

Date: Wednesday, November 30, 2017

To: Portland Mayor Ted Wheeler
Portland City Commissioner Amanda Fritz
Portland City Commissioner Dan Saltzman
Portland City Commissioner Nick Fish
Portland City Commissioner Chloe Eudaly

CC: Megan Channell, Project Manager, Oregon Department of Transportation
Oregon Department of Transportation Portland Area Value Pricing Advisory Committee
Oregon Transportation Commission

From: No More Freeway Expansions Coalition

Since our letter was sent to Portland City Council yesterday, an additional 115 community members reached out and asked to cosign our letter expressing concern with the lackluster congestion pricing resolution. Their names and comments are provided below:

Sergio	Acena	97217	
Douglas	Allen	97215	
Sara	Almeida	97214	
Nina	Amstutz	97212	
christine	ayer	97203	
Zachary	Benjamin	9711	As a local delivery driver for nearly a decade and a long time member of the less-than-median-income set, I strongly support congestion pricing.
Trevor	Bennett	97203	
joshua	berger	97208	let's work to reduce congestion not through expanded freeways, but through public transit. if a freeway is widened, it will be filled with cars.
Jeff	Beyer	97239	
Margot	Black	97219	
Elly	Blue	97227	I'm a small business owner and employer near the Rose Quarter. My employees and I all walk, bike, and take the bus to work daily. I implore you to implement congestion pricing as soon as possible in order to reduce this area's serious problems with car traffic, danger, noise, and pollution. You

			can't build your way out of these issues, but there's an win-win solution right at your fingertips, and it would be foolish not to implement it.
Seth	Blum	97217	
Spencer	Boomhower	97215	<p>Please take a look at the Sightline.org article, "Should Portland Try Congestion Pricing?" http://www.sightline.org/2017/11/28/should-portland-try-congestion-pricing/</p> <p>It sums up many of my thoughts on the subject. Beyond that, I'd say let's compare this project on a cost-per-mile basis to construction of any other stretch of road we might build in the region. Someone's making out like a bandit and it's not the tax-paying public. It's crazy to pour so much money into freeway-building when as far as I can tell cities cause these stretches of interstate to malfunction and these stretches do damage to the parts of cities that surround them.</p> <p>Thank you very much for your time!</p> <p>-Spencer</p>
Ed	Borasky	97007	
Elizabeth	Borte	97202	
Ovid	Boyd	97201	
Douglas	Brown	97202	
Spencer	Bushnell	97239	
Sarah	Cline	97211	
Brendon	Constans	97217	To meet our climate goals, and just as a matter of good/smart policy, please push hard for congestion pricing BEFORE any freeway expansions or "improvements". Study after study (and real world experience proves that congestion pricing works and that freeway expansion does not.
Meg	Cotner	97212	
William	Crawford	97202	Portland has a fact based government. Live up to this reputation and implement congestion pricing that works and stop freeway expansion that does not work.
Simone	Crowe	97239	
Jake	Davis	97212	
Brock	Dittus	97211-29 69	
Clinton	Doxsee	97203	
Adin	Eichler	97213-31 41	

KC	Eisenberg	97211	
Suzy	Elbow	97209	
Santiago	Espinosa Wild	97214	
Matt	Ferris-Smith	97212	
Charles	Finks	97206	
Sage	Fisher	97202	
Gerald	Fittipaldi	97211	Many cities have seen drastic decreases in peak hour demand shortly after congestion pricing is launched. This impact counters the perceived need to add lanes.
Shelly	Garteiz	97232	Sometimes the right thing to do is not the easy thing to do. Because traffic is a contentious issue in our city, we all rely on you to make the tough decisions that will benefit the future for generations to come. Freeway expansion is not the answer. Please implement congestion pricing (and while you're at it, increase the cost of parking in the central city) so we can actually reduce the number of people who drive when instead they can walk, bike, or take transit. Thank you.
Caton	Gates	97211	Portland
Daniel	Gebhart	97206	
Jacob	Gellman	97214	
Shirley	Gibbons	97232	More roads mean more cars. Not a solution!
Barbara	Gicking	97229	
Erinne	Goodell	97211	It only makes sense to try out congestion pricing before an expensive and tiny freeway expansion-which will soon be moot from increased traffic- goes forward.
Jonathan	Gordon	97206	
Blake	Goud	97217	
Carl	Hall	97203	
Patrick	Halley	97202	Thank you for considering each of our voices!
Heather	Hamilton	97216	
Marsha	Hanchrow	97214	Putting a grassy cap over some of this construction may restore some of the grid that was destroyed by the original freeway building, but it will do nothing to restore the neighborhoods. If this benefits bicyclists at all, it does not do so enough for that argument to use us to justify the expense.
Craig	Harlow	97217	

