



Date: Thursday, January 18, 2018

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
Central City 2035

CC: Susan Anderson, Director, Portland Bureau of Planning and Sustainability
Leah Treat, Director, Portland Bureau of Transportation
Mary Hull Caballero, Auditor, City of Portland
Megan Channell, Project Manager, Oregon Department of Transportation
Oregon Transportation Commission

From: No More Freeway Expansions Coalition

The No More Freeway Expansions Coalition is submitting this letter in advance of Portland City Hall's January 18 hearing on the 2035 Central City Comprehensive Plan Update. We firmly believe that the proposed \$450 million, 1.8 mile freeway expansion in Northeast Portland is **not an improvement** to the local neighborhood. Our letter has been signed by 289 community members; their names and additional comments are included below.

Our opposition to this \$450 million, 1.8 miles freeway expansion in Northeast Portland has been well-documented; we've previously collected hundreds of signatures from community members asking you to consider the impacts that road pricing could have on cost-effective congestion relief, the reality that this project is antithetical to Portland's Vision Zero goals to use a data-driven approach to transportation investments to eliminate traffic fatalities, detailing our concerns about freeway expansion when 40% of Portland's carbon emissions come from transportation, and highlighting the air quality concerns next to Harriet Tubman Middle School.

Today, we wish to specifically respond to the numerous instances of Portland's City Council stating their support for Oregon Department of Transportation (ODOT's) Rose Quarter freeway expansion because of the perceived "improvements" to the local neighborhood. Mayor Ted Wheeler championed the project as "reconnecting the community" on the September 14 episode of Oregon Public Broadcasting's *Think Out Loud*, and incorrectly stated that half the total cost would be go towards neighborhood improvement projects (a claim later debunked by *The Portland Mercury*).¹ He noted his support for the project because it was "mostly a bicycle

¹ "Hall Monitor: Wheeler's Rosy Red Herrings." September 20, 2017 *Portland Mercury*
[https://www.portlandmercury.com/news/2017/09/20/19330749/hall-monitor-wheelers-rosy-red-herrings\](https://www.portlandmercury.com/news/2017/09/20/19330749/hall-monitor-wheelers-rosy-red-herrings/)



and pedestrian play.² Commissioner Amanda Fritz stated at a November 30 City Council hearing on Congestion Pricing her support for the freeway expansion because of the desire to “[repair] a neighborhood blasted apart by [construction of] I-5 and Memorial Coliseum.” Commissioner Dan Saltzman’s Policy Director Matt Grumm called the freeway expansion “a good project that we need to support” and that stated that “[w]e have no problem with adding two lanes and shoulders for a quarter-mile if they add the [freeway] caps and restitch together the neighborhood above,” in an email to *BikePortland.org*.³

Despite these claims, many local Portlanders who have actively reviewed the proposed plans vigorously disagree with these assertions. The No More Freeways Coalition raised the following concerns about the impact to the local streets associated with ODOT’s proposal:

Removal of the Flint Avenue Bridge

Perhaps the most significant of the changes to the immediate neighborhood in the freeway expansion proposal, the massive freeway onramps included in the expansion necessitates the removal of the N Flint Avenue overpass of I-5. This bridge is currently a low-stress neighborhood greenway route that connects many eastside bicyclists to downtown (see map); the city’s annual bicycle counts suggest that it’s one of the busiest bike commuting routes in the city⁴.



In addition, the Flint Avenue bridge connects the soon-to-reopen Harriet Tubman Middle School and local businesses to the Rose Quarter. As local economist Joe Cortright writes at *City Observatory*, “[r]ather than “connecting” the community better, the project actually disconnects it

² Think Out Loud: *Oregon Public Broadcasting*. September 14, 2017. <https://www.opb.org/radio/programs/thinkoutloud/segment/portland-mayor-wheeler-type-1-diabetes-oregon-field-guide/>

³ “Saltzman backs away from demand for congestion pricing on I-5 at Rose Quarter” *BikePortland.org*, November 28, 2017. <https://bikeportland.org/2017/11/28/commissioner-saltzman-has-backed-away-from-demand-for-congestion-pricing-on-i-5-at-the-rose-quarter-256065>

⁴ According to data collected in the 2017 PBOT Bike Counts, the closest nearby bike count location - the intersection of N Vancouver and N Russell - is the third busiest in the city. This might actually understate the number of bicyclists that use this route, as it doesn’t include the many bike-riding commuters who take N/NE Tillamook Neighborhood Greenway to access the Flint Avenue Overpass on their way to the Broadway Bridge. <https://www.portlandoregon.gov/TRANSPORTATION/article/661626>



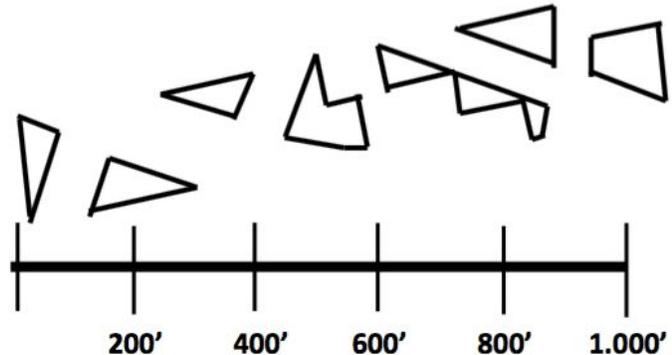
...this project is a step backwards, concentrating more vehicle movements as well as more bicycles on main arterial streets, and eliminating a slower-speed, local serving street.⁵

Eliminating a low-stress, important connection to downtown jobs for Portland's bike commuters is Not An Improvement for this neighborhood.

Inadequate "Freeway Covers" Don't Provide Benefit to Neighborhood.

Many proponents of this freeway expansion has been sold a vision of a "freeway cap" that would cover I-5 and help "reconnect the community." Unfortunately, any review of the proposed "caps" shows that ODOT is not planning for a comprehensive cover for the freeway but merely incomplete concrete platforms that will be floating over the expanded freeway. These bizarrely-shaped caps won't create vibrant, livable urban spaces that will

encourage more housing, livable streets; they will be floating green islands surrounded by multiple lanes of congested traffic. One only needs to look a few blocks east, to Martin Luther King Jr Blvd, for an example of how ODOT designs park space for whizzing automobiles but not for the community members walking, biking, taking transit and living in the immediate neighborhood⁶. As Cortright writes, "When you look closely at the project's own illustrations, its apparent that the covers are actually just slightly oversized overpasses, with nearly all of their surface area devoted to roadway."⁷ **Replacing a gaping cut of a freeway with "oversized overpasses" full of the noise and noxious fumes of freeway traffic is Not An Improvement for this neighborhood.**



Proposed Freeway Expansion directly hinder Ambitious "Albina Vision" Plans.

