

Friday, October 6, 2017

To:

I-5 Rose Quarter Improvement Project
% Megan Channell
123 NW Flanders Street
Oregon Department of Transportation
Portland, OR 97209

Community Comments Regarding Oregon Department of Transportation's Proposed \$450 Million Rose Quarter Freeway Expansion

The No More Freeway Expansions Coalition submitted letters to Portland City Council and the Bureau of Planning and Sustainability on August 30, 2017 and September 7, 2017 outlining our concerns for the Rose Quarter Freeway Expansion and the project's inclusion in the Transportation System Plan update in the Central City Plan. In the interest of ensuring these community comments to your freeway expansion proposal entered the ODOT public record, this letter provides below the names and comments of over 375 community members in opposition to this freeway expansion. Our letters' co-signatories includes 62 residents of Inner North/Northeast Portland who live near the freeway, 52 self-identified small business owners, and 18 self-identified residents of East Portland; 95% of our signatures included zip codes with Portland addresses (and 98% in the state of Oregon.)

We understand the fundamental reality that traffic congestion is worsening as our region's population grows. It's a serious problem that threatens our economic competitiveness and quality of life. However, freeway expansion has never solved traffic congestion in any city in North America, and often made congestion worse at exorbitant and unnecessary cost. **Our coalition asks that ODOT work with municipal, regional, business and community partners to implement congestion pricing on I-5 before any further study or work to expand the Rose Quarter Freeway is conducted**, and that congestion pricing is implemented before any other freeway expansion is considered anywhere in the Portland Metro area.

HB 2017 mandated that the Oregon Department of Transportation move forward with congestion pricing initiatives on I-5 and I-205; with overwhelming research suggesting that congestion pricing is the only successful method of eliminating metropolitan traffic congestion (and is exorbitantly cheaper to implement than freeway expansion and free of significant negative impacts to our climate, public health and air quality initiatives), it is only sensible to move forward with congestion pricing first

before spending nearly a half billion dollars on the Rose Quarter Freeway Expansion currently met with significant community opposition. Freeway expansion inside the Urban Growth Boundary as a policy solution should only be proposed and considered as a last resort if congestion pricing has been demonstrably proven inadequate to solve congestion. Our state's tight budget, our local neighborhood's air quality, our initiatives to combat carbon emissions and our commitment to rectifying past mistakes by investing in equitable mobility options demand that our civic institutions demonstrate leadership and implement cost-effective solutions to congestion before spending a half billion dollars on freeway expansion.

A fair, equitable approach to congestion pricing ensures everyone in our region has access to affordable, congestion-free commuting options while also prioritizing investments that support our carbon emission goals, public health initiatives, and traffic safety priorities. We are pleased to see equity and economic justice advocates seated at the table on the Oregon Transportation Commission's recently announced Portland Regional Value Pricing Freeway Committee; we look forward to following the work of the committee. We ask that quantitative analysis of implementation of congestion pricing analyze the impacts of congestion pricing on equity, transit ridership along affected corridors, impacts to air quality, carbon emissions, cost to implement and maintain, and reliability of commute times compared to the predicted impacts of any proposed freeway expansion on these metrics.

Our coalition has elsewhere enumerated our concerns with the substandard bicycle/pedestrian improvements included in the current iteration of this project, most notably our frustration that the project is removing the heavily-used N Flint Avenue Bridge, the inadequacy of the partial freeway caps to revitalize the neighborhood, and that the design of the freeway on/offramps prioritize the throughput of automobiles over the safety of pedestrians. We've also expressed concerns about air quality impacts of freeway expansion near the soon-to-be-reopened Harriet Tubman Middle School, and our significant frustration that ODOT continues to sell this freeway expansion as a "safety project" when ODOT owns numerous other streets in Portland (82nd Avenue, SW Barbur and SE Powell among them) with much higher rates of traffic violence. Additionally, many individuals in our coalition have been closely tracking this project, sat on stakeholder advisory committees for this project and signed up for your email updates, and we were surprised to learn via small text on the bottom of the project website that the official public comment period ends today. We are also puzzled that the Public Comment period ends the day before an ODOT-led biking and walking event meant to solicit input from the community for improvements. We ask ODOT to improve their communications efforts for future transparency and community outreach regarding deadlines, events, and major decision points for this megaproject in the future.

We look forward to continuing to engage with the Oregon Department of Transportation on constructive, healthy, cost-effective proposals to solve congestion and traffic safety; unfortunately, this \$450 million freeway expansion as currently proposed fails address our community's concerns, and are eager to work collaboratively to determine a course to support equitable, climate-friendly, and common sense transportation investments for this corridor and for our region's future.

