction for each car user, individual transit user, and active transit user and how it should be used to identify when, if ever, there is an overall time savings for people transiting through the area.

Given the regional importance of this area for transportation, the increasing emissions due to transportation, and increasing travel times in the region I urge you to complete an EIS in a rigorous and transparent manner for a substantially altered plan that decreases travel times for users of all modes, increases safety especially for vulnerable road users, and will guarantee a reduction in emissions.

Respectfully,

XX


Time: December 16, 2019 at 7:00 am

IP Address: [redacted]

Contact Form URL: https://onemorefreewayspdx.com/demanddans/ Sent by an unverified visitor to your site.
Communication ID: 373978 - Email from Roberta Cade about EIS

Status: No response needed

Communication (12/16/2019)

Email from Roberta Cade about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use the talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I oppose the mega-project to expand the freeway near the school. I am a climate change believer - we MUST think outside the box when it comes to accommodating traffic. At least 45% of carbon emissions come from the transportation sector so carbon denial is no longer an option.

Other cities have proven the hard way that making more freeways is not the answer. If you build it, they will come and fill the lanes, so traffic congestion is not decreased and it increase air pollution. That is not a sustainable, workable, solution.

There must be a full environmental impact study. Help Oregon become a leader of how to do the right thing for the right reasons.

Time: December 16, 2019 at 3:54 pm

IP Address: [hidden]

Contact Form URL: https://nomorefreewayspdx.com/demandansw/Sent by an unverified visitor to your site.
Communication ID: 373980 - Email from Maia Hixon about EIS

Status: No response needed

Communication (12/16/2019)
Email from Maia Hixon about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) OR

Time: December 16, 2019 at 4:00 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/dismantleos/
Sent by an unverified visitor to your site.

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### Category:

Type: Email

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Communication ID: 373981 - Email from Mucir Gatimu about EIS

Status: No response needed

Communication (12/16/2019)

Email from Mucir Gatimu about EIS:

Message: Why do you demand that ODOT conduct an Environmental Impact Statement or the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/representative senator). I understand how important transportation is to everyone. However, if we ever plan to tackle the larger issues of climate change and how it is connected to the movement of goods, we need to push back on the easy and clear solutions.

I think we should not build and expand the current freeway system but find solutions to get more people to take public transportation. Why do we not have reliable frequent service to the terminus of people's journey off the freeway? Allowing them to retain their car but use the park and ride system or even better complete the entire journey with public transportation alone.

I wish the leadership of the State was actually going to be more forward-thinking on a subject like this but having been born in Portland and living most of my life in Portland, I see a consistent theme of State government letting communities down that need their help the most simply due to lack of funding or the fact that the community which will benefit the least is contributing the least due to economic concerns they have been placed into.

Time: December 18, 2019 at 4:11 pm

IP Address: [REDACTED]

Contact Form URL: https://nomorefreewayspdx.com/demandane/Is

Sent by an unverified visitor to your site.


Type: Email

Owner(s)

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Communication ID: 373982 - Email from Mark Harris about EIS
Status: No response needed

Communication (12/16/2019)

Email from Mark Harris about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Please do the sensible thing and conduct an EIS! It’s hard to stay polite, but please do the right thing!

Thank you

X

Time: December 16, 2019 at 4:19 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demanddraft/
Sent by an unverified visitor to your site.

Category: Environmental: Environmental process, Requests: Other
Type: Email
Owner(s):

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Communication ID: 373983 - Email from Mulya Melco about EIS
Status: No response needed

Communication (12/16/2019)

Email from Mulya Melco about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator)

Dear ODOT, OTC, Speaker Kotek and Governor Brown,

I'm writing in opposition of the proposed freeway expansion. We need to be putting our best efforts right now into climate-smart solutions, not more freeways.

My family lives near the proposed expansion site and we are already suffering from poor air quality. I have developed asthma since moving to this neighborhood 10 years ago and I am concerned for my 7-year old son and all the young people and vulnerable populations in this area.

I'm also a business owner here and do not want this project to add more traffic (as freeway expansions are shown to do) to our area.

Please do the right thing and scrap this outdated project. Let's get creative with positive, clean solutions.

Sincerely,

XX
Overlook Neighborhood, XXXX

Time: December 16, 2019 at 4:32 pm

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Contact Form URL: https://nomorefreewayspdx.com/demandanels/
Sent by an unverified visitor to your site.


Type: Email

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Communication ID: 373984 - Email from Aaron Choate about EIS
Status: No response needed

Communication (12/16/2019)

Email from Aaron Choate about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

To Whom It May Concern at ODOT. Please do the right thing and conduct an EIS for the proposed Rose Quarter Expansion Project. The people deserve to know whether this project will be good for the environment, our air, and future generations or not. If so, and adding lanes actually reduces congestion and icing as claimed, fine. If not, then we’ll know not to build it. It seems to me investing in infrastructure dependent on fossil fuels is the wrong direction to go. But with an EIS at least we’ll know for certain what the numbers are. Thank you.

-XX & Family-

SE Portland

Time: December 16, 2019 at 4:33 pm

IP Address:

Contact Form URL: https://nomorefreewayspdx.com/demandanews/
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Type: Email

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Communication ID: 373986 - Email from Rabbi Ariel Stone about EIS

Status: No response needed

Communication (12/16/2019)

Email from Rabbi Ariel Stone about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I raise my voice with those demanding a thorough environmental impact study before any widening of any freeway especially the Rose Quarter freeway expansion. There is no proof that widening freeways improves congestion, the opposite is true. There is proof that widening freeways depresses use of mass transit and harms the health of the environment and the people who live there. Please do a thorough and honest and transparent assessment for the sake of our community.

Time: December 16, 2019 at 4:34 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandansel/

Sent by an unverified visitor to your site.


Type: Email

Owner(s) Contact ID Name Type Phones Email

886242 Brendan Finn Individual Brendan.FINN@oregon.gov
888261 Oregon Transportation Commission (OTC) Organization OTCadmin@odot.state.or.us, otcadmin@oregonodot.or.us
897932 No More Freeways PDX Organization nomorefreewayspdx@gmail.com, info@nomorefreewayspdx.com
500354 Ariel Stone Individual [redacted]
922533 Tina Koteck Individual Rep.TinaKoteck@oregonlegislature.gov
Communication ID: 373988 - Email from Adam Kimbrough about EIS

Communication (12/17/2019)

Email from Adam Kimbrough about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) PLEASE BUILD MORE HIGHWAYS. Seriously, more people are moving here, more products are being shipped via truck via I-5 N/S. Ignore the NO MORE FREEWAY EXPANSIONS group.

Time: December 17, 2019 at 7:15 pm

Contact Form URL: https://nomorefreewayspdx.com/demandemail/
Sent by an unverified visitor to your site.

Category: Roads: Congestion - highway, Roads: Highway capacity
Type: Email

Owner(s)

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<td><a href="mailto:Rep.TinaKotek@oregonlegislature.gov">Rep.TinaKotek@oregonlegislature.gov</a></td>
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Communication ID: 373989 - Email from David Lewis about EIS

Status: No response needed

Communication (12/16/2019)

Email from David Lewis about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator). When I spoke with an ODOT traffic engineer at one of your open houses, he told me that your models showed almost all the traffic on the proposed auxiliary lanes coming from nearby city streets. That amount of traffic can surely be removed from city streets by improving transit for much less than $500 million. At the same meeting, I read your chart claiming that the project would reduce greenhouse gas emissions, but in the detailed text you said that essentially all the estimated reductions would come from tighter fuel economy standards that have nothing to do with the project, which seemed cynical and disingenuous at best.

I am also very concerned about the effect on the kids at Tubman Middle School, who already have to curtail outdoor activities. And I am very concerned that the project reflects a mindset not compatible with the idea that the job of ODOT is to move people, not to move cars and trucks.

The proposed freeway caps, being too weak to support multi-story buildings, are almost guaranteed to result in barren areas, not vibrant public spaces. They appear to be window dressing.

For all these reasons, I urge you in the strongest possible terms to at least get a full EIS before proceeding with this project.

Time: December 16, 2019 at 4:39 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandaneu/
Sent by an unverified visitor to your site.


Type: Email

Owner(s)

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https://el2.envirolytical.com/communication/Print
Communication ID: 373990 - Email from Jean Miller about EIS
Status: No response needed

Email from Jean Miller about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator ) As a thirty-five year citizen of Portland who is alarmed by climate policy inaction at all levels of government, I must demand that ODOT conduct a thorough Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion. At this critical time, facing ecosystem collapse, and an unprecedented rate of species extinction, it is sheer folly to proceed without at least knowing the true cost of such a project. We have arrived at this existential crisis by considering the dollar as the only measure of cost for any undertaking. We now, belatedly, know that we have drastically undervalued the health of our planet and ourselves. I urge you to require a complete and thorough EIS before expanding any freeway, let alone the Rose Quarter stretch behind Harriet Tubman. Other cities have gained no benefit from such expansions, and have only seen traffic woes increase. At a time when many forward-thinking world cities are finding ways to limit automobile traffic, let Portland lead by banning cars from the downtown, and increasing funding for public transportation, rather than costly, polluting, and ineffective freeway projects.

Time: December 16, 2019 at 4:43 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanalysis/
Sent by an unverified visitor to your site.

Category: Environmental; Climate change; Environmental; Environmental impacts (not assessment); Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; Environmental; 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https://ed2.envirolytical.com/communication/Print 293/337
Communication ID: 373991 - Email from Edward Murphy about EIS

Status: No response needed

Communication (12/16/2019)

Email from Edward Murphy about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letters to your local state representative/ senator.) My name is Edward Murphy and I am a long time resident and business owner in the Boise Elliott neighborhood of Portland. As a tax payer I insist that a proper environmental impact study be conducted prior to any I 5 expansion plan. I believe that expanding freeways is not the best use of public money to address our very real global warming crisis.

Thank you

XX
XX X X XXXXXX

Time: December 16, 2019 at 4:17 pm
IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanalysis/
Sent by an unverified visitor to your site.

Category: Elements: Auxiliary lanes, Elements: Shoulders, Environmental: Climate change, Environmental: Environmental process, Issues: Cost, Requests: Other

Type: Email

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<td><a href="mailto:Rep.TinaKotek@oregonlegislature.gov">Rep.TinaKotek@oregonlegislature.gov</a></td>
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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The unintended consequences of highway expansion are legion. At the very least, you owe the citizens of the city to understand all aspects. Moreover, this expansion seems that it will mostly benefit people commuting to the city from Washington, yet to be paid for by Oregonians.

Time: December 18, 2018 at 4:47 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanaas/
Sent by an unverified visitor to your site.
Communication ID: 373998 - Email from Tony Tapay about EIS

Status: No response needed

Communication (12/16/2019)

Email from Tony Tapay about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) ODOT must conduct a EIS because they have not conducted themselves in a trustworthy manner. https://www.portlandoregon.gov/content/uploads/2019/04/EA-Review-Comment-Letter-040119.pdf

They are in the business to build highways and we must begin pushing back against their predictable support for all things highway. They claim to support this project for "increased safety" yet this area is NOT a high crash area. At the same time they ignore the carnage on their Portland highways such as Powell and 62nd. If safety was their goal, certainly they would be addressing these actual threats to safety.