Community advocates have been drawing up bold, ambitious plans to more sincerely attempt to rectify the historic injustices of urban renewal in North and Northeast Portland. Dubbed the "Albina Vision," the proposal calls for massive new housing and office space redevelopment around and on top of the existing freeway. The renderings of these ambitious and exciting plans for new housing and redevelopment in Albina, writes Cortright, "has neatly made both the

⁵ "The Death of Flint Street." *City Observatory*. December 5, 2017.

<http://cityobservatory.org/the-death-of-flint-street/>

⁶ "Pedestrian activists not happy with Martin Luther King, Jr. Boulevard Gateway and Heritage Markers project, but groundbreaking set for July" *The Oregonian*, May 18, 2011.

http://www.oregonlive.com/portland/index.ssf/2011/05/northeast_portland_residents_p.html

⁷ "The Great Freeway Cover-Up" *City Observatory*, December 13, 2017.

<http://cityobservatory.org/the-great-freeway-cover-up/>



Interstate 5 freeway and its extensive on- and off-ramps disappear under a welter of new high rises” which are “...details very much at odds with the project proposed by the Oregon Department of Transportation.” **Hindering an ambitious plan for restorative justice, new housing and park space by spending \$450 million on a freeway with extended overpasses that physically cannot support new construction and livable urban space is Not An Improvement for this neighborhood.**

Advocates are deeply skeptical of impact of the proposed bike and pedestrian facilities.

Many prominent, engaged and respected grassroots advocates for livable streets signed our letter in opposition to the freeway because of their sincere skepticism that the project represented an “improvement” for local biking and walking conditions, especially one worth of half a billion dollars of investment. Despite ODOT’s rhetoric, it’s clear that very little of this project has been designed for bicyclists and pedestrians in mind; \$450 million would go a long way to numerous active transportation mode share goals.⁸



BikePortland.org reports that the proposed Hancock-Dixon crossing will be too steep (beyond ADA grade) for comfortable bike-riding, and the proposed NE Clackamas crossing of I-5 will be similarly steep and connect directly to an underdeveloped parking lot.⁹

Furthermore, as Joe Cortright wrote in a separate article in *City Observatory*, the “diverging diamond” series of onramps to the freeway near N Broadway and Williams create a significant hazard for people walking in the neighborhood¹⁰. Longtime pedestrian advocate Doug Klotz also notes that the streets leading to the onramps are designed with an increased radius of curvature at the intersections; a review of these plans suggests that ODOT’s proposal was principally designed for the exclusive expediency of automobiles to access the freeway. It’s frightening that ODOT designed these onramps for high speeding automobiles on the streets where thousands of Blazers and Winterhawks fans pass after games, and the site of daily foot traffic generated by

⁸ Every public school in the entire Portland region, for instance, could get a fully funded set of Safe Routes to School amenities for \$250 million.

⁹ “Beyond freeway expansion, here’s how local streets would change with I-5 Rose Quarter project” *BikePortland.org*, October 7, 2017

<https://bikeportland.org/2017/10/06/here-are-the-streetscape-changes-the-city-and-state-want-with-an-i-5-expansion-244633>

¹⁰ “Diverging Diamond Blues.” *City Observatory*, December 19, 2017
<http://cityobservatory.org/diverging-diamond-blues/>



the Portland Streetcar and local businesses, and then has the temerity to claim the project includes “bicycle and pedestrian improvements.” Municipal leaders in transportation and neighborhood advocacy including OPAL Environmental Justice, Oregon Walks, the Community Cycling Center, the Eliot Neighborhood Association, the Irvington Community Association, BikeLoudPDX, The Portland Bus Lane Project, Portlanders for Parking Reform have all stated their public opposition to this project on the grounds of its inadequate design for pedestrians and bicyclists. **It’s safe to say that these plans are prioritizing the mobility of car traffic over the safety of pedestrians, which is Not An Improvement for a neighborhood with aspirations of becoming more vibrant and walkable..**

The Freeway could Doom the Reopening of Historic Harriet Tubman Middle School

There’s significant implications for the air quality for the whole neighborhood, especially a soon-to-reopen middle school with historic connection to Portland’s African-American community. Portland Public Schools (PPS) has identified the reopening of Tubman as a crucial priority to delivering adequate middle level educational programming to North Portland’s neighborhoods, which have been clamoring for a second middle school in the quadrant for years.

A story in *Cascadia Times* this month explored how ODOT’s freeway proposal actually moves two lanes of Interstate 5 even closer to the middle school; PPS’ plans to build remediation walls to improve air quality for Tubman’s students will be demolished by ODOT’s freeway expansion proposal, which in fact expands Interstate 5 eastward and closer to the school campus¹¹. Increasing research shows the grave health implications of living near freeways; new research suggests freeways are capable of impacting health as far away as 1,000 feet.¹² The district is already gravely concerned about the impact of air pollution from the freeway; testing is scheduled to begin next month to ensure the air is safe for students.¹³ This is all the more impacted by the failure of Senate Bill 1008 in the Legislative Session last year, which essentially allowed West Coast freight companies to dump their worst-polluting trucks in Oregon due to comparably lax air quality standards relative to our neighboring states. **Expanding a freeway in the literal backyard of a soon-to-reopen, desperately anticipated middle school in this neighborhood is Not An Improvement.**

Our coalition remain convinced that the only way to address growing congestion on our busy freeways is to implement congestion pricing, and to direct revenue raised from pricing into

¹¹ “ODOT May Nix Tubman Pollution Wall.” *The Cascadia Times*. January 8, 2018.

<http://times.org/2018/01/06/odot-may-nix-tubman-pollution-wall/>

¹² “Freeway pollution travels farther than we thought. Here’s how to protect yourself.” *Los Angeles Times*. December 30, 2017

<http://www.latimes.com/local/california/la-me-freeway-pollution-what-you-can-do-20171230-htmstory.html>

¹³<https://www.pps.net/site/default.aspx?PageType=3&DomainID=4&ModuleInstanceID=1492&PageModuleInstanceID=1594&ViewID=ad4d6d9d-7046-48e7-a548-a6a23a68d076&RenderLoc=0&FlexDataID=122129&PageID=1>



robust investments in public transit, biking and walking. No freeway expansion should take place until congestion pricing is implemented on this corridor first. It remains the request of our organization that City of Portland remove the I-5 freeway expansion from the Transportation System Plan (TSP) update of the Comprehensive Plan (projects #20119, #20120 and #20121), and the city should only proceed with any initiative for freeway expansion after congestion pricing is implemented and proven to be insufficient to address traffic congestion.

We encourage Portland City Council to reconsider their support for this freeway and to work with transportation, social justice, public health, air quality, environmental, conservation, and economic interests in finding alternatives to this project that will address congestion, environmental concerns, and actually improve the local neighborhood.

No More Freeways Coalition
nomorefreewayspx@gmail.com

The following 293 community members have signed our Not An Improvement letter to be submitted to the Central City 2035 Plan.