No More Freeway Expansions

Organizations:

- | | |
|---|--|
| Audubon Society of Portland | Eastside Democratic Club |
| Community Cycling Center | Portland Chapter, Democratic Socialists of America (DSA) |
| Oregon Walks | Portland Forward |
| Neighbors for Clean Air | Association of Oregon Rail and Transit Advocates (AORTA) |
| Eastside Portland Air Coalition | BikeLoudPDX |
| Oregon Physicians for Social Responsibility | Center for Sustainable Economy |
| OPAL Environmental Justice Oregon | Portlanders for Parking Reform |
| Climate Justice Collaborative | Portland Bus Lane Project |
| 350PDX | Urban Greenspaces Institute |
| BerniePDX | Knock Software |
| NAACP Portland Branch | Beacon Sound |
| The Rosewood Initiative | Go By Bike |
| Oregon and Southwest Washington | Icicle Industries |
| Families for Safe Streets | Bozz Media |
| Depave | Cycle Portland |
| Eliot Neighborhood Association | Abraham Fixes Bikes |
| Irvington Community Association | |

Name	Zip Code	Additional Community Testimony to City Hall regarding the Rose Quarter Freeway Expansion
Roger Airo	97211	
Seth Alford	97225	<p>ODOT is incompetent as demonstrated by the CRC and other projects. ODOT studied the CRC for years, and only at the end of the project did they try to determine the envelope into which the bridge had to fit. It was a surprise that there were shippers upstream who needed a particular height under the proposed bridge, and that there was a maximum height due to planes to/from Pearson Field. Let's not give ODOT another chance to screw up.</p>

Douglas R Allen		
Michael Andersen	97213	
Chris Anderson	97211	
Tom Anderson	97201	
Aaron Antrim	97211	
Don Arambula	97239	
Jim Ashley-Walker	97206	
Caitlin Baggott Davis	97214	
Joshua Baker	97214	
Brad Baker	97212	
Jeff Barna	97214	
Stephanie Bateman	97006	Thank you for stepping up and making this happen. As a bicyclist and a driver of a motor vehicle, your efforts are very appreciated!
John Beaston	97217	
Joseph Beaudreau	97201	
David Belais	97206	I oppose all expansion of motor vehicle capacity in Portland and consider this among my top 3 voting priorities. I will vocally oppose any elected official who supports this expansion, as well as voting for their most palatable alternative(s) in the next election.
Ingri Benson	97203	Find a solution that is forward thinking please
Josh Berezin	97217	
Laura Berg	97222	
Mimi Bergen	97215	
Brittany Berkey	97212	
Jeff Beyer	97214	
Ben Birdsall	97203	Freeway expansion is an attempt to solve our 21st century problems with 20th century solutions that were ineffectual even then. We need to proactively figure out how to solve our traffic issues in a way that will also help us meet our other goals, especially around emissions.
Dave Bisers	97206	Adding capacity has never solved congestion. Implement congestion pricing, improve transit and bike/ped infrastructure.
Elly Blue	97227	Can my signature read like this: Elly Blue and Joe Biel, Microcosm Publishing (we are a small business in the neighborhood of the expansion). Unfortunately, we'll be out of town and not much available til Sept 10th but I'd like to help.
Seth Blum	97217	
Cecelia Bockenstedt	97089	
Spencer Boomhower	97215	Freeway widening simply doesn't work. Look at the Katy Freeway in Houston. And on I-5 through Portland you can look at typical traffic slowdowns and see them focused on spots well north of the rose quarter. So the supposed fix likely won't fix anything, at great expense. And an endless supply of similar

		problems will demand an endless supply of public money be spent. Thanks for your time and consideration!
Joseph Boquiren	97217	Expanding alternative forms of transportation is preferred. We can look to the success of redesigned Cities in the Netherlands. Car trips are limited through City and Residential areas and redirected where appropriate. Certainly it is time for change but it could be redirecting that main traffic flow further from the City. Let's expand on the amazing town that Portland is and create an even better place to live, work and visit. Maybe we envision some of I-5 transformed into a greenway, dedicated to the neighborhoods that were lost during the original highway construction of I-5 - Sure that's a crazy thought, but so is expanding the freeway.
Elizabeth Borte	97202	
starmichael bowman	97217	
Ovid Boyd	97201	Think of how we could improve our transportation system if we more effectively spent that money: fill our missing sidewalks? Build out our biking system? Fix our potholed roads?
Zach Boyd	97212	
Scott Bricker	97203	
Noah Brimhall	97217	
Aaron Brown	97227	"Forget the damned motor car and build cities for lovers and friends."
Douglas Brown	97202	
Adam Brunelle	97232	Thank you for fighting for what's right! We need investments in East Portland and other underserved areas of the city that lack basic infrastructure. Prioritizing commuters in cars is exactly the wrong direction.
Ted Buehler	97212	In the 1970s the funds dedicated to the Mount Hood Freeway were instead allocated toward the Gresham MAX line. In addition to opposing the Rose Quarter expansion, we should have a solid counter-proposal for how the ODOT funds could be used to move humans more efficiently in inner Portland. Like, \$450M toward the Division BRT, \$450M toward the Tigard MAX line, \$450M toward expansion of bicycling and walking facilities. There should be a quantifiable estimate as to how many cars any of these types of projects would take off Portland roads, and thus relieve road congestion citywide.
Ronald Buel	97213	
Nicholas Burns	97238	
Clare Burovac	97201	
Reed Buterbaugh	97217	We cannot reach our goals in reducing carbon emissions if we continue to expand highways. This money could be used to save lives, but instead we want to use it to create more pollution which will disproportionately impact low-income Portlanders.
Stephanie Byrd	97239	
Nicholas Caleb	97215	No.
Nathaniel Canfield	97206	
Nathaniel Canfield	97206	
Jan Marie Carlisle	97202	