We can no longer allow ODOT to create their own projects as if they are the only experts on the matter. Transit and alternative forms of transportation are the future, not highways.

Thank you,

XX

Time: December 16, 2019 at 5:39 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanaelu/

Sent by an unverified visitor to your site.


Type: Email

Owner(s) Contact ID Name Type Phones Email

88242 Brendan Finn Individual Brendan.FINN@oregon.gov

808281 Oregon Transportation Commission (OTC) Organization OTCAdmin@odot.state.or.us - OTCAdmin@oregon.gov

897283 No More Freeways PDX Organization nomorefreewayspdx@gmail.com - info@nomorefreewayspdx.com

522834 Tina Koltick Individual Rep.TinaKoltick@oregonlegislature.gov

924444 Tony Tapay Individual [redacted]
Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letters to your local state representative/senator.) I live 2 blocks from the I-5 Lombard exit and its congestion affects my life daily.

The air pollution affects my neighborhood and diesel particulate is everywhere.

Overflow traffic from cars avoiding I-5 clogs the streets around my home.

The youth at the schools that surround I-5 should not have to breathe polluted air.

I demand an Environmental Impact Statement and oppose a freeway expansion.

Time: December 18, 2019 at 5:09 pm

IP Address: [masked]

Contact Form URL: https://nomorefreewayspdx.com/demandemail/

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Communication ID: 374006 - Email from Jeremy Simer about EIS
Status: No response needed

Communication (12/16/2019)

Email from Jeremy Simer about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) To ODOT, OTC, Speaker Kotek, and Gov. Brown:

As a North Portland resident who commutes daily to SE Portland, often via the I-5 freeway through the Rose Quarter, I request a full EIS for the proposed Rose Quarter Freeway Expansion.

As a user of the system, I do not wish to see more freeway, more cars, more pollution. The induced demand will inevitably lead to worse traffic on a larger scale, with a heavier impact on people who live, work, and study in the neighborhood, including children at the Harriet Tubman school.

Rather than investing $500 million in this deeply flawed proposal, I request that the state of Oregon and local authorities invest heavily in public transit, to facilitate getting me and others out of our cars more often, and into alternative modes of transportation.

Sincerely,

XX
St. Johns, Portland

Time: December 16, 2019 at 5:14 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanels
Sent by an unverified visitor to your site.

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<td>524445</td>
<td>Jeremy Simer</td>
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Communication ID: 374010 - Email from Stone Doggett about EIS
Status: No response needed

Communication (12/16/2019)

Email from Stone Doggett about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Proceeding with the I-5 expansion without an EIS undermines the public trust in our state institutions and elected officials, including Governor Brown and state lawmakers who oversee ODOT. Multiple analyses have shown that there is a negligible return on investment, if any, for the immense cost of this project, and there are significant concerns regarding the ongoing pollution from I-5 as well as the potential for increasing pollution with expansion. ODOT has provided no convincing evidence that the expansion is climate neutral or that ODOT even knows what the scale of what the impact will be. Without evidence to the contrary, the refusal to conduct an EIS appears to be indicative of a bloated state agency that is not acting in good faith with regard to financial and environmental stewardship and is not aligned with the goals of Portland, the city bearing the brunt of this project, and the state of Oregon. A full EIS should be conducted or these funds should immediately be reallocated to reversing the social and environmental damage that ODOT has knowingly and unknowingly created since its inception.

Time: December 16, 2019 at 5:25 pm

Contact Form URL: https://nomorefreewayspdx.com/demandanosis/
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https://ed2.envirolytical.com/communication/Print
Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Is all of our talk about climate emergency action just TALK? Conducting an EIS seems like the minimum we can do.

Well no, the M N M M would be actually doing nothing — that is to say not building a half-billion-dollar highway boondoggle who are we kidding it will cost a couple billion by the time its done — right through the heart of the most valuable real estate in Oregon. So we’ll lose the 500 million to a couple billion that the boondoggle costs, AND we’ll lose millions in potential tax revenue from primo urban waterfront property.

Besides which this will do nothing to relieve congestion and you know it.

And while I am usually not a fan of doing nothing (especially during a “climate emergency”), seems to me when you’re in a hole, the best first step is to stop digging.

I am paying attention to your WORDS versus your ACTIONS on climate, justice, congestion, and financial responsibility … and I will remember what you DID when it comes time to vote. And right now the action I am paying attention to is your commitment to a full EIS.

Thank you.

XX

Time: December 16, 2019 at 5:25 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandaction/

Sent by an unwanted visitor to your site.


Type: Email

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Communication ID: 374028 - Email from David Goodyke about EIS

Status: No response needed

Communication (12/16/2019)

Email from David Goodyke about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use or talk points below. (Bonus points if you also send your letter to your local state representative/senator.) Our climate cannot take this project (more cars = increased CO2). Oregon's budget cannot take this project (spend money on corridors with a history of fatalities and improve transit). Portland's air quality cannot take this project (some of the most polluted air and highest asthma rates in the country!). The Broadway corridor/Rose Quarter cannot take this project (larger turning radius = less safe for bikes and bikes; "trucks" without programming and development will be dead zones; loss of Flint not worth the Blackwatters' bridge, net loss for bikes and bikes). This is a project that moves Portland and Oregon in the wrong direction. Climate change is real, we need commitment to start building toward a new future. 15 does not need to be widened or speeded up. Focus on moving people and goods and increasing safety by investing in rail and transit and fixing the dangerous streets that are actually killing people. Invest in bike routes that make sense and open spaces that are part of a well thought out urban vision, not just left over lots constructed for staging construction equipment.

Time: December 16, 2019 at 5:28 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanaisj
Sent by an unverified visitor to your site.


Type: Email

Owner(s)

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Communication ID: 374636 - Email from Linda Wysong about EIS

Status: No response needed

Communication (12/17/2019)

Email from Linda Wysong about EIS.

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Dear ODOT,

The Rose Quarter is not just the home of the Blazers! Within blocks they are building more and more apartments to add to the already full residential neighborhood with families. We need an Environmental Impact Statement before moving forward.

Time: December 17, 2019 at 7:39 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandantis/
Sent by an unverified visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental impacts (not assessment), Environmental: Environmental justice, Issues: Community character/residential impacts

Type: Email

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Communication ID: 374639 - Email from John Lehne about EIS
Status: No response needed

Communication (12/16/2019)

Email from John Lehne about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Research shows that widening roads will not ‘fix’ the problem and it encourages more driving. Let’s focus money on public transit, biking, and walking. Please take action that will better our future, and at a minimum conduct an Environmental Impact Statement.

-X

Time: December 17, 2019 at 6:36 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanew/
Sent by an unverified visitor to your site.

Category: Environmental; Climate change, Issues: Land use, Issues: Pedestrian, Issues: Transit
Type: Email
Owner(s)

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https://el2.envirolytical.com/communication/Print
Communication ID: 374640 - Email from Heidi Perry about EIS
Status: No response needed

Communication (12/16/2019)
Email from Heidi Perry about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) ODOT must conduct an Environmental Impact Statement for the Rose Quarter Freeway Expansion. This project is opposed by the community due to the negative air quality and climate impacts it would have.

As a daily cycle commuter, I oppose this project not only for the local and global environmental impacts, but also for the direct impact that this would have on my commute. I cycle over the highway daily on the Flint Bridge. While there are some afterthought additions to accommodate bicycles around this freeway expansion, it would still mean daily exposure to even more car exhaust from the increased traffic that the additional lanes would induce.

Our society needs to focus on improving transportation not by adding more automobile capacity and thus automobiles, but by improving mass transit, bicycling, and pedestrian access. Freeway expansion is a 20th century “solution” that created problems we need to solve now by moving away from personal automobile centric traffic planning.

Time: December 17, 2019 at 6:04 am
IP Address: [redacted]
Contact Form URL: https://nomorefreewayspdx.com/demandandsu/
Sent by an unverified visitor to your site.

Type: Email

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Communication ID: 374043 - Email from Troy Unverdruess about EIS
Status: No response needed

Communication (12/16/2019)
Email from Troy Unverdruess about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The Oregon Department of Transportation should do an environmental impact study because this is a lasting long-term infrastructure investment that could have potentially dire consequences to our environment. A project of this magnitude deserves proper consideration, especially considering the climate impact that additional freeway miles in our city center will have on the health and well-being of our citizens.

Time: December 17, 2019 at 4:51 am
IP Address: [redacted]
Contact Form URL: https://nomorefreewayspdx.com/demandemail/Sent by an unwanted visitor to your site.

Category: Environmental: Environmental impacts (not assessment), Issues: Health, Issues: Land use
Type: Email

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Communication ID: 374645 - Email from Heather Buletti about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) It is regressive and tragic that we would spend that much money on freeway infrastructure through the heart of our city. We should take an example from more progressive cities and use the money to invest in sustainable transportation that focuses on humans not cars. The LEAST ODOT can do is study the environments impacts of this insane project, they owe that to their tax payers!!!

Time: December 17, 2019 at 4:45 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandants/
Sent by an unverified visitor to your site.

Category: Environmental: Environmental impacts (not assessment)
Type: Email

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https://ed2.environlytical.com/communication/Print
Communication ID: 374646 - Email from Yehudah Winter about EIS
Status: No response needed

Communication (12/16/2019)

Email from Yehudah Winter about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) The only solutions to the climate catastrophe ahead are ones that take us away from our dependence on gas-powered vehicles. I try to cycle downtown as often as possible and that's over 50% of my trips. Each one takes me over the Flint Ave. bridge which will no longer exist in this plan. Through human ingenuity and creativity, I know we can come up with a solution that does not continue our plunge off the deep end.

Time: December 17, 2019 at 4:44 am

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandalerts/
Sent by an unverified visitor to your site.

Category: Flint Street, Environmental: Climate change, Environmental: Environmental impacts (not assessment)
Type: Email

- Brendan Finn
  - Individual
  - Brendan.FINN@oregon.gov
- Oregon Transportation Commission (OTC)
  - Organization
  - OTCAdmin@odot.state.or.us
- No More Freeways PDX
  - Organization
  - nomorefreewayspdx@gmail.com
- Tina Kolek
  - Individual
  - Rep.TinaKolek@oregonlegislature.gov
- yehudahh winter
  - Individual
  - [Redacted]

https://ed2.envirolytical.com/communication/Print 307/337
Communication ID: 374648 - Email from Sabrina Gogol about EIS

Communication (12/16/2019)

Email from Sabrina Gogol about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) I am willing to urge that you don’t let the Rose Quarter Freeway project go forward without requiring a full Environmental Impact Statement. I work in the Lloyd District and the air quality is already terrible. I want a full EIS so I can know how many months Odot’s plans to expand the freeway will take off my life and those of my co-workers. As you know, Odot’s freeway plan brings more cars through this quarter, which brings more pollution as the project is expected to induce demand. The real bottleneck to open up is funding for walking, bicycling and public transit. Please support a full EIS in the name of good government transparency.