Emily	Albertson	97217	It removes a significant bike path that I, along with countless others, use everyday. We should be promoting safe cycling routes and public transportation, not make it harder for people to enjoy our city outside of their cars.
Seth	Alford	97225	I'm from Raleigh Hills. Money going to this project will primarily benefit out of state motorists while reducing convenience for in-state bicyclists, as well as generating more pollution and increasing our carbon footprint. Money going to this project would be better spent on projects which benefit Oregonians, such as fixing the Beaverton-Hillsdale Highway/Oleson/Scholls Ferry intersection. Furthermore, don't forget that even if approved, this project will mean years of construction, lane closures, and traffic tie-ups. Want to do something about congestion at this location? Add tolls.
Rebecca	Amblin	97211	Please don't pull one of the best bike-highway accesses to the Broadway Bridge and downtown. And don't ruin the air quality of the middle school. We should be fostering travel by bike and light rail to the Rose Quarter events, not wasting funds to enable car dependency.
Michael	Andersen	97213	
Deann	Anderson	97212	I am a bike commuter that has used that bridge for the past 20 years to get to work. I feel freeway expansions are almost always a bad idea, especially now when transportation options are many and changing quickly. Please reconsider destroying more neighborhoods and businesses to enable people to drive their cars.



Brian	Anthony	97211	As a small business owner with a focus on local manufacturing of cycling apparel (Made in Portland), I firmly believe that these funds could be better put to use by investing in public transportation infrastructure. I ride to work every day from the NE (Woodlawn) to the Pearl District via the Broadway Bridge and Flint St Bridge. Removing the Flint St Bridge would be disastrous for cycling accessibility from the North neighborhoods. It will create a dangerous and congested intersection at Broadway/Vancouver.
Brian	Anthony	97211	As a small business owner with a focus on local manufacturing of cycling apparel (Made in Portland), I firmly believe that these funds could be better put to use by investing in public transportation infrastructure. I ride to work every day from the NE (Woodlawn) to the Pearl District via the Broadway Bridge and Flint St Bridge. Removing the Flint St Bridge would be disastrous for cycling accessibility from the North neighborhoods. It will create a dangerous and congested intersection at Broadway/Vancouver.
Ashlin	Aronin	97211	
Paul	Atkinson	97218	
Doug	Babbitt	97227	
Blaine	Baker	97031	
Brad	Baker	97212	<p>I'm a resident of the Eliot Neighborhood and of all the transportation improvements our neighborhood needs, this has to be at the bottom of the list. There is no benefit for local residents. The local "improvements" do not reconnect the grid or allow for buildings to be placed over the freeway. They only reshuffle some streets around with a focus on helping cars move faster through our neighborhood rather than helping residents enjoy their neighborhood more.</p> <p>Additionally, the additional pollution from the increased number of cars is terrible for the neighborhood. Especially with Harriet Tubman right above the freeway.</p> <p>Please do not move forward with this highway project and focus on improving local streets and pedestrian safety in the neighborhood.</p>
Brad	Baker	97212	
Tom	Baldwin	97267	Widening the freeway will encourage more people to drive (induced demand), leading to more traffic all over the city. It would adversely impact bike and pedestrian safety citywide.
Nancy	Bales	97212	
Peter	Banka	97211	I am a resident who bikes to work every day, rain or shine. I have given up my car because I believe in bicycle commuting as a way to help foster a more livable Portland.
Emily	Barrett	97217	
Taylor	Beach	97217	



Celia	Beauchamp	97212	<p>I am a local resident who hopes to raise a family in Eliot. The air quality is already terrible in this neighborhood, the freeway noise is loud, the local traffic is bad. Freeways ARE NOT THE FUTURE. I doubt the ODOT people behind this expansion would want a freeway running through their backyard.</p> <p>Expanding the freeway would only add to the brokenness of this inner NE community that has never fully recovered from the damage done in the 1950s and 60s. The proposed freeway expansion would be irreversibly damaging to this neighborhood.</p>
Daniel	Beel	98687	
Elizabeth	Bendeich	97212	
Mark	Bennett	97211	
Ingri	Benson	97203	<p>I drive and bike. The on ramp community is horrible for foot/bike traffic, cuts up a community and ruins the revival already in place. We don't want lower air quality!</p>
Ian	Berdie	87212	
David	Berge	97201	
Stephen	Bernal	97211	<p>I use Flint Ave regularly (multiple times per week) to bike into the central city from home NE Portland or my place of employment (Legacy Emanuel Hospital). It provides a direct, low-stress environment for myself and countless other commuters and citizens. The Rose Quarter freeway expansion plan and subsequent modification to Flint Ave is not an improvement for me or many others and does not fit in with the long-term goals Portland has adopted for transportation or greenhouse gas emissions.</p>
Jeff	Beyer	97239	
David	Bisers	97206	<p>Expanding freeways is going in the opposite direction our society, and our world, needs. It will increase pollution and take us farther away from Vision Zero while not actually solving any problems. If your serious about solving problems you'll increase investment in alternatives to automobiles.</p>
Seth	Blum	97217	<p>I live in North Portland and it's already difficult for me to commute because of massive congestion in the area of proposed development. I often end up taking N Interstate instead of I-84/I-5 to avoid it, but there's congestion there, too. As research has clearly shown, this proposal will only cause MORE traffic and MORE congestion on the freeways and nearby. The area near the Rose Quarter is full of pedestrians and bikers, and as a driver I always worry about accidental collisions when I drive past the Moda Center and up N Interstate. Making space for cars to speed through these neighborhoods will further endanger pedestrians and cyclists. I also worry about environmental impacts on communities that have historically been marginalized.</p>
Alex	Boetzel	97211	



Ivan	Boothe	97214	I ride through this neighborhood regularly on my bike, but I'm most concerned with the environmental racism being directed toward elementary school students in an area of town that has had decades of city-sponsored displacement. Why continue repeating the mistakes of the past?
M. Edward (Ed)	Borasky	97007	
Heather	Bowman	97213	The Flint street bridge is a key connector on my bike route. It allows me to access the Broadway Bridge and get downtown without a lengthy ride on Broadway, where I am far more exposed to the dangers presented by auto traffic. In particular, If forced to ride on Broadway, I face a lot of dangerous right-hand turns across the bike lane, and I am forced to ride in heavy traffic and heavy exhaust. Removing this bridge would increase risk to the many, many cyclists who use this bridge for safe access To the Rose quarter and downtown. Please do not illuminate this bridge access and places all at significantly greater risk.
Steve	Bozzone	97211	The neighborhood has stated loud and clear we do not want worse air pollution and more car traffic through the Rose Quarter. As a stakeholder committee member I voted emphatically NO to this project and remain highly concerned about ODOT's plans for expanding the freeway and removing the Flint St bridge. The current plans do not focus or derive inspiration from surface improvements, the surface improvements are merely a mediocre add on to a freeway expansion project in the heart of our community.
Tom	Brenneman	97217	I am a local resident and bike in the area everyday
Allison	Brinkhorst	97217	I bike over the Flint bridge daily. This historically black neighborhood has already been negatively impacted by the Freeway in past decades, and shouldn't face further disruption and harm. I don't believe that expanding the highway will improve traffic congestion.
Jason	Britton	97211	For all the reasons stated here.
Adam	Broadbent	97227	
Aaron	Brown	97227	
Adam	Brunelle	97232	We cannot lose the Flint bike bridge in favor of something that does not provide any benefits to pedestrians or cyclists, and ultimately prioritizes car traffic over all else. We need to stop bad, car-centric policies and build infrastructure for our future, sustainable economy where people walk and bike and take mass transit.