John Carter	97206	Doing the right thing is a lot harder than doing the popular thing.
Allen Casey	97211	Don't make a huge mistake.
Sylvia Castiaux	97227	
Kevin Chambers		It's exciting to see this getting rolling. Thank you!
Sam Churchill	97217	An autonomous car bridge from Vancouver to the Expo Max line?
Lucy Cohen	97211	
Britt Conroy	97213	Instead of supporting the Rose Quarter Freeway project, I urge City Council to implement the two asks listed in this letter (removing the specified projects from the TSP and RTP and implementing congestion pricing before any further project work is completed). Additionally, I urge City Council to adopt a data-driven process to equitably fund those transportation projects that provide the greatest return on our investment in the areas of reducing serious transportation-related injuries and deaths, reducing climate pollution, improving Portlanders' health outcomes, financially strengthening low-income communities through jobs and transportation alternatives, and benefiting the entire City, particularly communities of concern. I urge a process where projects proposed by concerned residents are carefully considered, and where the evaluation of all projects includes public input.
Brendon Constans	97217	
Philip Cooper	97212	
Joe Cortright		
Bill Crawford	97202	This is not the direction we should be heading. Auto traffic is a major cause of climate emissions in our region. Induced demand is an established concept that appears to be ignored by the planners. We can and must stop climate change. Please do the right thing and rethink this damaging project.
David Cushman	97219	
Karja Cygni	97215	Ecosystems
Camilla Dartnell	97212	
Jake Davis	97212	
Jen Davis	97202	Numerous transportation studies have repeatedly shown that the more roads you widen and build, the more people will drive. Obviously, sometimes we must build roads or widen them, but this needs to be a last resort solution to traffic concerns. We can and must be more innovative.
Brian Davis		
Peter de Garmo	97215	
Harold Dean	97217	
David DeDionisio	97223	
Lenny Dee		
Tyler Deffenbaugh	97214	
David Delk	97213	
Zechariah Dirdak	97086	

Brock Dittus	97211	
Susan Dixon	97211	
Aixe Djelal	97214	Expanding freeways does not alleviate traffic. Adding and widening lanes encourages the increase of motorized traffic.
Stone Doggett	97212	
Clinton Doxsee	97203	
Michelle DuBarry	97227	
Michelle DuBarry	97227	
Jarrold Dunham	97211	
Tom Durkin	97232	
Peter Dydo	97214	
Drew Edmonds	97212	We need green jobs and green infrastructure like high speed renewably run rail and affordable public transit not archaic highway expansions from the 1950s!! These green projects can strengthen our democracy and set us on a path toward the future we need and deserve rather than worsen our climate impact and further isolate us from our neighbors.
Bell Edwards	97202	
Ginger Edwards		
Adin Eichler	97213	
Taylor Eidt	97209	Please help us reduce our environmental footprint! Portland needs safer improvements, not inequitable highway building and community destroying!
Conor Eifler	97202	
Suzy Elbow	97209	
Rachel Elizabeth	97227	
Stuart Emmons	97205	
Crystal Eppinger	97217	
Chris Eykamp	97202	
Sam Fader	97203	
Alexander Fallenstedt	97201	Get people out of cars and onto bikes, busses, and rail to reduce congestion. Remove the fear of getting on a bike to ride 1 - 5 miles to work / stores / parks and people will choose to ride. Single occupancy vehicles will not help our city and state achieve it's climate action goals.
Tina Farley	97202	
Naomi Fast	97006	Seeing this year's deadly heatwave in Arizona, unprecedented flooding in South Asia, & floods of gasoline & chemical pollution in Texas, is heartbreaking & should be the wake-up call to end wake-up calls. These disasters are the warning to all of us to drastically cut car use, not make driving easier. Please - spend our \$450 million on educating citizens about this urgent matter, & on helping them transition to more sustainable modes, especially human powered vehicles, and especially in areas of the