Time: December 17, 2019 at 4:13 am

IP Address: [redacted]

Sent by an unverified visitor to your site.


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Owner(s)

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Communication ID: 374649 - Email from Linore Blackstone about EIS

Status: No response needed

Communication (12/16/2019)

Email from Linore Blackstone about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Oh for heaven's sake, what is your ethic? What you do will have a connection to further destruction of our atmosphere. Apparently you do not believe it. Want a quick fix, huh? Boy, it is time to stop all this foolish denying that we humans have really, really harmed the earth and all its life. Amazing how stupid we are, or greedy or blind.

Time: December 17, 2019 at 3:23 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanaa/
Sent by an unverified visitor to your site.

Category: Environmental: Environmental impacts (not assessment), Environmental: Environmental process

Type: Email

Owner(s)

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Communication ID: 374050 - Email from Jason Nolin about EIS
Status: No response needed

Communication (12/16/2019)

Email from Jason Nolin about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) To my honorable representatives—

I am writing with grave concern about the proposed I-5 Rose Quarter freeway project. I strongly urge you to demand an Environmental Impact Statement before this project moves forward.

Portland is suffering a traffic crisis because there are already too many cars on the road. Making it easier to drive the freeway just encourages more people to drive in our city. Decades of research has shown this does worsens mobility and health outcomes — and that these negative outcomes are severely inequitable.

Despite ODOT’s rosy predictions, we are deep into a climate emergency and our car-centric transportation system is a huge contributor to it. Investing in highway expansion projects is flagrantly irresponsible. We need to start using our investments to move away from carbon-intensive transportation. We are better than this.

I am frankly surprised that our great state of Oregon is still pushing for such damaging investments. Before we move forward, we must do a thorough study to understand these negative impacts. This is a lot of money to spend on a project that will make a bad situation worse.

Thank you for your hard work;

XX

XXX

Time: December 17, 2019 at 3:04 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanais/
Sent by an unverified visitor to your site.

Category: Environmental, Climate change, Environmental, Environmental Impacts (not assessment), Environmental, Environmental process, Issues: Cost, Issues: Health

Type: Email

Owner(s)

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**Communication ID: 374051 - Email from Kelly Hansen about EIS**

Status: No response needed

Communication (12/16/2019)

Email from Kelly Hansen about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) This is a huge project with huge impacts. An EIS is prudent. Period.

Time: December 16, 2019 at 5:31 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/dismandanous/

Sent by an unverified visitor to your site.

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Communique ID: 374050 - Email from Sandra Joos about EIS
Status: No response needed

Communication (12/16/2019)

Email from Sandra Joos about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) I am willing to demand that ODOT conduct a full Environmental Impact Study for the proposed $500 million Rose Quarter Freeway Expansion. I am part of a community that is overwhelmingly opposed to this project. Freeway expansion won't fix congestion and will further contribute to air pollution and climate warming.

Time: December 16, 2019 at 5:33 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanais/ Sent by an unverified visitor to your site.


Type: Email

Owner(s)

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<td>929253</td>
<td>Tina Kotek</td>
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Communication ID: 374054 - Email from Cory Pinckard about EIS

Status: No response needed

Communication (12/16/2019)

Email from Cory Pinckard about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use the talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Electric cars still destroy the environment from resource mining, manufacturing pollutants, and going on mass to the landfill. They still add to congestion, gridlock and urban sprawl. They still cause us to squander tons of urban and suburban space on parking and other auto industry related misuse. They still put the burden of transportation cost (e.g. auto insurance, DMV/DEQ, taxes, tickets, traffic court, traffic tickets, traffic cops, auto bailouts, oil subsidies, traffic jams from endless tax funded road maintenance, vehicle repairs, initial purchase cost, etc.) directly on the individual citizen which is extremely wasteful as well. Auto-centric urban planning, putting motor vehicles before people, was a disaster for the city: ruining public space, decimating neighborhoods, razing cultural districts of all sorts and demolishing tons of old world architecture for parking, as well as rendering much of the city unlivable and hostile to humanity. It was extremely myopic and we shouldn’t perpetuate it with consumerism/market based false answers and greenwashing. Properly implemented commuter rail between and light rail/street cars in our cities along with trans-continental high speed rail makes sense for efficiency and efficacy. It makes car ownership a choice instead of it being compulsory and it would negate the necessity of airline use in CONUS.

Time: December 17, 2019 at 1:11 am

IP Address: ********

Contact Form URL: https://nomorefreewayspdx.com/demandanswera/
Sent by an unverified visitor to your site.
Communication ID: 374055 - Email from Sharon Stern about EIS
Status: No response needed

Communication (12/16/2019)
Email from Sharon Stern about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I’m writing to demand a full EIS for the proposed Rose Quarter Freeway Expansion. I’m a car commuter, a resident of NE Portland, and a parent of a middle-schooler.

Weirding I-5 will do nothing to solve our region’s transportation issues. It is disgraceful at best for ODOT to claim that it will help reduce pollution by reducing idling. Long-term, this will increase emissions as cars fill up the extra lane. No traffic problem in history has been solved by simply adding more lanes. Expanding the freeway will move Oregon backward in meeting our climate goals at a time when there’s no room to spare. And it will greatly increase our students’ exposure to particle pollution. NE Portland residents are overwhelmingly opposed to this project, and want to see a full accounting of the health and environmental costs it will entail. At the very least, we owe it to the kids who are too young to vote but whose bodies will bear the costs of asthma and a warming climate. This is cost-shifting at its worst.

It’s disturbing to me that the meeting to decide the project is being held 100 miles from Portland, and that Governor Brown has so far declined to intervene. Allowing this agency to railroad this project through over the strong objections of the community is an endorsement of an outdated, car-centric and carbon-intensive approach to transportation. It is not the climate leadership we expect Oregon’s elected officials to bring to bear.

Time: December 16, 2019 at 5:36 pm
IP Address: [redacted]

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<td>924476</td>
<td>Sharon Stern</td>
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https://ed2.envirolytical.com/communication/Print
Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) As Governor Brown said just a few weeks ago, “Climate change isn’t looming — it’s here. How many warnings must scientists give before we listen and act?” With that urgency in mind, I’m writing to ask that ODOT produce and submit an Environmental Impact Statement for the I-5 Rose Quarter freeway expansion project.

Throughout the planning process, ODOT has sought to push forward with the freeway expansion—a massive fossil-fuel infrastructure project—while ignoring or evading questions from the affected community about the purpose, planning, and impact of the project.

1. ODOT has justified this project as a needed safety improvement, but the only deaths in this section in recent years involved pedestrians on the freeway and would not be mitigated by this project. If safety is a primary concern, why is ODOT putting so many resources into I-5 in the Rose Quarter, rather than focusing on other ODOT-administered roads in Portland (Rts. 213 and 26) that are objectively more dangerous to human lives? Is it possible instead that this is a disingenuous rebranding of a project ODOT has wanted since the 1980s?

2. Decades of experience in other US cities show that increasing road capacity also increases traffic—through short-term dynamic effects on road use, and long-term effects on land use—and consequently fails as a lasting solution to congestion. At the same time, Portland is already seeking to explore road pricing—tolling—which can effectively manage congestion. Why isn’t ODOT seeking to implement pricing first, before committing to adding lanes?

3. ODOT says that the Rose Quarter expansion project will create enhanced community spaces with its highway covers. But Alina Vision chair Rokayah Adams writes that “the configuration and geometry of the covers are designed for the freeway below rather than the grid of the city at the street-level. As currently conceived, the covers are an engineering and structural solution that ignores the connective urban streetscape and modern, open space principles. The resulting public space consist of odd remnants... surrounded by sawing traffic.” Is ODOT willing, or even institutionally able, to start treating urban neighborhoods as ends in themselves, rather than as passageways for vehicles traveling to other destinations?

4. Likewise, ODOT writes that the project will reconnect neighborhood streets, in an area that was bulldozed and disconnected by the original I-5 construction project. But current plans show ODOT removing yet another historic grid connection, at North Flint street. If reconnecting the neighborhood is a goal, why is ODOT planning to destroy still more of Portland’s historic street grid?

5. Mayor Wheeler has called I-5 on the east side of Portland “a multi-generational mistake” for the way that it divides the city of Portland and cuts us off from the river, and called for the city to work toward buying or removing I-5 on the east side. Should we be seriously considering removing the freeway—as we did with Harbor Drive—rather than perpetuating, at great expense, the mistake of an earlier generation of planners?

An Environmental impact statement won’t answer all of the questions ODOT has been avoiding—but it will at least get ODOT answers to questions about the environmental costs of this massive car-infrastructure project through the heart of Portland. As Governor Brown recently said, “Our children protest in the streets: Think it’s time we all listen.”

Time: December 17, 2019 at 12:04 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandaneu/
Sent by an unverified visitor to your site.

Type: Email
Owner(s):

https://ed2.envirolytical.com/communication/Print
Communication ID: 374058 - Email from Tod Pitstick about EIS
Status: No response needed

Communication (12/16/2019)
Email from Tod Pitstick about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) EIS is critical. Put the money into transit!

Time: December 18, 2019 at 5:38 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/subscribe/todp
Sent by an unwanted visitor to your site.

Category: Environmental, Environmental process, Issues: Cost, Issues: Transit
Type: Email

Owner(s)

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Communication ID: 374059 - Email from Jason Fifield about EIS

Status: No response needed

Communication (12/17/2019)

Email from Jason Fifield about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement or the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Freeway expansions encourage and increase auto usage, especially single occupant vehicles. This pollutes our air, contributes to global warming/climate change, and lowers quality of life for our community. This is especially critical for this project due to its location near a public school and where many people live. We need to know the full environmental impact of such a project, and that information must be taken into account when evaluating this project. Alternatives, such as expanded/increased public transit, must also be considered and the relative environmental impact of each option needs to be known. It is necessary for an Environmental Impact Statement to be conducted as part of the most basic due diligence regarding this project.

Thank you.

Time: December 17, 2019 at 12:48 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanew/

Sent by an unverified visitor to your site.

Category: Environmental, Climate change, Environmental; Environmental Impacts (not assessment), Environmental; Environmental process

Type: Email

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Communication ID: 374060 - Email from John Pomietlazz about EIS
Status: No response needed

Communication (12/16/2019)
Email from John Pomietlazz about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) This city needs smarter solutions to accommodate its growth. An EIS would be a great first step.

Take this opportunity for Portland to live up to its sustainable, ecologically intelligent tools and conduct the due diligence to complete an environmental impact assessment. Our future demands it.

Date: December 18, 2019 at 5:38 pm

Contact Form URL: https://nomorefreewayspdx.com/demandemail/
Sent by an unverified visitor to your site.