Krista	Harper	97202	I've lived in other cities, like Toronto, that just kept adding more freeways and lanes to freeways. There was still endless congestion, and freeways 8 lanes wide each direction. If you build it, they will come. Don't encourage driving, incentivize smarter transit modes like buses, light rail and biking.
Noah	Hatz	97206	Expanding freeways in Portland will not reduce traffic times but will increase the amount of cars on the road, pollutants emitted within the city, and harm efforts to increase sustainable transit by misallocating transit money away from the citizens of the city towards single user trips.
Lee	Haugen	97212	
Jaron	Heard	97211	
William	Henderson	97202	
Wendy	Hoffman	97218	Please promote mindfulness in driving before more pavement.
Sabolch	Horvat	97218	
Mont Chris	Hubbard	97211	
Meghan	Humphreys	97206	
Soren	Impey	97214	Please take our equity, climate, and transportation goals seriously and prioritize proven solutions to congestion instead of discredited 1950s era approaches. Please insist that ODOT give value price a try before committing hundreds of millions to an unneeded freeway mega-project.
Paul	Jeffery	97214	
Avery	Johnson	97215	
Stephen	Judkins	97227	Now's the time for real political leadership! It won't be easy to resist the political pressure of ODOT, its contractors, and the state, but it's important to do the right thing for Portland.
David	Kennedy	97211	Portland needs to live up to its "green" billing, and spending gobs of money on freeway expansion is the absolutely wrong way to do that.
Doug	Klotz	97214	Congestion pricing is the only proven way to address congestion. ODOT and PBOT have admitted that the expansion at the Rose Quarter will not solve "recurring congestion". Let's try pricing first.
jennifer	laster	97214	Build for the future, not the past.
Gregg	Lavender	97211	
Adrienne	Leverette	97215	time to get serious instead of just throwing money at non-solutions
David	Levine	97227	

Andrew	Leyva	97202	Pursue bus Rapid Transit instead!
Jesse	Lopez	97232	Moving forward on construction of any highway infrastructure is effectively no different than supporting coal trains or oil pipelines in terms of the impacts on the environment and climate.
Patrick	Maloney	97214	
Kristen	Martin	97239	
Tim	McCann	97232	Enough lip service about reducing our carbon emissions. This planet is literally burning, and we're talking about making it easier for people to use cars? Take the money and invest it in public transportation and active transportation options. Please, show the courage, leadership, and vision that it's going to take to make a real difference toward addressing our climate challenges.
Daniel	McCarter	48104	I hope Portland builds on its legacy of environmental and urban planning leadership by implementing congestion pricing before hurting urban neighborhoods by expanding the freeway. As someone with asthma, I hope that we prioritize the welfare of the neighborhoods near the freeway by not making their air quality worse.
Lindsay	McClure	97212	
Chris	Mccraw	97211	
Michelle	McGrath	97216	
David	Meyer	97212	
Peter	Michaelson	97210	Making driving easier is inconsistent with so many Portland policies.
Jennifer	Mosbacher	97210	
Eric	Mullendore	98203	
Andrew	Neerman	97211	Control demand before wasteful expansion!
Margaret	Neerman	22044	
David	Neerman	22044	
Jason	Nolin	97217	Congestion pricing must be implemented before we expand capacity. This continued government subsidy of automobile-based sprawl is highly irresponsible. We must raise the price of driving into the city on busy roads like I-5 to better reflect the true costs on our infrastructure, the environment, and congestion. Please demand congestion pricing!
Luke	Norman	97232	

Kristy	Overton	97214	
Jason	Powers	97215	
Sarah	Radcliffe	97217	
Nicholas	Raethke	97202	I actually do support improvements to the I-5/I-84 interchange and the rose quarter area, if there is a dedication to adding reparations into the redevelopment plan, and you first add congestion pricing for personal vehicles traveling into the city. Why is it that the city council that is supposed to represent the citizens of Portland spends all their time protecting wealthy commuters from other counties and states? I am tired of subsidizing the destruction of the planet and the livability of our community for people to live in McMansions in the suburbs and drive into the city. If they can afford gas, parking, and insurance, then they were not pushed out by high housing costs, that is a ridiculous assumption that you should not even consider. If you represent the people of Portland, then put Portland first. If Clark County cared about anyone but themselves, they would have approved light-rail in the 90s. They didn't because they are racist. Washington County is the wealthiest county in the state, let them pay \$5 or \$10 dollars even to cross into our city. You have a commitment to meet Climate Standards, you have a commitment to reserve funds for ending the housing crisis, tackling our mental health and substance dependency issues, for creating equity in the city, if people insist on commuting by themselves from the suburbs to the detriment of the planet, themselves, and society, make them pay for it.
Nathan	Ramsey	97204	Congestion pricing is both more responsible and more effective than freeway expansion, try it first.
evan	reeves	97214	
Nathan	Roll	97217	
Eddy	Sackinger	97005	I-5 should be rerouted along I-405 and the east bank freeway should be removed.
Colin	Sanders-Estrada	97209	Why wouldn't we want to choose the prudent approach of testing congestion pricing before committing to adding lanes at a huge expense?
Ben	Schonberger	97212	I live in the catchment area for Tubman Middle School. Highway expansion will make the air quality for school children there even worse.
John	Slonecker	97217	
Derek	Smith	97217	

Dan	Sommerville	97201	
Viviannr	Sowa	97227	
Jeremy	Spencer	97211	
Guthrie	Straw	97211	
Anthony	Szabo	97212	
Mike	Tate	97212	
Benjamin	Thomas	97206	
Melody	Valdini	97202	
Nicholas	Verbon	97206	No more freeway please; it's not 1950 anymore.
Evan	Ward	97206	
Bjorn	Warloe	97218	
Leann	Warren	97229	
Matthew	Williams	97206	
Derek	Wilson	97227	
Philip	Wolfe	97209	
Taylor	Woods	97212	
Bryan	Zancanella	97266	
A J	Zelada	97212	