		city not yet served by bike lanes. Suburban & outer areas of Portland need bikeways into downtown Portland. Thanks.
Matt Ferris-Smith		
E.J. Finneran	97213	
Ellen Finneran	97213	
Daniel Fish	97215	
Gerald Fittipaldi	97211	
Anthony Foster	97217	
Ryan Francesconi	97236	
Teresa Franco	97211	
Paula Funatake	97215	
Mark Gardiner	97232	
Monique Gaskins	97212	
Caton Gates	97211	As has already been said, it's absurd to expect that this will do anything but attract more drivers to fill the space it creates. That's how it always works. There are better solutions.
Daniel Gebhart	97206	
Peter Gelman	97214	Thank you!
Shirley Gibbons	97232	
Barbara Gicking	97229	
Jessica Gillard	97202	More road space brings more cars and more pollution to our neighborhoods. For the sake of public health and preserving funds for cleaner and more sustainable transportation options, and for other projects that benefit our health and safety rather than providing temporary convenience for people driving through, please say no to freeway expansion.
Dean Gisvold	97212	
Vladi Gleba	97078	
Matt Glidden		
audrey gnich	97212	Spend our money on making our "progressive" city function for the future! Spend it on Public Transit - not on freeway expansion!
Stephen Gomez	97227	
Thomas Gornick	97219	As a former South Portland Neighborhood Association Board member I find this unacceptable. It is 1950's thinking. We can and must do better.
Blake Goud	97217	Induced demand is real. No highway widening!
Satchel Grant	97232	Instead of expanding the freeways, please do the following: provide incentives for using public transportation (i.e. make monthly bus passes affordable by making them cheaper than buying daily passes 5 days a week), tax gas/car ownership, provide tax incentives to use a bike, allow motorcycle lane splitting, and finally increase the amount of busses in circulation and decrease the number of stops per route (or alternate stops).
Andrew Grim	97211	
Kristin Gross	97218	

Peter Gutmann	97202	Portland
Carl Hall	97203	
Marsha Hanchrow		
Joe Hand	97212	
Kelly Hansen	97220	
Drew Hansen	97218	We all must think about our habits and driving patterns. Tolls will help alleviate traffic because people will take fewer unnecessary trips. Maybe more will take public transportation more often.
Esther Harlow	97213	Increased demand will result in even more exposure to carcinogenic toxins that my children breathe while playing in the yard overlooking the freeway. This is unacceptable for our children and our city residents.
Craig Harlow	97217	
Ellie Harmon	97214	
Mark Harris	97211	Good god! Don't be so bloody stupid!
Liz Harrison	97203	
Ryan Hashagen		
Anne Hawley	97212	
Bobby Hayden	97220	
Abigail Hazlett	97217	
Cliff Heaberlin	97214	
Evan Heidtmann	97211	Freeway widening is anti-climate.
kerry heintze	97206	
Dale Hendrick	97317	
Nick Hengen Fox	97212	On many days of the work week, I have to drive on Portland freeways. I'd love for my travel time to be what it was five years ago. But this is a bad use of our tax money. Instead, please help create alternatives--rapid bus, more frequent rail--for people like me who can't always use active transit.
Emily Herbert	97232	
Adam Herstein	97206	
Josh Hetrick	97202	We can do so much better with half a billion dollars! Freeway expansions can never solve the environmental, safety, or equity issues that affect Portlanders all across our city.
Andrew Hewus Fresh	97217	
Matt Hodson	97219	
Wendy Hoffman	97218	
Ned Holbrook	97202	At what cost freeways? We need to make our neighborhoods more resilient and accessible.
Olivia Holden	97212	
Sherry Holmes	17737	

Zach Holz	97202	
Tresa Horney	97217	
Sabolch Horvat	97218	Portland residents like myself want safer bikeways and pedestrian ways, not more induced dependency on cars.
Jim Howell	97213	Work on this project should stop until the benefits of a transit alternative to the freeway corridor has been thoroughly evaluated.
Richard Hughes	97405	
Sarah Iannarone		
Soren Impey	97214	
Eric Iverson	97206	
Jeff Jaeckle	97218	
Daniel Jaffee	97211	<p>The \$450 million cost to widen I-5 could instead fund major new investments in mass transit infrastructure/service that would do far more to mitigate our traffic problems and help Portland reach our greenhouse gas reduction goals.</p> <p>Specifically, \$450 million would pay for either of the following two investment scenarios, according to a recent story in Willamette Week*: 1) a new commuter rail line from Tualatin to Salem (linking to new SW corridor light rail); or 2) a MAX Red Line extension from Beaverton to Tualatin, plus a Yellow Line extension from Rose Quarter along the east side industrial area and over the Tillikum Crossing, plus a major expansion of frequent-service Trimet bus lines. If this money is spent on widening freeways, it will never be available for these game-changing mass transit improvements.</p> <p>*http://www.wweek.com/news/2017/05/24/portlands-fantasy-transit-map-what-if-we-spent-billions-to-fix-the-morning-commute-with-something-other-than-cars/</p>
Nick James	97209	
Paul Jeffery	97214	
Paul Jeffery	97214	
Kristina Johansson	97212	
Bryan Johnson	97217	
Christopher Jones	97217	We should spend our money on projects that reduce emissions and make our city easier to navigate. That means public transit and safe infrastructure for walking and for riding a bike, not additional lanes for cars. I drive, walk, bike, and ride the bus and max. Driving is already easy (congestion during rush hour is not a surprise). We should making walking, biking, and riding public transit easier and better.
Love Jonson	97214	
Tony Jordan	97215	
Stephen Judkins	97227	
Sarah Jurgensen	97213	Car culture kills. Reorienting toward bikes will improve everyone's quality of life.