Category: Environmental: Environmental impacts (not assessment), Environmental: Environmental process,
Issues: Land use
Type: Email

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<td>924472</td>
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Communication ID: 374662 - Email from Christopher Yuen about EIS

Status: No response needed

Communication (12/17/2019)

Email from Christopher Yuen about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I urge ODOT to conduct a full Environmental Impact Statement for the Rose Quarter Freeway Expansion. We are in the midst of a climate emergency and must recognize that 1) climate change is real, and motor vehicles are a huge contributor. 2) induced demand is real, people make decisions on where to live and work, and what mode of travel to use based on how easy it is to travel. “Fixing” the bottleneck will only cause more vehicle-miles to be driven. Plus, the particulate matter and NOx is so bad around the rose quarter neighborhood that school kids are literally having to stay indoors for recess. That is outrageous and unacceptable. To make it any worse without fully understanding its impacts would be an unethical tragedy.

I urge ODOT and elected officials to do the right thing and complete the EIS.

Time: December 17, 2019 at 12:29 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanels/ Sent by an unverified visitor to your site.

Category: Environmental: Environmental impacts (not assessment), Environmental: Environmental justice, Environmental: Environmental process, Issues: Schools

Type: Email

Owner(s)

Contact ID Name Type Phones Email
695242 Brendan Finn Individual Brendan.FINN@oregon.gov
690251 Oregon Transportation Commission (OTC) Organization OTCAdmin@odot.state.or.us - OTCadmin@oregonstate.or.us
697593 No More Freeways PDX Organization nomorefreewayspdx@gmail.com - info@nomorefreewayspdx.com
699942 Christopher Yuen Individual [redacted]
522593 Tina Kotek Individual Rep.TinaKotek@oregonlegislature.gov
Communication ID: 374653 - Email from Claire Vlach about EIS

Status: No response needed

Communication (12/16/2019)

Email from Claire Vlach about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) To whom it may concern:

I am writing to demand that ODOT conduct a full Environmental Impact Statement for the Rose Quarter Freeway Expansion.

The other day, I want to take my two little kids, ages 1 and 3, for a bike ride. I checked the weather forecast, and there it was: "Air Quality Unhealthy for Sensitive Groups." Sensitive groups includes young children. This warning has been popping up more and more in recent years, caused by things like wildfires and auto emissions. You know what expanding I-5 will not help with? Either of those things. More cars on the road means more emissions, further driving climate change.

You know what else it won't help with? Traffic. Maybe it will be better for a few years, but pretty quickly people that have been avoiding driving on this portion of freeway, choosing to travel at other times, using other modes, or forgoing the trip altogether, will start to drive again. That's more emissions, and more traffic. Pretty soon we'll be back in the same boat again, but with even more cars on the road, ever more emissions, and ever further from reaching our climate goals.

What else won't it help with? The people who are regularly killed or seriously injured on ODOT's arterials around the city. Spending this amount of money for "safety"—avoiding a few shoulder-binders—is ridiculous when you consider the actual safety issues on ODOT's roads.

ODOT owes our youth and our entire community a full study of the effects of the proposed freeway expansion. Again, I urge you to conduct a full EIS.

Sincerely,

XX

Time: December 16, 2019 at 5:58 pm

IP Address: 209.244.225.17

Contact Form URL: https://nomorefreewayspdx.com/demandandeis/
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<td><a href="mailto:Rep.TinaKolek@oregonlegislature.gov">Rep.TinaKolek@oregonlegislature.gov</a></td>
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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I ask that ODOT conduct a full Environmental Impact Statement for the proposed Rose Quarter Freeway Expansion. Children who are schooled or live in the affected area deserve no less. Thank you.

Time: December 17, 2019 at 12:24 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanena/
Sent by an unverified visitor to your site.

Category: Environmental: Environmental impacts (not assessment), Environmental: Environmental process,
Issues: Community character/residential impacts
Type: Email

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Communication ID: 374068 - Email from Peter Gutmann about EIS
Status: No response needed

Communication (12/16/2019)

Email from Peter Gutmann about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I believe ODOT must conduct an EIS for the Rose Quarter Freeway Expansion. This will help address common criticisms of the proposed project, including:

* The overwhelming community opposition to the project.

* To better address claims of "climate denialism" and create more hard evidence to support a decision either way. If we are going to address climate change, it must be done using sound science and good policy.

* It won't fix congestion. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Thanks to the concept known as "induced demand," widen freeways only encourages more people choose to drive, creating even more congestion.

* Freeway expansion worsens air pollution.

Thank you for your attention to this.

XX

Time: December 16, 2019 at 5:59 pm

IP Address: [REDACTED]

Contact Form URL: https://nomorefreewayspdx.com/demandaneu/
Sent by an unwanted visitor to your site.


Type: Email

Name | Type | Phones | Email
--- | --- | --- | ---
Brendan Finn | Individual | [REDACTED] | [REDACTED]
Oregon Transportation Commission (OTC) | Organization | [REDACTED] | [REDACTED]
No More Freeways PDX | Organization | [REDACTED] | [REDACTED]
Tina Kotek | Individual | [REDACTED] | [REDACTED]
Peter Gutmann | Individual | [REDACTED] | [REDACTED]
Communication ID: 374059 - Email from Paul Rippey about EIS

Status: No response needed

Communication (12/17/2019)

Email from Paul Rippey about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I used to think people would realize the I5 widening project was a ridiculous misallocation of resources within a decade or two. Now I think we'll all realize that before the project is halfway done. It's such a case of yesterday's response to tomorrow's problems.

Time: December 17, 2019 at 12:12 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanaa/
Sent by an unverified visitor to you

Category: Issues: Cost
Type: Email

Owner(s)

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Communication ID: 374670 - Email from George Walter Feldman about EIS
Status: No response needed

Communication (12/16/2019)

Email from George Walter Feldman about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Please... no more highway lanes! It's definitely a "build it and they were come". This money should be put into mass transit projects and REDUCE vehicles, not allow an over-increasing number of them.

Thank you.

XX

Time: December 16, 2019 at 11:15 pm
IP Address: [REDACTED]
Contact Form URL: https://nomorefreewayspdx.com/demandantes/
Sent by an unverified visitor to your site.

Type: Email

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| 550115   | George Walter Feldman | Individual | | |}
| 522633   | Tina Kolek | Individual | | Rep.TinaKolek@oregonlegislature.gov |
Communication ID: 374072 - Email from Christine Manning about EIS

Status: No response needed

Communication (12/17/2019)

Email from Christine Manning about EIS.

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) To Whom this responsibility and decision has been given,

I do NOT support the expansion of I-5.

I strongly encourage you to conduct a thorough EIS.

With as much knowledge as we have concerning our Climate Crisis now is not the time to encourage single occupancy vehicular use.

I like to believe that YOU know better and perhaps you are being pressured by someone's financial interest.

Please ... Stop this expansion!

Respectfully,

XX
Portland, Oregon

Time: December 17, 2019 at 12:06 am

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanet/
Sent by an unverified visitor to your site.

Category: Environmental: Archeological resources, Environmental: Climate change, Environmental: Environmental impacts (not assessment), Issues: Cost

Type: Email

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<td>Christine Manning</td>
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Communication ID: 374073 - Email from Jim Howell about EIS
Status: No response needed

Communication (12/16/2019)

Email from Jim Howell about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator) Please require an EIS for the I-5 Rose Quarter Project.

An EIS will require ODOT to evaluate public transportation as an alternative to freeway expansion while reducing traffic congestion and greenhouse gas emissions while avoiding severe impacts to the neighborhood.

It has been suggested that a new MAX line along the I-5 corridor between South Waterfront and the Columbia River could attract a sufficient number of commuters from I-5 to render this project unnecessary. The cost would be less than widening I-5 since most of the alignment is in place, (the Tilikum Crossing and the MAX Yellow Line)

Time: December 16, 2019 at 11:31 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanaos/
Sent by an unwanted visitor to your site.


Type: Email

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<td>895464</td>
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Communication ID: 374074 - Email from Satya vayu about EIS

Status: No response needed

Communication (12/17/2019)

Email from Satya vayu about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I demand that ODOT conduct an Environmental Impact Statement for the Rose Quarter Freeway Expansion. That we are seriously considering expanding freeways in this age of climate emergency is mind-boggling - we need to be doing everything we can to reduce dangerous air pollution and carbon emissions and definitely not promote car driving, which is what freeway expansion does. The vast majority of the public is opposed to this project, as evidenced by the public comments. 40% of Oregon's carbon emissions come from transportation. It's the only sector of our economy where emissions are growing - we must immediately reprioritize transportation funding into a system that dramatically lowers vehicle miles traveled (VMT). Every dollar we spend on freeway widening is a dollar Oregon should instead be spending on improving and prioritizing frequent, accessible, reliable transit throughout walkable neighborhoods across the region. Freeway expansion has never solved traffic congestion, in any North American city, anywhere. Ever. ODOT's own hired consultants admit that this project won't address recurring traffic congestion on this corridor. Thanks to the concept known as "induced demand," widening freeways only encourages more people to choose to drive, creating even more congestion, and more air pollution, and more carbon. ODOT's claims for this project are nonsense - ODOT has an abysmal track record of public engagement: terrible transparency, significant cost overruns, and outright lies to justify exorbitantly expensive freeway projects that don't end up achieving their ostensible outcomes. Metro's staffers wrote that claims in ODOT's Environmental Assessment were "not objectively true and is potentially misleading." This project must be stopped - conduct a full EIS which will show what a bad idea this project is, and hopefully stop this backward step when we need to be moving forward in transforming our society away from carbon pollution!

Time: December 18, 2019 at 11:36 pm

IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanaide

Sent by an unwanted visitor to your site.

Category: Environmental: Climate change, Environmental: Environmental impacts (not assessment), Environmental: Environmental justice, Environmental: Environmental process

Type: Email

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Communication ID: 374075 - Email from Jack Hobbs about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) As our climate spirals towards collapse, due in great part to transportation emissions, our leaders should be taking the initiative to stymie freeway expansions. We need people choosing alternatives to cars, not driving them more frequently on wider roads.

Time: December 17, 2019 at 5:46 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandaata/
Sent by an unverified visitor to your site.

Category:
Type: Email

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Communication ID: 374076 - Email from Alain LeTourneau about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I live in the corridor along I-5 in North Portland. With each year, freeway noise grows louder and starts earlier in the mornings. Noise levels audibly increase around 5-4am M-F, as well in the evenings, coinciding with the daily commute by SOV drivers. Increasing freeway use impacts all who live in the corridor and beyond. This fall has already seen numerous days on the calendar with poor air quality for the Metro Area. The air is considerably worse in the North Portland I-5 corridor. And now ODOT’s proposed Rose Quarter project to help increase VMT in the corridor. What is the logic here? This is climate change denial. Reduction of GHG emissions linked to SOV travel, will only come about through a reduction in VMT of SOV travel. Wake up Portland, wake up Oregon, time to change our plans. Or better yet, match our plans to our stated goals, intentions and vision. Conduct an EIS of the Rose Quarter project, and allow the real impact of the Rose Quarter project to be publicly revealed.