Eric	Buckley	97211	<p>It seems like a stop gap fix at best, and a costly one at that. Expanding the freeway for such a short distance, will only temporarily relieve congestion, but as Portland grows and more and more residents turn to cars, it will be just as clogged if not worse in the coming years. The only real way to reduce congestion on the freeway is to put more commuters on bikes and in public transportation. That money should be saved for dedicated busing lanes and biking lanes. Much cheaper and for those that do drive, they will notice the difference from decreased number of cars on the road!</p> <p>Also, as a NE resident, I use the flint bridge a few times a week to get to work, so removing will directly impact me. And my child, who is currently on track to attend Harriet Tubman in a few years!</p>
Kyle	Burns	97217	<p>This further cuts off north portland from the rose quarter and limits access to the Broadway bridge for cyclists. This is a crucial pathway from my residence in Arbor Lodge to my office in downtown.</p>
Clare	Burovac	97201	<p>Expansion of facilities for cars is backwards thinking. We need to do everything we can to reduce dependency on cars and fossil fuels for the sake of future generations</p>
Spencer	Bushnell	97239	<p>I ride my bike through here frequently. More freeway lanes begets more congestion. Please do NOT remove this bridge, and do NOT put more freeway miles in Portland</p>
Reed	Buterbaugh	97217	<p>It'll increase pollution, cost too much, and do nothing to make our roads safer.</p>
Jarad	Camingdur	97213	
Nathaniel	Canfield	97206	
Madi	Carlson	97206	
Daniel	Catalano	97211	
Chris	Chaplin	97266	<p>As one of the most "progressive" cities in the US, it is appalling to me that Portland is allowing the state to spend \$450 million on freeway expansion in 2018. Are we collectively throwing in the towel on climate change and the impact that big cities can have in curbing its impact? I commute by both car and bicycle, and as someone who used to get stuck in traffic regularly on this stretch of I-5, I can understand the impulse to improve this situation for motorists. That said, it seems obvious to me that the potential benefits pale in comparison to the costs, both in dollars and in the impact from increased car and truck traffic on Portland's existing air pollution problem and the global crisis of climate change. I urge the the City Council to do everything in its power to cancel this project and, if possible, to reallocate these funds for improvements to alternative modes of transportation, including MAX, bike transit, walking paths, and zero-emission buses.</p>



Caitlin	Clark	97201	This bridge is so useful for connecting to the Broadway bridge. I often see kids and families on their bikes there and the park is widely used in the warm weather. To bring the traffic closer to the school and that natural area is to expose kids and families to more pollution. Not to mention that increasing lanes has been proven to not decrease traffic. Please do not remove this bridge and please do not support the freeway expansion.
Philip	Cleary	97211	
Thomas	Coleman	97212	
mark	colman	97203	Portland
Justin	Condon	97217	This change will directly affect my commute into downtown as a member of this neighborhood. It prioritizes freeway traffic and negates to look at the negative effects it will have not only on the day to day commuters but also the students at nearby Harriet Tubman school.
Melinda	Conti	97212	I have lived in Eliot Neighborhood for over 30 years and feel that adding more freeway to the area only creates more cars in the area which creates more pollution and carbon emissions. It's a waste of money and a negative addition to the neighborhood. I'd like to see the 450 million on protected bike lanes and better public transit!
Mike	Cooke	97211	
Philip	Cooper	97212	
Alice	Corbin	97210	
Pen	Corbin	97212	
Joe	Cortright	97212	
Clint	Culpepper	97212	I am a future Harriet Tubman parent who currently uses the Flint St. bridge daily. The induced demand of any new lanes on I5 would further exacerbate traffic and the related emissions. If Mayor Wheeler and the city council is truly concerned with climate change as they have repeatedly stated, they must stop any and all freeway expansions.
David	Cushman		former local resident; current traveler through that region (cycle)
Anna	Daggett	97212	
Judy	Darling	97213	
Jake	Davis	97212	I live nearby in Irvington and commute in this area frequently by bike and transit. While sidewalks sit in disrepair or are absent in East Portland, while traffic deaths are on the rise, and while we look set to fail our mode share and climate goals, it is inexcusable to call this an improvement. We should be talking about tearing down I-5, freeing up extremely valuable land, restoring and reconnecting the Albina neighborhood (among others!), and improving air quality around our schools, neighbors, and homes. Reject this project and call on ODOT to spend instead give the funds to the City directly, allowing us to use it for actual improvements to Portland.



Megan	Davis	97215	Our city doesn't need more freeways. We need to continue to invest in mass transit, biking infrastructure and maintaining walkable neighborhoods. I use Trimet several times a week and bike commute nearly every day. We need to be more conscious of our choices and limit excessive commuting. Our community needs to rely less on freeways and more on investing in our local communities.
Jake	Davis	97212	I live nearby in Irvington and commute in this area frequently by bike and transit. While sidewalks sit in disrepair or are absent in East Portland, while traffic deaths are on the rise, and while we look set to fail our mode share and climate goals, it is inexcusable to call this an improvement. We should be talking about tearing down I-5, freeing up extremely valuable land, restoring and reconnecting the Albina neighborhood (among others!), and improving air quality around our schools, neighbors, and homes. Reject this project and call on ODOT to spend instead give the funds to the City directly, allowing us to use it for actual improvements to Portland.
David	Delk	97213	
Michael	Dempsey	97217	
Danny	Dunn	97201	I frequently travel through this neighborhood and find that increasing vehicle traffic to be a threat to human life and life satisfaction in the city.
Victor	Duohg	97212	
Tom	Durkin	97232	I travel to NW Portland daily using the safest low auto routes including the Flint St Bridge over route 5. I believe removing the Flint St Bridge decreases cyclist safety as they pass through the Broadway and Route 5 intersection, a very car centric area.
Suzy	Elbow	97209	
Johnny	Engleheart	97227	
Chris	Enlow	97211	
Chris	Enlow	97211	This is a safe heaven for bike commuting from work to home. It is my bridge and I don't want you to remove it.
Tsveti	Enlow	97211	This is my daily bike commute bridge and I feel save riding there because there are not many cars and traffic. It is my safe heaven bike bridge. It is my bridge and I don't want you to destroy it. I feel very strong about it. So many bikes use it for commuting vs the regular Vancouver street bike lane where i feel unsafe.
Chris	Enlow	97211	This is a safe heaven for bike commuting from work to home. It is my bridge and I don't want you to remove it.
Jill	Fang	97212	