Rick Kappler	97225	The freeways need parallel bike / walk paths and caps placed over them to make parks over the freeways.
Rick Kappler	97225	Portland needs caps over freeways and to eventually remove I-5 from the inner city and replace it with a subway under the river, more MAX lines, more Bus Rapid Transit, PBOT to maintain public trails, more protected bike lanes, and better land-use planning.
Zachary Katz	97205	Please spend the money on making it safer to walk and bike places! Combined with dedicated bus lanes, that will reduce congestion more than adding lanes ever will.
William Kaylor	97202	
Lewis Kelley	97221	
Rachel Kelly	97215	
Alan Kessler		
Mark Kille	97239	
Nat Kim	97211	
Tyler King	97222	
Marley Kinser	97202	Portland City Council cannot truthfully claim to be green, to be progressive, and support backwards policies which contribute to global warming and do not actually work. Voters want data-based policy making.
Laura Kirby	97214	
Doug Klotz		
Emily Knudsen	97211	
Peter Koehler	97215	
Chelsea Kottre	97214	
John L	97201	These lane expansions are estimated to be 2.5 times the cost of Tilikum Crossing. Using the funds on this would be a major missed opportunity in giving Portlanders car-free options for commuting.
Ted Labbe	97232	
Jim Labbe	97217	
Evan Landman	97215	No new auto capacity!
Joy Lansing	97201	
Katie Larsell	97230	
Carl Larson	2155	Portland prides itself on being forward-thinking but this project is a behind-the-times embarrassment. Congestion pricing first!
William Laubernds	97221	
Kate Laubernds	97221	
Bernard LeTourneau	97217	
Adrienne Leverette	97215	
David Levine	97227	
Scott Lieuallen		

mathew lippincott	97212	
Alan Locklear	97221	
Dan Loda	97266	
Paul Loikith	97217	
Jesse Lopez	97232	Freeway expansion is antithetical to current city policy of reducing climate altering emissions. Every freeway lane added increases the likelihood of future events like Harvey. You have the power and moral obligation to take a stand against business-as-usual climate changing behaviors and policies, do you have the backbone to do so?
Joakim Lord	97201	We as a city led the way to a better city and a better transportation network after the cancellation of the Mt Hood Freeway and the removal of Harbor Drive. It's time for us to take the lead again. Widening freeways does not solve our transportation problems, it only encourages more people to choose a single person vehicle, contributing to increased pollution, sprawl, and a decrease in livability for the local community. The freeway should be capped, but not widened, to improve a neighborhood so ruthlessly destroyed by poor planning practices of the midcentury. It's long past time for Portland to step up and once again take the lead.
Christopher Lowe	97202	Please consider the grid reconnection and freeway cap elements of this proposal separately, along with additional safeguards for nearby residential areas and schools against traffic emissions. Please redirect attention to pedestrian and traffic safety issues in outer East Portland.
armando luna	97213	
Jeffrey Lynott	97206	
Lynn Makau	97217	I'm a longterm resident of Inner North Portland. The Rose Quarter congestion was routinely the slowest portion of my tri-weekly commute to Salem, which I drove for 5 years. Traffic there seemed inexplicably present, no matter the time. I was regularly frustrated by the number of single-occupant cars I saw driving the I-5 circuit between Portland and Salem and did my part by carpooling whenever possible. I ultimately left my job frustrated by the maddening waste of time and energy spent in my car and, in fact, only took the job initially (in 2009) because I believed Oregon would soon invest in rapid public transit on this corridor. I am thus personally familiar with the problem freeway expansion seeks to address; however, I cannot justify the necessary expense and unlikely outcome of this proposal. I strongly agree that Oregon's transportation efforts must reduce automotive traffic and move toward sustainable practices. Moreover, Portland's long history of egregious disregard for communities of color and pointed abuse of African Americans living around this corridor appears once again in this proposal. Ignoring the devastating impact on these citizens in the name of "progress" ignores key connections between environmental and social justice. Set a positive example, Portland, and do better than you've done in the past. No more freeway expansion.
Margaret Malarkey	97211	
Evan Marvel	97302	
Steven Mare	97215	
Nick Marks	97201	
Howard Markwell	97206	