Time: December 17, 2019 at 9:21 pm

IP Address: ********

Contact Form URL: https://nomorefreewayspdx.com/demandanews/
Sent by an unverified visitor to your site.


Owner(s): Email

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<td>924485</td>
<td>Alain LeTourneau</td>
<td>Individual</td>
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Communication ID: 374077 - Email from Amy Hansen about EIS
Status: No response needed

Communication (12/17/2019)

Email from Amy Hansen about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $300 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.)

Greetings,

I am a mother and I believe it's so important to invest in public transportation infrastructure and electric vehicle expansion, not freeway expansion. Let’s protect our communities and ecosystems from unneeded development.

Have a great day, 
X

Time: December 17, 2019 at 6:03 pm
IP Address: [redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanela/
Sent by an unverified visitor to your site.

Category: Environmental: Environmental impacts (not assessment), Issues: Transit
Type: Email

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Communication ID: 374678 - Email from Rebecca Canright about EIS

Status: No response needed

Communication (12/17/2019)

Email from Rebecca Canright about EIS.

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) I am a young person who cares about protecting our environment, and I support investing in public transportation, not more highway expansion. Thank you, X

Time: December 17, 2019 at 6:02 pm

IP Address: [Redacted]

Contact Form URL: https://nomorefreewayspdx.com/demandanes/

Sent by an unverified visitor to your site.

Category: Elements: Auxiliary lanes, Elements: Shoulders, Environmental: Environmental impacts (not assessment), Issues: Transit

Type: Email

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Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) We can't ignore the fact that freeway expansion causes induced demand; such an expansion will actually increase congestion rather than decrease it. If Portland is truly a progressive city that cares about taking action to reverse climate change, a full EIS is required, at minimum, for such a project. But if we are being honest, we all know what expanding this freeway will mean: more traffic, more pollution, and dirtier air for the school children whose school the freeway passes by.

We are better than this, and smarter! All we need to do is look at other freeway expansions around the country— they never reduce congestion, but instead increase it in the long run. I shouldn't have to tell you, the planners, about induced demand or Braess' Paradox. But if you've gotten this far in your careers and are still somehow unaware of these phenomena, they're only a web search away.

Thanks in advance for doing the right thing: commissioning a full EIS and dropping this ridiculous, waste-of-money idea in favor of greater investment in transit infrastructure that could actually improve traffic congestion and air quality in our beloved city.

Sincerely,

XX
Proud Portlander and Trimet annual Hop pass holder

Time: December 17, 2019 at 5:21 pm
IP Address: [REDACTED]
Contact Form URL: https://nomorefreewayspdx.com/demandana
Sent by an unverified visitor to your site.

Type: Email

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Communication ID: 374080 - Email from Jean Baecher Brown about EIS

Communication (12/17/2019)

Email from Jean Baecher Brown about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) There needs to be a complete environmental impact study regarding freeway expansion in the greater Portland area. Building bigger and more freeway lanes will not solve the problem of congestion and pollution; it will likely increase the problem. It would be much better to expand green transportation systems with electric buses and rail systems in the area and develop more incentives for commuters to use public transportation that is safe and efficient. The future for transportation in urban areas is not for more cars, it is for fewer cars and greener transportation systems.

Time: December 17, 2019 at 3:43 pm

IP Address: [redacted]

Sent by an unverified visitor to your site.


Type: Email

Owner(s)

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Communication ID: 374081 - Email from Mark Hutchins' Canright about EIS

Status: No response needed

Communication (12/17/2019)

Email from Mark Hutchins' Canright about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) As a farmer and outdoorsman, I think it's important to safeguard our natural areas and not expand or encroach upon wildlife more than we already have. Thanks, X

Time: December 17, 2019 at 5:58 pm

IP Address: [redacted]

Contact Form URI: https://nomorefreewayspdx.com/demandantes/
Sent by an unverified visitor to your site.

Category: Environmental: Environmental impacts (not assessment)
Type: Email

Owner(s)

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Communication ID: 374689 - Email from Ray Outlaw about EIS

Status: No response needed

Communication (12/18/2019)
Email from Ray Outlaw about EIS

Message - Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator!) This is a huge project with huge impacts. An EIS is prudent. Period.

Time: December 19, 2019 at 5:31 pm
IP Address: [REDACTED]
Contact Form URL: https://nomorefreewayspdx.com/demandanemail/

Sent by an unverified visitor to your site.

Category: Environmental: Environmental process
Type: Email

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<td>524326</td>
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**Communication ID: 374321 - Email from Heather Blackbird about EIS**

**Message:**
Why do you demand that ODOT conduct an Environmental Impact Statement or the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Thank you for listening to the community voices and following up on an Environmental Impact Statement for the freeway expansion. As a long time Portland resident and business owner, I have faith in our leaders to do the right thing for our collective well being. Our environment depends on our wisdom and care. Expanding the freeway is an expensive bandaid on a problem that can be dealt with in a more comprehensive forward thinking way. But first, let’s get the report and look at it for the impact this freeway expansion could have. Let’s slow down so we can go into these decisions with all the information.

I appreciate your service and rely on you in your capacity to help us all.

Sincerely,

XX

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**Time:** December 19, 2019 at 12:15 am

**IP Address:** [redacted]

**Contact Form URL:** https://nomorefreewayspdx.com/demandands/

**Sent by a verified WordPress.com user.**

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**Category:** Environmental: Environmental impacts (not assessment), Environmental: Environmental process

**Issues:** Cost, Issues: Public involvement process, Issues: Purpose and need, Requests: Other

**Type:** Email

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Communication ID: 375152 - Email from Oscar Conteras about EIS
Status: No response needed

Communication (1/5/2020)
Email from Oscar Conteras about EIS

Message: Why do you demand that ODOT conduct an Environmental Impact Statement for the $500 million Rose Quarter Freeway Expansion? Feel free to use our talking points below. (Bonus points if you also send your letter to your local state representative/senator.) Every independent study has shown expanding freeways only increases traffic volumes, deaths from air pollution, and increased greenhouse gas emissions.

To people of Portland DO NOT SUPPORT any such expansions

We DO SUPPORT expansions for public transit and pedestrian facilities and other green infrastructure.

Please support the will of the residents of Portland, not the financial interests of corp contractors.

Thanks!

Time: January 5, 2020 at 4:05 pm

IP Address: [redacted]

Contact Form URL: https://momorefreewayspdx.com/demandanet
Sent by an unwarranted visitor to your site.


Type: Email

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ODOT - Rose Quarter - Communications (5 Total)

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Created
1/10/2020 : 11:38 AM
by [Redacted]
Communication ID: 373987 - Email from No More Freeways PDX to OTC Admin about EIS comment error

Communication (12/17/2019)

Email from No More Freeways PDX to OTC Admin about EIS comment error

Due to a clerical error on the No More Freeways website, the 327 comments submitted to the Oregon Transportation Commission (OTC) from community members over the past few weeks were not properly submitted into the OTC's administrative email account. Apologies - we regret the error. The following emails from constituents requesting a full Environmental Impact Statement for the Rose Quarter Freeway Expansion were sent to the offices of Speaker Tina Kotek, Governor Kate Brown, and the ODOT Rose Quarter Freeway Expansion office over the past two weeks - we have compiled these comments in this letter for your convenience.

These community members join a growing number of local elected officials and community organizations in calling for a full Environmental Impact Statement on the proposed Rose Quarter Freeway Expansion.

We are attaching a copy of these emails this morning to ensure the Oregon Transportation Commission has received them in advance of our public testimony at the informational hearing this morning.

Thank you for your public service and attention to this matter.

Aaron Brown
hnhhs
www.nomorefreewayspdx.com

Response

Hello Aaron,

Thank you for your December 17, 2019 comment to the Oregon Transportation Commission (OTC) regarding the Rose Quarter project. The OTC values public comments as a way to remain apprised of the important issues facing our state and its citizens.

Unfortunately, due to limited amount of time prior to public testimony on December 17, 2019 the Commission is unable to review the comments attached below that were submitted from the community. However, we will ensure your public comments are incorporated in to the official record for the December 10-17, 2019 OTC meeting.

Thank you again for taking the time to send us your comments.

Michelle Bryant | Executive Assistant
The Oregon Transportation Commission
Oregon Department of Transportation
355 Capitol St NE, MS 11 Salem, OR 97310
OIC: (503) 986-3450
Email: XX

Documents 121719 OTC Comments in Support of Full EIS.pdf
Category: Environmental: Environmental process, issues: Public involvement process
Type: OTC Admin
Owner(s)

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Dear Oregon Transportation Commissioners, Representative Helm, and Senator Steiner Hayward,

Thank you for taking the time to read this page of testimony. Although it is only one page, I kept finding more to say, so I did need to add some auxiliary pages. (Ha, I'm sorry, I couldn't resist starting off with that little joke :-) I know it's probably getting old.)

Fortunately, thanks to Governor Brown's delay, we all have a bit more time to read, think, listen & speak about the I-5 project in advance of OTC's January 2020 meeting.

I am writing to ask you to require ODOT to do an EIS on the I-5 RQ project, but I am also requesting that you require ODOT to use that project's $500 million to first redo its deadly city highways such as TV Hwy/Canyon Road, which cuts through Hillsboro and Beaverton. These roads are not currently serving Active Transportation or Car-Free travel. These surface highways are far deadlier and more frequently injurious than I-5 at the Rose Quarter. Last March, I asked for safety for people walking and biking on TV Hwy at ODOT's Rose Quarter EA hearing, but nothing has been done. Again this month, there was yet another death on TV Hwy: Hillsboro Police Investigate Fatal Crash Involving Tricycle. (Note: if you're reading this testimony on a printed copy, please see link #1 in numbered list of links at the end).

ODOT's and the state's delay in fixing these highways is literally killing people. By the way, I live in Beaverton in a zero-car household.

I will talk about ODOT's long history of doing EIS's in a moment, but first I need to reference 2017. That year, I wrote asking leaders to incentivize Bicycles as Vehicles of Climate Action, and in that spirit, to not include a bicycle tax in HB 2017. HB 2017 was passed more than a year before the 2018 Black Friday Climate Report was released (2). I can't help but wonder if it had been HB "2019" instead, if at least some members of the legislature might have more seriously considered my plea, also made by many, many others who use bicycles as transportation, to not tax bicycle sales. However, in 2017 the legislature went on to include that regressive bicycle tax (regressive because it's hard to afford for the very people who most need affordable transportation). Since 2017, one of the very few, I think three, bicycle shops in my city has now closed, and other shops have left the state. Physical bike shops are a necessary part of encouraging bicycle commuting, for purchase of gear, to make repairs, and to engage in bike transportation culture with our community.