<p>Ms.</p>	<p>Fast</p>	<p>97006</p> <p>I agree with Mayor Wheeler, when he said at his 2017 State of the City Address:</p> <p>"I believe that by engaging with our natural environment in a very personal way, it will reinforce our commitment to addressing the environmental challenges we face on a larger, planetary scale. Any vision for the future of our city needs to acknowledge that climate change is one of the most pressing policy issues of our time, and the most pressing global issue we face. It isn't just our planet that's at stake, it's our very existence. Portland and Multnomah County have proven that we can significantly increase jobs and population AND reduce carbon pollution. The tradeoff between jobs and the environment is false." —March 2017, State of the City</p> <p>I also agree with the mayor when he said that removing the freeway is an opportunity worth building support for, and worth taking. Even if federal funds are not identified to assist the endeavor, freeway removal is an opportunity we can begin to create ourselves by not spending money to widen it.</p> <p>I realize there are some compromises & tradeoffs being made around this freeway project. What this reveals is not that people simply like driving better than taking the bus. It reveals that leaders are not doing the hard work of educating the public what's really at stake if we continue to invest money in polluting our environment car by car. We need strong stances today, considering we all share the same climate, and it's coming for all of us, and for all of our pocketbooks. Leaders & public organizations who make compromises with our future put us all at risk. Americans will recognize (through their taxes & climate insurance costs) just how pressing a policy issue climate change is, it's just a matter of when.</p> <p>I'm a former Portland resident now living in its suburbs, in Beaverton. I've learned that money poured into freeway projects like the I-5 widening reinforce car dependency everywhere, and forces me to wait even longer for better bus lines, biking, & walking routes. There isn't even a frequent service bus line on the Nike HQ perimeter! The I-5 widening neglects those of us who live without cars, which, ironically, is the more sustainable way for humans into the future.</p> <p>We need widespread, statewide investments in biking, walking, transit & reduction of car dependency, if we're to achieve our climate livability goals. It doesn't make sense that leaders would neglect my transportation needs (for biking, transit, & walking), when my type of transportation is in line with climate goals their city & state has pledged.</p> <p>Like oats in the cow trough will be eaten in lieu of grass, CO2 producing cars & trucks will be driven on whatever asphalt is poured, but not everyone is willing to ride a bike beside them. The public needs investments in car reduction & protection from cars, the kinds of investments that also best match the city's plans & pledges for our future. Please, commit to creating the opportunity to remove city freeways, and put climate change in check.</p>
------------	-------------	---



Matt	Ferris-Smith	97212	I'm a local resident who walks, bikes and uses transit regularly in the Rose Quarter area. Any benefits of the planned changes to local streets are outweighed by the tremendous negative effects of the associated freeway widening.
Jason	Fifield	97206	Portland has benefited greatly from having fewer freeways, not more. Expanding the freeway in this area will not improve travel times, and only encourages more cars to be on the road. It also takes away key routes across I-5, such as the Flint Street Bridge. It increases noise, high speed traffic, and pollution near Harriet Tubman Middle School and in the surrounding neighborhood. The proposed project is not right for Portland. We should be investing money on improving improving our streets and commutes through public transit, bicycle, and pedestrian infrastructure, not spending money on dirty, outdated, inefficient modes of travel. As an architect, activist, and citizen of Portland, I strongly advocate for rejection on this proposal.
E.J.	Finneran	97213	<p>Firstly, I believe investing in fossil fuel infrastructure now is totally at odds with Oregon's stated climate goals. We can say "oh but electric cars" but they are forecast to be ~65% of new car sales by 2050. That is 10 years after the World Economic Forum predicts the Arctic will be totally ice free. https://www.weforum.org/agenda/2017/05/the-arctic-could-be-ice-free-by-2040/</p> <p>Second, removing a bridge over the freeway and breaking up the street grid in order to accommodate a freeway is the type of thing Robert Moses would have done. It's 1950s thinking in 2018.</p>
Jere	Fitterman	97212	I live and frequently walk, bike or drive through this area. Any alterations need to have serious and timely input from locals. We are NOT just a freeway, we are a community. This will impact me and our community daily. Our life, liberty and happiness will be impaired by this proposal. What is needed is a cap on the freeway with increased access by the community to this area. A cap with pollution scrubbers is essential to our continued and dramatic exposure to air pollution. As a local resident, I want tje City to institute congestion pricing, stop ant freeway expansion and use the money for public transportation and livable streets for walking, biking and public transportation.
Gerald	Fittipaldi	97211	
Adam	Foltzer	97202	This is not something we would want even if it cost nothing. To spend half a billion dollars on it is a travesty.
Bethany	Foran	97227	
Paul	Friedman	97211	
Halina	Fuller	97211	I am a local & bike/walk/run over this bridge twice a day with my dog to avoid the heavy car traffic on all the other roads. My dog is skittish to heavy traffic, & I cannot say I love sucking up car fumes either
Andrea	Furbe	97213	
Robert	Galanakis	97215	Invest in transit, please;



Nona	Gamel	97209	I breathe the (already) polluted air in this city. It is widely known that building more freeways increases traffic congestion. Visit Los Angeles if you are unsure. Spend the money on bike lanes and public transportation.
bob	gantz	97214	I'm a local homeowner. PBOT and ODOT should be directing their efforts towards improving conditions for transit, biking, and walking, not wasting public funds on a freeway expansion that only further enables behavior antithetical to adopted and well-supported city and state policies.
Maggie	Gardner	97212	
Monique	Gaskins	97212	I'm a local Elliot neighborhood resident and I'm against the Rose Quarter Freeway Expansion plan for the following reasons: The air quality is already at risk in Elliot, increasing the amount of cars that go through the area will only make it worse; The lids are not an improvement to either safety or air quality. Instead of spending \$450M on getting more cars through Portland, we should spend money on improving public transit, bike, and pedestrian infrastructure. Thank you!
Colin	Gibson	97211	Is this really the best way to spend \$450,000,000? Seems like not. Skip the freeway expansion and buy more electric buses or something.
Jessica	Gillard	97202	I'm a local resident, a parent, and a cancer nurse who cares about public health. It is well known that wider roads attract more traffic and do not ease congestion. And I recently read in PDX Parent magazine that Multnomah County has the worst air quality in the state, potentially doubling residents' risk of cancer and quadrupling our risk of respiratory disease from air pollution. Let's not sacrifice our health and waste our money on road expansions that have been widely acknowledged to be counterproductive to the goal of easing traffic congestion.
Josh	Gold	97232	Why spend \$450 million on remedies that perhaps could be obtained through tolling alone? Tolling should be tried first.
Kelley	Goodwin	97217	
David	Goodyke	97227	Too much money for too little safety improvements, reduced connectivity due to loss of Flint overcrossing, poor quality (loud, polluted, smelly, inhospitable to people and plants, empty/hard to program) urban spaces resulting from leftover lids that cannot support buildings
Jonathan	Gordon	97206	If we are truly committed to Vision Zero, \$450,000,000.00 would be better spent elsewhere.
Thomas	Gornick	97219	Research says expanding freeways does not solve the problem but worsens traffic. Why does it so easy to disrupt and alter North Portland areas. We need vibrant neighborhoods that build community and expand housing opportunity. Finally why make it easier to flea to Vancouver to avoid Oregon taxes.
Karla	Gostnell	97212	