Kendrick Martin	97217	
Lizzie Martinez	97214	
Laura Martinson	97202	
Pablo Martos	97214	Freeway-fed sprawl never helped anything but oil company profits.
Jonathan Maus	97217	
chris mccraw	97211	
Dan McFarling	97078	
teresa mcgrath	97212	expansion in the rose quarter will only bring more cars, and won't relieve congestion...we need separation of bikes and cars on all bike blvds, except allow local access for cars only, should be a high priority.....thx
Rob McMonigal	97266	Expanding lanes will not help reduce traffic, it will only create more traffic. All funds raised by the city should be placed towards increased mass transit/bike/walking efforts!
Tom McTighe	97202	
Andy Meeks	97206	
Matthew Meskill	97209	
David Meyer	97212	
Peter Michaelson	97210	
Aaron Michalson	97211	
Esme D. Miller	97206	
Daniel Miller	97212	
Dave Miller	97212	
Sarah Mirk	97211	
Scott Mizée	97203	
Dustin Moon	97202	
Dan Morgan	97006	
Becky Morton	97218	
Jenny Mosbacher	97210	
Rob Mumford	97202	
Andrew Neerman	97227	Feel free to list me as an individual or Beacon Sound as a business (or both), whichever you think makes more sense. Also, if you're distributing any materials such as posters, postcards, etc, feel free to drop them by the store. 3636 N Mississippi Ave, just south of Beech.
Keri Nelson	97206	
Cordelia Newbury	97203	
Madeleine Newby	97219	
Sarah Newsum	97217	Invest in better public transportation and active transportation infrastructure. Discourage driving, encouraging walk/bike/transit.
Erik Nofle	97232	

Brian O'Gradt	97202	
Evan Oatman	97217	
Nathan ODonnell	97217	
max ogden	97214	
Gail OHara	97206	
Keith Olenslager	97214	
Nick Olson	97214	
Matt Otis	97202	It's a lot of money for not a lot of road. Money would be much better spent on creating better transit and cycling infrastructure.
Kristy Overton	97214	Deprioritize cars!
D'Arcy Owen	97068	Do not waste our money creating an additional lane of traffic for cars to fill up on the day that it opens.
Nancy Pautsch	97210	
Michael Penrose	97212	
Alexis Peterka	97212	
Joan Petit	97212	
Robert Phillips	97212	Late involvement of public is bad planning.
Cory Pinckard	97224	There is so much literature demonstrating how POVs (even self driving and/or gasless ones) are not the wave of the future. They waste space, personal income and roadways become less efficient the more people use them whereas light rail becomes more efficient when ridership increases as more funding develops the system into a complete and more frequently ran, integral circuit.
Robert Ping	97203	Congestion pricing on both I-5 and I-205 (it must be both) will contribute to reduced congestion, but extra freeway lanes will not. There are many examples of this reality. In fact the vast majority of freeway expansion projects in the US fail at reducing congestion, and in fact often create induced demand, filling the extra lane and increasing vehicle miles over time. I do support covering the existing freeway through the inner north Portland area, since it will create new land for the community and increase livability.
sean pliska	97266	
Amy Pombo	97214	
Richard Posert	97211	
Michelle Poyourow	97214	
Jocelyn Quarrell		
Patrick Rafferty	97214	You're welcome to include my business name in the list of names: In Search Of An Exit Escape Rooms
Nathan Ramsey	97212	Resign 205 to 5, expand capacity there, stop subsidizing Vancouver car commuters at the cost of the health and safety of PDX citiz.

		Or just build the effing train to Vancouver that needs to get built, who cares who pays anymore.
derek ray	97210	
Sean Rea	97212	
Evan Reeves	97214	
Vanessa Renwick	97212	
Dan Revel	97217	Spend the money to improve bicycle infrastructure between North and Southeast Portland. Making biking first class mode of transportation will allow local residents to choose their bike when making local trips rather than adding adding another car to the congestion. Electric bikes are becoming more and more common in Portland, stay ahead of the curve and build for the new mode of transportation.
Phil Richman	97219	Portland is in desperate need of an infrastructure transformation. The transformation that needs to happen relates to a drastic need for reduction in single occupancy motor vehicle travel. We need to make it safer and more convenient to utilize more sustainable transportation options. These include protected bikeways, safer crossings and dedicated transit right of way. Freeway expansions is NOT something Portland needs. Thanks!
Jessica Roberts	97217	
Joshua Roberts	97215	
Roberta Robles		
Quinn Rohlf	97227	
Nathan Roll	97217	
Susan Roning	97217	
Gabrielle Roth	97214	
Brian Rousseau	97203	
Colin Sanders-Estrada	97209	
Erica Satifka	97266	
Grant Sawyer	97214	
Grant Sawyer	97214	
Melelani Sax-Barnett	97222	
Deepak Saxena	97218	If you expand lanes in the middle of the city, the congestion will just move else where and we will end up playing the game of ever expanding and ever congested freeways. I lived in Phoenix for 10 years and in that time saw multiple freeways get expanded and built and they immediately filled up. We cannot solve the current issues with traffic by creating space for more traffic, we must create real viable and usable alternatives to SOVs - spend that same money on a real frequent service (< 5 minutes) bus system with dedicated lanes, a massive separated bike infrastructure, throughout the metro area, and subsidies for low income folks to be able to afford both transit, bikes, and ride hailing services such as Lyft.
Daniel Scheppeke	97211	
Christina Schermerhorn	97230	