The tax is not even a very impressive or effective revenue collector, and as written in 2017, does nothing to fund urban or suburban bicycle infrastructure that low-income households might use as a way to stay safe from the too-many, too-large cars. For example, the tax doesn't fund bike lanes to grocery stores. i doesn't fund cycle tracks or protected bike lanes on suburban orphan highways like TV Hwy, the construction of which would provide hundreds of jobs and reconnect neighborhoods. Yet, much of the public is under the misconception that the tax is funding "safe bike infrastructure" Wherever this misconception came from it is very unfortunate. Bike trails in remote areas don't help people in cities bike to work or errands. Plus, the bike tax's revenue pales in comparison to the $500 million the state has appeared willing to easily spend on less than two miles of freeway, or "aux lanes" as I've heard some ODOT staff nickname them. Think how much regional bicycle infrastructure $500 million could buy.

In December 2018, BikePortland reported on the first year of the bike tax, saying in an editorial comment (3) that I echo, "Why on earth would Oregon want to tax a form of transportation that adds such tremendous value to our roads and lives?" BikePortland reported: "Instead of $2.8 million every biennium, they now expect just $1.1 million. And that's before subtracting administrative costs. ODOT Economist Daniel Porter told lawmakers that in hindsight, their estimates for the bike tax were, 'A real shot in the dark.' [Porter] blamed Oregon's lack of sales tax revenue pales in comparison to the $500 million the state has appeared willing to easily spend on less than two miles of freeway, or "aux lanes" as I've heard some ODOT staff nickname them. Think how much regional bicycle infrastructure $500 million could buy.

But ODOT's "misunderstanding" is rooted much deeper than Oregon's repeated rejection of a sales tax or ODOT's car-centric data collection. A new study (4) by Harvard Kennedy School helps make the point I tried to make in 2017. The Boston Globe reports that the study found, "so many of the expenses associated with cars and roads are borne by the public that the average family in Massachusetts is on the hook for about $14,000 a year, whether they own a car or not." (5)

That's $14,000 of "skin in the game" even if we do not own a car. How equitable is that? And to then tax bicycles on top of that? Can the legislature PLEASE do more to educate itself and the people of Oregon about the true costs of cars and car-centric transportation systems, as well as the benefits of bicycles? There would be honor in going back to revisit the bike tax, and, if determined to be a legislative mistake, to fix it. It may be easier for legislators to simply let citizens keep believing & spreading misconceptions, but that is not helping our society move forward and deal with the immense challenge of climate change. Thus, education about the transportation system is crucial climate action.

Thank you for taking the time to read this page of testimony. Although it is only one page, I kept finding more to say, so I did need to add some auxiliary pages. (Ha, I'm sorry, I couldn't resist starting off with that little joke :-) I know it's probably getting old.)

Fortunately, thanks to Governor Brown's delay, we all have a bit more time to read, think, listen & speak about the I-5 project in advance of OTC's January 2020 meeting.

I am writing to ask you to require ODOT to do an EIS on the I-5 RQ project, but I am also requesting that you require ODOT to use that project's $500 million to first redo its deadly city highways such as TV Hwy/Canyon Road, which cuts through Hillsboro and Beaverton. These roads are not currently serving Active Transportation or Car-Free travel. These surface highways are far deadlier and more frequently injurious than I-5 at the Rose Quarter. Last March, I asked for safety for people walking and biking on TV Hwy at ODOT's Rose Quarter EA hearing, but nothing has been done. Again this month, there was yet another death on TV Hwy: Hillsboro Police Investigate Fatal Crash Involving Tricycle. (Note: if you're reading this testimony on a printed copy, please see link #1 in numbered list of links at the end).

ODOT's and the state's delay in fixing these highways is literally killing people. By the way, I live in Beaverton in a zero-car household.

I will talk about ODOT's long history of doing EIS's in a moment, but first I need to reference 2017. That year, I wrote asking leaders to incentivize Bicycles as Vehicles of Climate Action, and in that spirit, to not include a bicycle tax in HB 2017. HB 2017 was passed more than a year before the 2018 Black Friday Climate Report was released (2). I can't help but wonder if it had been HB "2019" instead, if at least some members of the legislature might have more seriously considered my plea, also made by many, many others who use bicycles as transportation, to not tax bicycle sales. However, in 2017 the legislature went on to include that regressive bicycle tax (regressive because it's hard to afford for the very people who most need affordable transportation). Since 2017, one of the very few, I think three, bicycle shops in my city has now closed, and other shops have left the state. Physical bike shops are a necessary part of encouraging bicycle commuting, for purchase of gear, to make repairs, and to engage in bike transportation culture with our community.

The tax is not even a very impressive or effective revenue collector, and as written in 2017, does nothing to fund urban or suburban bicycle infrastructure that low-income households might use as a way to stay safe from the too-many, too-large cars. For example, the tax doesn't fund bike lanes to grocery stores. i doesn't fund cycle tracks or protected bike lanes on suburban orphan highways like TV Hwy, the construction of which would provide hundreds of jobs and reconnect neighborhoods. Yet, much of the public is under the misconception that the tax is funding "safe bike infrastructure" Wherever this misconception came from it is very unfortunate. Bike trails in remote areas don't help people in cities bike to work or errands. Plus, the bike tax's revenue pales in comparison to the $500 million the state has appeared willing to easily spend on less than two miles of freeway, or "aux lanes" as I've heard some ODOT staff nickname them. Think how much regional bicycle infrastructure $500 million could buy.

In December 2018, BikePortland reported on the first year of the bike tax, saying in an editorial comment (3) that I echo, "Why on earth would Oregon want to tax a form of transportation that adds such tremendous value to our roads and lives?" BikePortland reported: "Instead of $2.8 million every biennium, they now expect just $1.1 million. And that's before subtracting administrative costs. ODOT Economist Daniel Porter told lawmakers that in hindsight, their estimates for the bike tax were, 'A real shot in the dark.' [Porter] blamed Oregon's lack of sales tax revenue pales in comparison to the $500 million the state has appeared willing to easily spend on less than two miles of freeway, or "aux lanes" as I've heard some ODOT staff nickname them. Think how much regional bicycle infrastructure $500 million could buy.

But ODOT's "misunderstanding" is rooted much deeper than Oregon's repeated rejection of a sales tax or ODOT's car-centric data collection. A new study (4) by Harvard Kennedy School helps make the point I tried to make in 2017. The Boston Globe reports that the study found, "so many of the expenses associated with cars and roads are borne by the public that the average family in Massachusetts is on the hook for about $14,000 a year, whether they own a car or not." (5)
This education is happening. I think 1000 Friends of Oregon puts it clearly in their December 18, 2019 public testimony to Portland Metro regarding their 2020 Transportation bond: “We already know from the International Panel on Climate Change (IPCC) Reports that if all fossil fuels in the consumption pipeline (including those for cars) are burned, we will exceed the two degree Celsius warming target, which was set to avoid the worst impacts of our climate crisis. Based on this alone, it is clear that radical change is needed. Are the decisions you are making now supporting a region that is connected by low-carbon public transit and active transportation, and prioritizes climate smart regional planning? Simply put, we cannot continue business as usual and expect different results that bring the necessary changes to preserve our environment, economies, and communities.”

It is now well known that transportation is producing at least 40% of our GHG emissions, yet cities still have car-capacity-adding projects in their TSPs, leaving otherwise affordable active infrastructure underfunded or even unfunded. We know cheap gas, induced demand, and sales of larger-than-ever trucks and SUVs are eating up what emissions reductions we’ve made. The EA reports (6) “growing preference for SUVs challenges emissions reductions in passenger car market.” We also know the power grid will be facing shortages (7) and therefore electric cars cannot be the answer (even if they were equitable). Yet Oregonians who can afford to buy electric cars now receive a tax credit, while those of us using bicycles get no tax credit—or any kind of legislative credit—for helping to solve the climate crisis.

But by far the most frustrating part is that those of us already using climate-friendlier modes like the bus and bicycles must put up with subpar, disconnected, dangerous infrastructure alongside frequently unsafe car operation (due to both road design and driver mistakes). For example: having to walk an extra half mile to get to a signaled intersection on ODOT’s Hwy 10 in Beaverton, because ODOT and TriMet failed to put a way to cross the street where bus stops are located. And, as I mentioned, the current design of TV Hwy continues to kill people using active modes in Hillsboro. People are demanding it be fixed - see this KOIN 6 report from December 2018 (8). The State’s refusal to mandate ODOT to add active infrastructure on older highways and existing arterials will result in injury, considering the $14,000 (or whatever amount it is in Oregon) that car-free families pay toward the State’s car expenses (which include things like emergency response services and repair of power poles crashed into seemingly daily). That is why I will not vote for a Metro bond that includes any additional car capacity. I absolutely will vote for a bond full of active infrastructure for biking and walking to transit, and transit service extension projects (excluding parking garages—I’d like Bus & Rides, not Drive & Ride). As discussed at Metro’s December 18th transportation bond Task Force meeting, many Oregonians think ODOT is dumping its responsibility and making taxpayers pay again (via the Metro bond) for ODOT roads that engineers are supposed to make safe, per their ethics pledge.

In the meantime, TV Hwy, 82nd etc, remain under ODOT’s ownership. I hope it is becoming clear: ODOT should not be given billions of dollars for expanding other freeways while their orphan highways remain deadly and injurious to the communities divided by them. Thousands of people in the Portland Metro have expressed no confidence that the I-5 Rose Quarter widening project will ease congestion better than freeway buses or tolling would, but we are confident that wider roads hurt our efforts at GHG emissions reduction. So—with $500M at stake, I ask the OTC to require ODOT to do further study and complete a full EIS. I’d also be in favor of canceling the widening project altogether, and instead getting all hands on deck redoing TV Hwy, Farmington, 82nd, & Powell to invite active travel and transit use. That’s a lot of jobs right there.

ODOT staff and the state of Oregon must start including mode shift as a No Build way of increasing car capacity.

While ODOT has been doing road widening project EIS reports for years, we should now require their EIS reports to be written with a holistic focus on climate. For example, it’s been reported that for $500 million, sidewalks and crosswalks could be added at every school in Portland. That information should be included in the EIS. Consider the resulting congestion relief, if parents were no longer driving kids to school in cars across town every morning and afternoon! Requiring people to buy & use cars is not a “transportation system.” I do not own a car, and the transportation system should be serving my needs. Please put a stop to the freeway auxiliary lane “fixing” bonanza currently underway around the region and insist upon more neighborly ways of reducing congestion, like adding bus service and active infrastructure that lets people walk and take bicycles to bus stops & light rail stations.

Alando Simpson, whose OTC hearing comments I was listening to as I was drafting this email, and whose insights & leadership I admire, was once quoted in Oregon Business (9) as saying, “I don’t have any political aspirations. Politics can dance around the truth, and I don’t feel we have time to dance around the truth given the way the world is. We’re not in a stable situation as a country. I want to get right to the point and focus solely on the power I have as a business to support the community in which we function.”