Blake	Goud	97217	I have commuted to work by bicycle for 12 years (I am a small business owner in downtown Portland). Part of that time I used the N Flint overpass to avoid a more stressful ride with traffic on Vancouver. Removing this overpass as part of the highway widening project would drastically worsen surface streets in this area, directly contradicting the explanation for City Council's support for the project. Instead of removing a critical piece of bike infrastructure for an ineffective highway widening project, save the bike access and address congestion through a progressive decongestion pricing system on our interstate highways.
Catie	Gould	97213	Making Flint St a dead end doesn't make a more connected neighborhood.
Laurens	Grasman	97212	
Kristin	Gross	97218	Widening this freeway will add more cars which will increase pollution. It is also taking away a vital street that is a connector for cyclists. I travel through this neighborhood on my bike.
Patrick	Halley	97202	What reason do we have to make driving quicker/easier. History repeats itself, let's take a look at Houston and LA and see if any traffic issues were ever solved with wider roads.
Sarah	Hallrik	97213	
Marsha	Hanchrow	97214	I'm an all-seasons bike commuter, and I feel fortunate that none of the proposed "improvements" will directly affect any of my usual routes. Nothing I see in the plans will benefit bicyclists in any way, but I will certainly draw some portion of the additional air pollution into my hard-working lungs. I would like to decline that gift. The areas near this project already suffer the highest amount of diesel particulate pollution in the state, and I have worked in this airshed - in the Portland State Office Building - for over ten years. I've breathed a lot of air pollution in my service to the public. No freeway widening is ever good for public health.
craig	harlow	97217	<p>Prioritize transportation spending on smart long-term solutions that dis-incentivise more auto traffic and freeway commutes, and instead incentivise solutions that have long-term sustainability that meets goals related to climate, health, and housing affordability.</p> <p>Anything that boosts traffic capacity in this section will boost congestion in the sections north and south of it. Travel times will improve slightly at first, but the "induced demand" will return travel times to what they were in a short time period. Increasing auto volumes here and along the greater corridor will increase health harm from auto pollution. Money spent on this short-sighted project will be diverted from projects with more intelligent long-term benefits.</p> <p>If you want to build a cap over freeway sections WITHOUT increasing lane capacity or throughput, then that's a different thing and could garner smart support, although it's urgency/priority would be questioned.</p>
Evan	Heidtmann	97211	The proposed expansion will not advance any of our long-term goals as a city: it won't allow more people to do more trips without a car, it won't advance



			<p>equity on any basis, it won't reduce greenhouse gas emissions or asthma-causing particulate pollution, and it won't improve the neighborhood. Adding more pavement is not an "improvement" except for the people who pour the concrete. It's not even a big benefit for drivers, who will still be stuck in congestion even after the dust settles.</p> <p>Congestion pricing is the only solution for congestion. Let's do that, and use limited transportation funding on infrastructure projects that *do* reconnect the neighborhood, improve our air quality, and lift up the communities that have too long been held down by our cars-only and cars-first culture.</p>
Holly	Hein	97206	<p>These details show that this is a car-centric project; freeway widening, no matter how it's window-dressed, is not going to solve congestion or improve life in our city.</p>
Robert	Hemphill	97212	<p>I live in the neighborhood. Bringing additional traffic through the neighborhood is not an improvement. Bringing additional car pollution is not an improvement. And as a daily biker through the area, diverging diamonds with bikes in the middle is not an improvement; it feels more like a game of Russian Roulette.</p>
Emily	Herbert	97232	<p>accidents occur at high speeds not here. research has also shown more cars will come with hwy improvements DO NOT BUILD MORE ROADS EVER AGAIN ANYWHERE. as always we learn we cannot grow ourselves out of problems</p>
Chris	Herman		
Damon	Hess	97212	
Josh	Hetrick	97202	<p>This project puts freeways first and forces everyone else to fight over scraps. Recent comments by ODOT regarding Harriet Tubman School's pollution barrier make it clear that ODOT isn't really interested in surface improvements. For our air quality and climate future, we must say no to any freeway expansion!</p>
Nate	Hildebrand	97212	
Scott	Hillson	97202	<p>The freeway expansion goes against the city's air quality and goals and goal zero.</p>
Orion	Hjertebraaten	97214	
Elliot	Hohn	97211	
Ned	Holbrook	97202	<p>The cost of this dubious project is disappointing to say the least. There are so many other ways to spend this money in ways that would improve the safety of our citizens, rather than disrupting the lives of some many.</p>



Zach	Holz	97202	All of us know, even the boosters of this project, than more freeway capacity will not solve transportation woes. So why are we still stuck in 20th century thinking? Why are we still devoting untold resources from our transportation budgets to make driving easier, when we should be trying to make every other possible mode of getting around easier? ODOT is relying on some shady logic here when pushing this project, and the City of Portland is being far too compliant in the process. Where is our spirit that stopped the Mt. Hood Freeway? Aren't we glad we didn't build that, and rip SE Portland apart? This project, while it doesn't cut through a residential neighborhood in the same way the Mt. Hood Freeway would have, is buttressed by the same type of auto-first thinking that daily makes our city a less pleasant place to live, work, and play. I want a future of fewer cars, and an I-5 expansion runs absolutely contrary to this wish — a goal, mind you, that the city and ostensibly the state also shares. So let's work towards it *now*, by rejecting an unneeded freeway expansion.
Noah	Horst	97211	
Mariah	Howard	97212	
Jim	Howell	97213	
Amy	Hunter	97212	
Sarah	Iannarone	97236	
Amy	Iannone	97202	
David	Jahns	97212	
Noelle	Jansen	97212	
Jeri	Jenkins	97211	
Chris	Jensen	97206	
tel	jensen	98674	I travel through daily on a bike. highways don't belong in the middle of cities.
Stuart	Johnson	97214	These funds should be put into making our city more bikable, walkable and transit efficient. Making bigger freeways is a waste of money, just take a look at Los Angles or Houston.
Chris	Jones	97211	
Anthony	Jordan	97215	This is a step in the wrong direction. We should use all traffic management options at our disposal, including tolling, before building a freeway expansion.
Amanda	Judkins	97227	I am a local resident who goes by bike and uses the Flint Ave. Bridge daily to get to work!
Stephen	Judkins	97227	
Matthew	Juniper	97212	As a commuter I have cycled on this street every day for over 20 years. I appreciate its safety(because of limited car traffic) and the way it efficiently connects my neighborhood to downtown.
David	Kafrissen	97217	This expansion will do nothing but increase congestion and pollution
Alison	Kastner	97211	