Kari Schlosshauer		
Ben Schonberger	97212	
Benn Schonman	97206	
Rindert Schutten	97212	These plans only seem to move bottlenecks around and not provide fundamental solutions to Portland's traffic problem.
Leeor Schweitzer	97211	
Bill Scott	97212	
Jeff Shackelford	97123	
Howard Shapiro	97202	
alice shapiro	97202	increasing freeway size does not reduce congestion, it just increases traffic. Don't waste tax money!
Richard Sheperd	97227	Keep up the amazing work!
Montserrat Shepherd	97212	
Dawn Smallman	97215	A freeway expansion plan is a disasterous idea - it will undo the City's admirable and highly lauded Climate Action Plan, and all of City's recent commitments to moving our citizens, government and businesses to sustainable forms of energy. It will pollute and further urbanize our city - even if you cap part of the freeway, the glut of fossil fuel burning engines passing through the length of our city will change the character of the core of the inner east side for the worse. City Council knows that Portland and the State of Oregon have some of the worst/most dangerous/toxic air quality in the US - so why on earth would City Council be entertaining a plan to bring more toxic pollutants into our City? Please re-aim your effort away from this horrible idea, and instead commit City Council to pursue projects and regulations that will clean our air - like expanding our bus, lightrail and bike infrastructure - and FIX THE City's TREE CODES so developers can't simply pay-to-cut any tree they want. Please swiftly vote to oppose the freeway expansion. You have so many better things you could be focusing on that would yield positive outcomes for our community than this.
Chris Smith	97210	
Matthew Smith	97211	
Michael Smith	97215	
Brian Smith	97213	The MultCo Juvenile Justice Center sits in the two blocks between my house and I-84. For the sake of the four adults and two toddlers who live on this property, all the other people young and old in this neighborhood, and the kids in juvenile detention who have no choice, please help the city follow its stated policy goals to reduce emissions, improve health equity, and take actions in the present that lead toward the future we all desire.
Steve Snyder	97212	
Khris Soden	97214	
Maren Souders	97206	
Simon Spencer	97214	
Eli Spevak	97218	
Eileen Stark	97212	Less roads, more native trees!

David Stauffer	97212	Money better spent on improving Mass Transit.
Marshall Steeves	97209	
suzanne steffen	97212	
Matt Stewart	97214	
Bill Stites	97214	
Lillie Mae Stone	97214	
ronald strasser	97203	Portland does have a motorized traffic congestion problem. I have lived here since 1973 so I understand the change. The solution is NOT to make it easier for auto traffic, but put infrastructure in place that makes mass transit and other modes of transportation more attractive than individuals driving fossil fuel vehicles. That will be best for all (including our environment) in the long run.
Guthrie Straw	97211	
April Streeter	97214	
Sam Stuckey	97216	
Kathryn Sullivan	97214	Now is not the time to encourage traveling by car. Smog has been an issue this summer for the first time I can remember in my twenty five years in town. Let's look for longer-term options that make more sustainable options more palatable, instead of putting a band-aid on to support our bad habits.
Abraham Sutfin	97227	
David Sweet	97218	
Quinn Thereaux	97211	
Benjamin Thomas	97206	In light of the fires in the Columbia River Gorge, it should be more clear now than ever before that fighting climate change should be our priority, and this freeway expansion will make it harder for us to reach our carbon reduction goals.
Dwayne Thomas	97217	
Quinland Thompson	97219	
Hannah Thompson	97213	
ANA TIGHE	97211	
Ted Timmons	97215	
Charles Tso	97209	Freeway widening projects like this one through the Rose Quarter do not actually reduce congestion and/or improve safety. What will provide more mobility options and improve street safety is investment in transit, walking, and bicycling. With the amount of public money that will be spent on widening I-5, the City of Portland can really make a noticeable impact on making Portland's streets safer, air cleaner, neighborhoods healthier, and give people more affordable travel choices other than driving.
Bridget Underwood	97217	Exactly as the letter states, widening I-5 will not solve any of the real transportation problems Portland is facing. As a resident, I want to see that money going into things like public transportation, which WILL help address issues of congestion, equitable access, and the health of our city.
Christine Utz	97239	We do not need more roads or wider roads which leads to more single passenger vehicles!