We also don’t have time to dance around transportation truths. I happen to love dancing, but not in this vein. Obviously, legislators are in politics, but ODOT as an agency has been making us and its own staff dance around freeway widening, and that needs to stop.

That’s not to say that ODOT has always veiled the words “added capacity” in terms like “auxiliary lanes.” In one 1980 Final EIS entitled, Barnes Road Widening - Sunset Highway - Multnomah County Line Barnes Road (FAUS 9326), Washington County, Oregon, which, like the I-5 RQ project also affected a school (Catlin Gabel), the report states: “US 26 is a major barrier to fluid
social interactions between neighborhoods north and south of that highway. Probably the most important catalyst of neighborhood relations in suburban communities is the interaction of children at play. They take many of the social initiatives with neighbors, encouraging and sometimes requiring subsequent interactions among adults. US 26 is an obvious barrier to this. To a somewhat lesser degree, Barnes Road is also a barrier for the same reason.

That statement is in absolute accord with my active commuting experience in Washington County; US 26 is a definite barrier. And so is Barnes Road, and all five to seven lane arterials. It's pretty clear ODOT has been working at making its "dancing around" freeways seem daintier as freeways become less popular over the decades, judging by changes in language and admissions. In a December 6, 2019 letter (10), new ODOT director Kristopher W. Strickler wrote to the OTC saying that the I-5 Rose Quarter expansion, "would improve community connections by redesigning overpasses and reconnecting neighborhood streets, enhancing public spaces, and promoting economic development opportunities."

That's a big change from that 1980 statement—which reads more like an admission today—that a freeway is a major barrier. I want and am entitled to see proof of the veracity of the director's December statement. Wouldn't it be better to altogether remove the barrier from the middle of the city? Professional Engineers must adhere to ethics requirements, including not to mislead the public, so I trust the director will be supporting his statements with data and straightforward explanations of how overpasses do anything to enhance public spaces or connect two sides of a freeway. An EIS analysis is the perfect venue for more deeply exploring these matters.

In the end, there remain our own personal observations. I live in the armpit of two freeways, US 26 and OR 217 (which ODOT recently widened, and is talking about widening, respectively) and I find it laughable to think that widening those would "reconnect" or "improve" or "enhance" public spaces and neighborhood streets near me. I saw the images in this ODOT video (11), which is a propaganda-ish look at ODOT's almost militant expansion of I-205. I'm shocked at all that asphalt, and that no one protested it going in! I don't want to live next door to that; do you? It cannot be healthy—lid or no lid, climate change or no climate change. The video begins with Rian Windsheimer—who was seated at that hearing last March when I begged for safety on TV Hwy—saying, "This project makes a difference. If you're driving I-205 you're already experiencing the benefits of auxiliary lanes and ODOT real time signs." It seems that ODOT is saying, "Dance with us?" Then comes that bird's eye view of the freeway, and that startling amount of asphalt-covered land. What about the experience of people who are NOT driving, but living next to that? Or needing to cross it, the way we have to cross TV Highway?

Once when I was at a live music show, having a great time dancing, a man I did not know asked me to dance with him. I said "No." He became angry with me for refusing & demanded again. He began yelling at me, making aggressive gestures, which made me certain about my instinct not to dance with him. This is how it often feels when a DOT or the legislature pushes more car capacity upon people who bike and walk, or at least it does to me. This push to widen freeways is raising red flags and instinctual responses for thousands of people. This freeway widening dance feels like getting caught in a slam dance.

OTC and Legislators, please require ODOT to complete their work. Please do a more detailed analysis of the environmental, social—and especially climate—effects of Oregon's systemic expansion of car capacity via auxiliary lanes, aka freeway widening, especially as paired with the state's neglect of deadly orphan highways. No more dancing around these streets.

And please have ODOT do an Environmental Impact Statement for I-5 RQ. Even parody television (12) knows we need one!

Thanks again for your time,

XX
Beaverton

CC: Brendan Finn, Transportation Policy Advisor to Governor Brown
& No More Freeway Expansions

Links, in order of appearance:
1. https://flashalert.net/id/HPD/129678
3. https://bikeportland.org/2018/12/18/oregons-bike-tax-revenue-is-far-below-expectations-while-admin-overhead-is-going-up-293316
Response (12/20/2019)

Thank you for your December 19, 2019 comment to the Oregon Transportation Commission (OTC) regarding the Interstate 5 Rose Quarter Project and ODOT’s Orphan Highways in Cities. The OTC values public comments as a way to remain apprised of the important issues facing our state and its citizens.

We will ensure your public comments are incorporated into the official record for the December 2019 OTC meeting.

Thank you again for taking the time to send us your comments.

XX, Executive Support
Oregon Department of Transportation
355 Capitol Street NE, Salem OR 97302
XXX Desk
XXX OTC
XXX


Type: OTC Admin

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Communication ID: 374987 - Email from Annie Capestan to OTC Admin about environmental justice
Status: No response needed

Communication (12/10/2019)

Email from Annie Capestan to OTC Admin about environmental justice

HI,
I support the Sunrise Movement and their demand for a more rigorous Environmental Impact Statement regarding the proposed $450 million project to widen Interstate 5 through the Rose Quarter.
The African-American community was disproportionately affected when the freeway was built and this proposal project would just add to their suffering.
Widening a freeway will ALWAYS mean more cars and more pollution.
I am white and middle-class. I am privileged to live far from a freeway. It is time to stop giving white people all the advantages. Black and Brown lives matter.
Sincerely,
XX
97002

Type: OTC Admin

Owner(s)

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Communication ID: 374993 - Web form via OTC Admin from R Gantz about climate change
Status: No response needed

Communication (12/5/2019)

Web form via OTC Admin from R Gantz about climate change

What would you like to do?
I want to share my thoughts on an issue.

Subject
Rose Quarter Freeway Expansion Project

Comment
Please do not allow ODOT to move forward on more freeway expansion, especially without a full Environmental Impact Study. ODOT has repeatedly misrepresented this project and lied to the public about its purported benefits. There are none. The department seems intent on ignoring overwhelming community opposition, climate science, and decades of case examples that show you can't build your way out of congestion. We need real leadership on climate change and 21st century transportation, not the same proven failure strategies that have been making our communities less safe and more polluted, wasting tax dollars, and worsening an already dire climate future.

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Email Address
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Type: OTC Admin

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Communication ID: 374994 - Web form via OTC Admin from Tom Holt supporting the project without an EIS
Status: No response needed

Communication (12/3/2019)
Web form via OTC Admin from Tom Holt supporting the project without an EIS

What would you like to do?
I want to comment on a Commission agenda topic.

Subject
Rose Quarter I-5 project

Comment
I am writing, as someone who regularly travels I-5, to urge the Commission to move forward with the Rose Quarter I-5 project without the further delay of a full EIS. A full EIS should not be required for this modest improvement to an existing major highway, which may provide some modest relief to the worst I-5 bottleneck on the West Coast. Improving traffic flow seems more likely than not to reduce pollution and reduce waste of motor fuel, and most important save irreplaceable time for motorists.

Name
XX

Email Address
XX

Category: Environmental: Climate change, Environmental: Environmental process, Issues: Drivers/commuters, Issues: Purpose and need, Roads: Congestion - highway

Type: OTC Admin

Owner(s)

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<td>006137</td>
<td>Tom Holt</td>
<td>Individual</td>
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Climate Leaders
Don't Expand Freeways

Chair Van Brocklin: whose side are you on?
Hello, OTC Chair Bob Van Brocklin!

I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

It is the responsible thing to do. Please spend our tax dollars wisely, and protect public health and the environment. Conduct an EIS before considering expanding the freeway!

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

Chair Bob Van Brocklin
sdimension

P.O. Box 9726
Portland, OR 97209
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that
ODOT conduct a full EIS on the Rose
Quarter Freeway Expansion because...

- induced demand
- climate change
- future of transportation &
  decline of personal automobile
- MORALITY
- common sense

The oceans are rising. So are we.

existing
research

- public outcry
- The Value of Knowledge
- Your grandchildren
- Harmful to communities of color

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin! I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

It should be a GIVEN that investment decisions are made with DATA and objective inputs DO THE RIGHT THING!

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOISROX
Hello, OTC Chair Bob Van Brocklin!
I’m writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

I understand
Induced demand
Don’t expand.

-Althul Kaufman age 12
The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorafreewayspdx.com | www.sunrisepdx.org | #NOTAFREEX

SUNRISE MOVEMENT SC MORE FREEWAYS PDX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

IT'S THE RIGHT THING TO DO, TOO MUCH AT STAKE
DECISIONS SHOULD BE MADE WITH DATA !!

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

It is shameful that ODOT and its newly-confirmed director keep repeating the climate denialist claim that more motor vehicle traffic will reduce CO2 emissions.
If trucks move faster, we need to invest in modes that will allow our daughter a future!
The oceans are rising. So are we.

Chair Bob Van Brocklin
C/O Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #No6ROX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

I am 20 years old, the climate crisis is real, let's not rely more on fossil fuel than we already are. I want to live to be a grandparent! The oceans are rising. So are we.

Amanda Lewis '3 Clark College '21

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

Making a decision on a $500M investment of taxpayer dollars and with climate impacts MUST BE MADE WITH THE FACTS - GET THE DATA! DO THE EIS!!

The oceans are rising. So are we.

www.nomorefreewayspdx.com / www.sunrisepdx.org / #NO15RQX

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

it will result in increased CO₂ emissions and contributes to Global Warming!

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

By the time construction is finished congestion will be as bad or worse. Not well-spent!

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I’m writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...
you have not done due diligence until you've done a full EIS!

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

In 2019 we need to be looking at the full picture of every decision we make, and the environmental impact, especially regarding climate change. The oceans are rising. So are we.

Is there the most critical impact of all. Stop being a climate denier!

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

CHRIS PALMER

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOISROX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

Spending 500 million on false facts is not what the voters or OR want.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NO5RQX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

It will add CO2 to the atmosphere

As a OR taxpayer I demand you do your job and base decisions on facts Do the EIS

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

I am 17 years old and I'm working so hard to create a just, green future and I don't understand why you aren't supporting your future voters and keeping me safe. I just want to be safe. Finally.

The oceans are rising. So are we, for once.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOi5ROX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

my high school isn't even on a freeway and we can't breathe sometimes. I can only imagine how terrible it would be for those at Harriet Tubman if you let this expansion happen.

The oceans are rising. So are we.

Chair Bob Van Brocklin
a/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOI5ROX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

I think you'll find freeway expansions have NEVER helped traffic flow, and there are so many other ways to reduce traffic with that money.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

The environmental impact of more traffic on freeways will worsen climate change & damage health.

Doug Klotz
Portland 97214

The oceans are rising. So are we.
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

To whom it may concern,
De-industrialize the desire to drive. Build faster MAX trains, don't widen the freeway.

- Mark

The oceans are rising. So are we.
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

No more freeways in an age of climate emergency! More autos are incompatible with public transit and sane ecological urban planning.