Emily	Knudson	97211	
Greg	Koller	97211	
Meryl	Kruskopf	97213	
Tate	Kuhn	97210	If so called "improvement" harms us like this, it's not an inprovement!
Shay	Langley-Harvey	97266	
Paul	Lantow	97202	
Nicholas	LaRue	97211	Freeway widening never solves congestion and has been shown time and time again across the country. The most recent 'improvements' to the Broadway off ramp have done little alleviate fears of being blindsided by cars exiting the freeway. The Vancouver and Broadway interface is worse and should be addressed along with the RQ on ramp. If you want to reduce demand on our freeways, you have to make the freeways pay for themselves in the form of tolls. Incentivize Clark County residents reconsider their commute methods, make them reconsider thier vote for light rail extension via tolling. Build bus only lanes for Clark County commuters. Reduce peak demand via tolling. Stop subsidizing single car driving with solutions that don't work.
Jennifer	Laster	97214	Carless is the future, and some of us are already living there (ask Rio, Paris, Oslo, etc.). Join us.
Rex	Laster	97213	
Erin	Lauer	97203	
Patrick	Lee	97215	The increasing volume of traffic throughout this city is a threat to all of us. Deaths among pedestrians and cyclists are increasing, and personally, my mobility around town has decreased drastically in the past couple of years because more and more of the city simply isn't safe to move around in. I find it unconscionable that we're thinking about inviting additional automobile traffic.
Sarah	Leigh	97217	
David	Levine	97227	I am a lifelong Portlander, current N. Portland resident, cyclist and pedestrian. Half a billion dollars will not solve congestion and if livability, safety, and local improvements are indeed important to you, please put the money towards effectively and efficiently addressing those needs.
Anna	Levy	97212	
Stephan	Lindan	97212	
Robert	Linnemann	97211	I bike over the bridge and it would add 1 mile to my 3 mile commute.
Rosalyn	Liu	97211	
Suzanne	Lohr	97206	
Shannon	Long	97217	
Tyler	Lyon	97227	



Jackson	MacDonald	97206	The money would be better spent on other projects, especially ones that increase access to alternative modes of transportation.
Brendan	Marnell	97217	I commute daily on the Flint Ave bridge, but that's not why I'm against this plan. Portland does not need more highways. Highway expansions do not reduce congestion, they increase it as more cars use the bigger highways and filter into city streets. Portland needs better infrastructure for alternatives to cars. This project is a poor use of funds if the goal is to improve our city's transportation system.
Kurt	Martig	97217	I moved from Brooklyn, New York to Portland, Oregon not Houston, Texas!
Kurt	Martig	97217	I moved from Brooklyn, New York to Portland, Oregon not Houston, Texas!
Brian	Martin	97211	
Lizzie	Martinez	97214	As a regular bike rider & pedestrian & driver through this area, I am worried that this plan will remove one of the best bikeways in the city and replace it with routes that require bike riders to go out of their way on less safe routes. This plan prioritizes cars in one of the busiest pedestrian areas - due to Blazers/winterhawks and all Moda Center events. It doesn't make sense to me why we would spent a half billion dollars on a project that doesn't make the city better for pedestrians and bikers, and won't help cars move through the area faster either.
Erica	Mattison	97214	I just moved to Portland, in large part because of the emphasis on walking, biking, and transit. I'd hate to see all this money go toward supporting fossil fuel transportation, when it could do much more good for people's lives if redirected toward sustainable transportation.
Jonathan	Maus	97217	
David	Mayer	97212	
John	Mayer	97212	
Eileen	McCahill	97212	
Tim	McCann	97232	
Lindsay	McClure	97031	
Kai	McMurtry	97213	
Rob	McRae	97211	
Ed	Menze	97214	
Mike	Mercer	97211	I ride N Flint on my way into downtown. The road access is less important to me than wasting money on a freeway widening project that will simply fill with more cars creating the same delays in little time. Better to invest in congestion pricing and better active transit!



Micah	Meskel	97212	PBOT is now selling this project as providing great local improvements to local streets (PBOT's 3rd or 4th version of why this project is needed), but it removes one of the most used north to south route bike routes in the area. I'm a local resident who disagrees with PBOT's assertion, the removal of Flint Avenue will make biking more difficult and dangerous when navigating this part of town.
Matthew	Meskill	97209	Climate change is real. Let's not promote fossil fuels anymore. Let's spend this money on pedestrian and cycling facilities, and on public transportation.
Christine	Meyers	97211	
Marcia	Meyers	97211	"Less is More" Continuing to expand automobile access goes against everything we are learning and teaching about healthy people and healthy communities - not to mention a healthy Earth.
James	Michelinie	97211	
Esme	Miller	97206	<p>This project is in direct contradiction to the city's purported climate and equity goals. I am so so so tired of seeing the city spout lofty language and then proceed with destructive policies like this because a few wealthy and well-connected people are enamored with the idea. It is shameful that we can somehow find twice as money for this project as we can for affordable housing at a time when all but the rich are being expelled from the city.</p> <p>As someone who relies on TriMet and a bike to get around the city, this project will impact my daily life by encouraging more people to drive, thereby increasing the SOV traffic congestion that is degrading the useability of our transit service and making the streets more dangerous for bikes. ODOT has been making pseudoscientific claims about freeway infrastructure "relieving congestion" for years - please, please do a little reading on urban transportation infrastructure and induced demand before accepting those claims. Thanks for listening, and may you find the courage to bring the city closer to those lofty goals!</p>
Susan	Millhauser	97211	I'm a long-time inner NE resident who bikes through this area, often using Flint Ave. My kids are PPS students (though not in the Tubman catchment) and I am all too familiar with the disparate impact to historically underserved students in inner N/NE as well as African-American residents in Albina. This freeway expansion would seriously exacerbate the environmental and health impacts on this area and it's residents with little to no public benefit to Albina or the greater Portland region. What a boondoggle! Let's put it to rest and invest in ped/bike, transit infrastructure. And let's figure out how to move freight north/south; get it out of the center of our community.
Maureen	Mimiaga	97211	
Mila	Mimica	97217	I'm a local resident who bikes through the Rose Quarter several times a week. I'm against this preposterously priced project because there is no proof that highway widening will help reduce traffic times, and it'll negatively impact our neighborhood.
Mike	Moress	97232	