Martha Van Dyke	97209	This freeway should be removed through town. The land is more valuable for other uses like more housing close in and more public transportation for moving about - along with bike ways and walking.
Liene Verzemnieks	97212	
Kelsi Villarreal	97005	
Claire Vlach	97214	
Allen Vogt	97206	
Joseph Wachunas	97217	
Kate Walker	97216	
Richard Walker	97217	
Bjorn Warloe	97218	We need better transit not wider freeways.
Leann Warren	97229	
Cathy Wasilewski	97211	
Luke Weldon	97203	
Peter Welte	97007	In my travels to cities near (like San Francisco) and far (like Melbourne, Australia) Portland is renowned for the things that set it apart - from the coffee at quirky cafes to the neighborhood greenways, from Voodoo Donuts to its alley seating outside the door, from the MAX to the Tilikum Crossing or the aerial tram - and not at all known for those cookie cutter roadways engineered alike all across America. And it's important to remember the genesis of those things which make this city great: a focus on Portland's unique brand of livability, sustainability, and a fastidious dedication to enacting plans which pick what right over what is easy, and scrapping those which don't. It is far past time for us to take this utterly senseless notion that wider roadways cure traffic (like a bigger belt cures obesity) and toss it quickly into the dustpan of Portland's history, so that we can move forward on real plans, crafted carefully and boldly, which are actually deserving of a place on the mantel of our great city's future.
Mike Westling	20009	
James Weter	97212	
Mark Wheeler	97215	Portland
Eric Wilhelm	97219	The freeway has enough lanes if we would use them more efficiently. Uncooperative drivers need to learn how to merge, not have more lanes and places to race each other. Bike ridership is low because our transportation planners and maintenance crews are not making an honest effort to make that the easiest thing for everyone with safe, efficient, direct routes and priority over car traffic or parking.
Mark Williams	97214	
Matthew Williams	97206	
Drew Williamson	97219	
Noelle Winiecki	97206	
Phil Wirganowicz	97015	
Alex Wise	97217	Experimenting to see if congestion pricing helps traffic is infinitely superior to spending \$700 per person on expanding i-5. Our infrastructure spending needs to focus on making

		sure our bridges and schools don't collapse when the big one hits, and on expanding light rail to hayden island and vancouver.
Katy Wolf	97227	
		<p>To Whom It May Concern,</p> <p>As a City Council for 2018 #2, I strongly oppose to adding freeways. I also oppose to widening freeways. I believe this will contribute to more problems than solution. This is absolutely not ideal for a supposedly progressive city like Portland. More cars, more air pollution, more wear and tear, and very costly.</p> <p>Portland shall aim for more green approach. There are other options which we all should be looking into. Average 30% of people times spent would be inside a car, I find it absolutely outrageous!</p> <p>I strongly encourage you to hold everything now and explore other options. As a matter of fact, I do have ideas as of possible alternatives which I'd happily discuss further if you're interested.</p> <p>Thank you.</p>
Philip Wolfe	97209	Philip J. Wolfe
Jon Wood	97204	
		Modern Portland was forged when its citizens realized that the best way to create community and protect the environment was to reject the freeways planned for their communities. The Portland of 2017 is forgetting that lesson and pushing forward an anti-empirical freeway expansion in the face of climate change and decades of experience with failed road-widening to deal with 'congestion'. I worked in transportation policy at the federal level just a few years ago, and a goal of our staff was to keep states from doing something counterproductive like this.
Taylor Woods	97212	
		<p>This project should be at least pushed to the out years of the funding plan, or off of the list of priority, committed projects. It may make eventual sense in the year 2030 or 2035, but until then the City should use nearer-term funds to focus on: 100% building of the bicycle plan network; 95% completion of build-out of every block link in the citywide pedestrian network; 90% completion of striping of all legal crosswalks, citywide; buildout of the citywide streetcar network plan; and completion of light rail in the SW corridor, as well as to Vancouver, WA.</p> <p>Once those projects and programs are complete, then it would be appropriate to commit funding to this project.</p>
Garlynn Woodsong	97211	But not before then.
Jeffrey Yasskin	97214	
Jackie Yerby	97211	
Brett Yost	97703	
Cary Young	97214	

James Zehren	97034	When we all want a balanced transportation system that offers mode choices, we can't continue to fund highway expansion projects when they have been well-funded for decades and the 2017 Oregon Legislature directly funded transit for the first time in history.
Lunji Zhang	97201	
DeAnna Zimmerman	97204	We'd be far more well served to be focusing on mass transit, cycling, walking and two wheeled vehicles. Cars are cool and all but they really need to be discouraged in the city, where you can bike anywhere in the interior in less than 30 minutes.