Lloyd Viva La 97266

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

We experience fatalities on Oregon's roads everyday. Yet we are investing $500,000,000 here where there are no fatalities. SAFETY FIRST?

This project says otherwise.

Genuinely, Anonymous Oregonian

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that
ODOT conduct a full EIS on the Rose
Quarter Freeway Expansion because...

it's the right thing to do

-Steve Bozzone, NE Portland

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOISRQX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that
ODOT conduct a full EIS on the Rose
Quarter Freeway Expansion because...

Building protected
bike lanes provides
jobs too! Let's put
people to work building
GOOD-for-US Streets!
The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com / www.sunrisepdx.org / #NOTAQPX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

I am a human living on the planet.
I care about my kids' and everyone's kids having a livable planet.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

This is crazy!
Listen to scientists!
No more Freeway Expansion! So many wrong!
The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

This seems to be the situation

**PROS**

? ?

**CONS**

Induced Demand
Increased pollution
Expense
Slower bus traffic
Asthma for poor/indoor children

The oceans are rising. So are we.

AND WE'RE SICK OF IT!

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that
ODOT conduct a full EIS on the Rose
Quarter Freeway Expansion because...

We need buses, trains, bike lanes and Rose lanes, not expanded freeways! Use that 500 million.
The oceans are rising. So are we.

- Trisha Patterson
Foster Power
Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOISROX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

If we really consider this a "safety" issue, we must consider the full impacts of choices made regarding transportation. Consider my future, my children's future -- have the political courage to do the right thing.

Anna Kemppe

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

The children of the democratic school and the community deserve to know what increased traffic and pollution will do to their health.

-Josh Baker

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOI5ROX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

it is a huge waste of money that will worsen the problem it claims to solve.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

Chair Bob Van Brocklin

The oceans are rising. So are we.

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOISROX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

you say you support the youth & their climate movement & yet we are still here doing this. Climate Leaders Don't Widen Freeways! - 7th grader HTMS

The oceans are rising. So are we.
Hello, OTC Chair Bob Van Brocklin! I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

More Freeway Won't Fix Traffic!

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOTSPDX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

Let the public be fully informed, at least!

Of course, encouraging more alternate transport would be best for the climate. -Deanne Rhythm

The oceans are rising. So are we.

Chair Bob Van Brocklin
C/O Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NO15RQX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

I don't want more space for cars in our communities or emissions in our air.

M Andrea

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisedx.org | #NOISROX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

expanding freeways will have a negative impact on the environment and on climate change. I want my 1 and 3 year old children to grow up in a world that isn't collapsing due to poor decisions. The oceans are rising. So are we. 🌊

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NO15ROX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

To increase a commute by a number of minutes is not worth the billions of millions. Please consider putting this money into public transit that works for all people!

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

Claude Leader's Don't Expand Freeways!!!
-Colin

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I’m writing you today to demand that
ODOT conduct a full EIS on the Rose
Quarter Freeway Expansion because...

Construction will make things worse for a
long time and the end result won’t
change a thing.
No freeway expansion!

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

$500M to expand
the freeway is the wrong priority for our tax $. We should instead focus on climate change.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin! I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because... the environment matters. It is the future!

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOISRFQX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

it won't work! Freeway expansions do not decrease traffic. We need to be looking at sustainable, cost-effective transportation solutions. DO NOT dramatize the crisis for monetary purposes!

The oceans are rising. So are we.

Chair Bob Van Brocklin
a/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

TED BUEHLER
XX
P ORTLAND 97212

we need bike-bicycling, walking & transit, not wider freeways. It's cheaper too! OTed

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NO15RX
Hello, OTC Chair Bob Van Brocklin!
I’m writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

It is established science in traffic engineering that more lanes = more traffic. This would be increasing commute time at the cost of $500 million and the health of black and brown school children.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

I will vote down and campaign against any freeway expansion, it is climate change denial!!!
Hello, OTC Chair Bob Van Brocklin!

I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

MY LITTLE BROTHER IS IN 8TH GRADE

8 DESEVES TO HAVE GOOD AIR QUALITY. ~ RAE. 16

The oceans are rising. So are we.
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

we are at a point regarding climate policy that requires DRAMATIC reductions in CO2 emissions and the RQE would be a horrible step in the WRONG direction. We need more transit options and NOT more driving!!

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

it was a SHITTY EIS, we have to FIGHT CLIMATE CHANGE.
The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOI5ROX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

we have less than 10 years to address climate change and expanding a highway is pouring money into the wrong side. What could you do with that money to encourage people NOT to drive? How much better and safer could you make biking in Portland.

The oceans are rising. So are we.

Chair Bob Van Brocklin
C/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that
ODOT conduct a full EIS on the Rose
Quarter Freeway Expansion because...

Please do a complete EIS.

Nona Ganel

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NO5RQX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

How will you be able to look your children in the eye knowing that you were unable to demonstrate the slightest fraction of leadership necessary to do your part to avert the climate crisis? What will

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOISROX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

Please don't.

-Jack Corrigan

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

This is a matter of life and death. This project will greatly effect youth in Portland, especially the students at Harriet Tubman Middle School. The very least that needs to happen is a full EIS report. Do your homework Edm. Coak.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I’m writing you today to demand that
ODOT conduct a full EIS on the Rose
Quarter Freeway Expansion because...

Is climate destruction
your legacy?

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

The oceans are rising. So are we.
www.nomorefreewayspdx.com | www.sunrisepdx.org | #NO15RQX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

1. Climate change
2. Big cost for no benefit
3. Terribly disruptive to construct.

Etc. Enough, all.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

You may find you have more information to guide decision making. Data should drive decision making.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that
ODOT conduct a full EIS on the Rose
Quarter Freeway Expansion because...

A school
with children
will be hurt.
Janet Weil

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOISROX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that
ODOT conduct a full EIS on the Rose
Quarter Freeway Expansion because...

There is too much at
strike environmentally,
financially and morally
not to.

Thank you, David Levine
The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

We cannot be forward thinking and achieve true climate crises! Widening freeways is not the way to accomplish this.

Thank you!

The oceans are rising. So are we.

Chair Bob Van Brocklin
C/O Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NO15AOX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...the project

it is an ineffectual solution to congestion, will increase health impacts in our communities, and is a step in the wrong direction for the climate crisis. You must do all your homework. -Nariah

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NO15RQX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

"It is time to put children's lungs first."

The oceans are rising. So are we.
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that
ODOT conduct a full EIS on the Rose
Quarter Freeway Expansion because...

No Freeway Expansion, Please.

David Hayb

The oceans are rising. So are we.

Chair Bob Van Brocklin
 c/o Oregon Transportation Commission
 355 Capitol Street NE
  MS #11
  Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

Widening freeways doesn't solve congestion & will only increase air pollution!

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

Our future's, the future of our world depend on you doing the right thing!
The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

The environmental & health costs of urban freeways far outweigh the project benefits. Study it.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that
ODOT conduct a full EIS on the Rose
Quarter Freeway Expansion because...

SHOW ME THE EIS!
THE WORLD IS
BURNING!!
#BANCAP

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

Since ODOT's surveys say that traffic on the expansion comes off city streets, we can better use $600 M to do that with transit.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorafreewayspdx.com | www.sunrisepdx.org | #NOi5ROX

Mike Lewis
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

There are alternative methods to resolve the traffic congestion problems and expanding an infrastructure which relies on carbon-based pollutants is not congruent to our future. Please explore other options like vehicle specific flow channels at peak times to better navigate traffic, alternative routes etc...

The oceans are rising. So are we.

Chair Bob Van Brocklin
C/O Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NO15RQX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

"If you look back at this from 2050 it's gonna seem like the worst boondoggle ever!"

Paul R

The oceans are rising. So are we.

Chair Bob Van Brocklin
C/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOISRQX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that
ODOT conduct a full EIS on the Rose
Quarter Freeway Expansion because...

It's the minimum
Commitment to
responsible
transpo planning

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I’m writing you today to demand that
ODOT conduct a full EIS on the Rose
Quarter Freeway Expansion because...

Investment in fossil fuel-based transit infrastructure
IS Climate Denial.
Get your act together.

The oceans are rising. So are we.
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

Please don't use ODOT's assumptions to ruin our futures.

The oceans are rising. So are we.

Chair Bob Van Brocklin
C/O Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

I don't like smog or climate change. If you don't think the freeway expansion will cause these problems, why not conduct an EIS to make sure? Let's talk.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com  www.sunrisepdx.org  #NO15RX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

Freeways are not the future! Transportation needs to change and become more environmentally accountable.

All we ask for is a fair evaluation of the consequences of the freeway expansion.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that
ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

HARRIET TUBMAN
STUDENTS DESERVE
ACCOUNTABILITY AND
JUSTICE.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com / www.sunrisepdx.org / #NOISRQX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

time is running out for us to change our ecologically harmful way of life before the most vulnerable of us pay the price. Let Oregon be at the forefront of positive change not backwards transportation policy.
The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOISORQX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that
ODOT conduct a full EIS on the Rose
Quarter Freeway Expansion because...

We have a responsibility
to protect middle
schoolers from pollution,
especially kids who already
face other barriers to
success due to race or income.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOISROX
Hello, OTC Chair Bob Van Brocklin!
I'm writing you today to demand that ODOT conduct a full EIS on the Rose Quarter Freeway Expansion because...

We need to change our car-focused transportation policy and invest in cleaner, more efficient means of transportation — the MAX, the bus system, and our tram network.

The oceans are rising. So are we.

Chair Bob Van Brocklin
c/o Oregon Transportation Commission
355 Capitol Street NE
MS #11
Salem, OR 97301-3871

www.nomorefreewayspdx.com | www.sunrisepdx.org | #NOISROX
Dear Mr. Van Brocklin,

A lot of us human beings who are concerned to reduce dependence on fossil fuels. It is most important that we think first about how to slow climate change and the environmental impact of the widening of I5 in the Rose Quarter. The freeway should not be anyone's first priority. Maybe if we develop with fossil transportation we won't need that part of the freeway.

Thank you for your consideration.

Kathleen Chapman
97222

Folks!

PLEASE!
DON'T WIDEN THE FREEWAYS!

PLEASE!
GET AN ENVIRONMENTAL IMPACT STATEMENT BEFORE YOU EXPAND THE ROSE QUARTER Fwy!

Mary & Lake Oswego 97034

ODOT COMMISSION
355 CAPITOL ST. NE
MS #11
SALEM, OR
97301-3871
Dear Mr. Brocklin -

**PLEASE!**

**DON'T WIDEN THE FREEWAYS!**

**PLEASE!**

**GET AN ENVIRONMENTAL IMPACT STATEMENT**

**BEFORE YOU**

**EXPAND THE ROSE QUARTER FWY!**

— Mary — Lake Oswego

Commission Chair
Bob Van Brocklin
ODOT
355 Capitol St. NE
MS#11
Salem, OR 97301

97034