Matt	Morrissey	97212	
Jen	Morse	97212	
Rob	Mumford	97202	By all standard large scale projects, the costs always double by the time it's complete (https://bikeportland.org/2017/02/01/guest-opinion-odot-management-audit-mis-leads-omits-key-facts-215843). Historically true, that means we are likely going to throw away 1 billion dollars on a freeway that with induced demand, will not solve congestion.
Colleen	Murray	97212	
Eli	Neal	97212	The flint over pass provides a crucial bicycle route for me and my family.
Sarah	Newsum	97217	
Phil	Nishikawa	97215	
Jason	Nolin	97217	I live adjacent to I-5 at Rosa Parks and travel through this area every day. Allowing more vehicles to move through the area will induce more demand, worsening surface street congestion and pollution. This investment in the freeway will not improve conditions in the long term; and the money spent on it could be used for significant transit and active transportation infrastructure that actually will improve long term transportation.
Donna	Noonan	97213	I live in NE Portland near excellent bus and MAX lines. Even though I do own a car, my first choice for transportation is always TriMet. Building more freeways is not a good answer to the transportation problems in the Rose Quarter. Make public transportation a more viable, easier, and attractive option for more people by increasing MAX lines (including to Vancouver), and by increasing bus service - lines, frequency, and hours of service. Commuters on the West side are more likely to take MAX if they can find a space at the Park & Rides and if they can find a seat on the trains for the commute - right now both need improvement. I worked in the Lloyd Center area and know how very convenient TriMet CAN be, but also how is often falls short of people's needs. We do NOT need more freeway!
David	O'Brien		
Brian	O'Grady	97202	This project will not result in any significant reduction in traffic and is a poor use of \$500,000,000. This level funding would achieve much more if it was used to improve mass transit and cycling infrastructure. This project is counter to stated air quality goals of both the state and the city.
Nathan	ODonnell	97217	As a Portland resident, I can think of several more environmentally friendly, smarter, resident and neighborhood friendly ways to spend \$450 million dollars that would have a far better impact on transportation in this city than widening this one mile stretch of freeway. What a colossal waste of time, money and priorities. We can and should allocate our resources better!
Maria	Opie	97212	Disrupts my community



Nick	Osman	97212	
Andrew	Palmquist	97211	I use the N Flint bridge often while biking. Losing this bridge would remove a vital connection between North Portland and the Broadway Bridge.
Seth	Pellegrino	97202	We'll just have to spend more money to tear it up later when we come to terms with the impossibility of an urban freeway coexisting with our climate, health, and racial equity goals
Daniel	Penner	97212	
Alison	Percifiero	97214	
Joan	Petit	97212	<p>I'm a resident of the Eliot neighborhood, a bike commuter who rides on N. Flint daily, and a parent of a future Harriet Tubman student. N. Flint is an incredibly important bicycling connection from the busy N. Williams/Vancouver corridor and the busy N. Tillamook bikeway to the Rose Quarter, Broadway Bridge, and the entire west side of Portland. It's hard to imagine a better, lower stress way to cross an interstate than N. Flint.</p> <p>I'm very concerned also about the impact on Harriet Tubman Middle School, set to open next fall. We're hearing that ODOT would remove any trees planted or walls installed to buffer our kids from the existing and additional pollution from I5 traffic. That leaves students at Tubman, many of whom, like my children, will be from our community's historically underserved and underrepresented groups, subject to even more pollution while they're trying to get an education.</p> <p>ODOT wants us to believe that this is a safety project that will improve surface streets. Rather, it will hurt the neighborhood, especially children at Harriet Tubman and folks who ride their bikes through here on a daily basis--and with likely no improvements to congestion. This freeway expansion is not an improvement.</p>
Quinlan	Pfiffer	97227	
Sean	Pliska	97266	
Sandy	Polishuk	97212	I live in Lloyd/ Irvington area. This will not improve our ability to get in and out of or around the neighborhood and will likely make it worse. Even transit will feel the ill effects
David	Pollard	97217	
Leslie	Poston	97217	<p>In addition to the negative impact to bike riders, surface street traffic, neighborhood safety, Harriet Tubman school, and the Albina Project, it has been proven time and time again that expansion like this are a waste of money and cause MORE congestion and pollution. Here is a link to several studies and an excerpt about them (there are dozens more easily available to ODOT with a little research, all showing the same thing):</p> <p>"In a recent paper published by the Transportation Research Record, author Ronald Milam and his research team reviewed the various studies documenting the induced demand effect. They found that for every 1 percent</p>



			<p>increase in highway capacity, traffic increases 0.29 to 1.1 percent in the long term (about five years out), and up to 0.68 percent in the short term (one or two years). One recent study found a one-to-one relationship between new highway lane capacity and traffic increases.”</p> <p>http://trjournalonline.trb.org/doi/abs/10.3141/2653-02?journalCode=trr&</p>
Robert	Powe		
Melissa	Prcic	97218	<p>I use the flint bridge daily when bike commuting in the spring/summer/fall. It is the safest route to the Broadway bridge from NE, please don't tear it down! I also oppose freeway widening more generally. I have seen induced demand before. Traffic will be no better and we will pay through the nose for less safety.</p>
Melissa	Prcic	97218	<p>I use the flint bridge daily when bike commuting in the spring/summer/fall. It is the safest route to the Broadway bridge from NE, please don't tear it down! I also oppose freeway widening more generally. I have seen induced demand before. Traffic will be no better and we will pay through the nose for less safety.</p>
Victoria	Prewitt	97214	
Dan	Price	97217	
Nancy	Rackleff	97756	<p>I have moved away, but used to ride my bike over the Flint Ave bridge. More freeways are not the answer. More public transportation would be better.</p>
Sarah	Radcliffe	97217	
Elise	Raher	97213	
Nathan	Ramsey	97212	<p>It's a meritless grant cash grab. Expanding I5 will do nothing to improve the commute and will also degrade the heart of the city. It's a backwards looking non-solution, and it will fail. Instead, move people, not cars.</p>
Sam	Reese	97211	
Tom	Ricciardi	97212	
Laura	Richardson	97214	<p>I bike over the Flint Ave Bridge several times a week for my commute to work or spending time in the N and NE neighbourhood. With the increasing population and sprawl of the city, I don't want to see vehicle commuters financially incentivized to live further away, decreasing the quality of life of those living close to the expansion and removing funding from streets and methods of transit that would make larger improvements and make a greater impact on lower income residents.</p>
Lena	Ridi	97203	
Derek	Romero	97212	



Ashley	Rood	97206	Until last month, I lived in this neighborhood and used Flint bridge every day both for my work commute and daily bike travel. I now live in SE Portland but continue to use this important bikeway when traveling in the area. It is critical for safe biking and walking in the neighborhood. Portland has become a thriving city for locals, tourists, and businesses alike because it is a walkable, bikable livable city. Let's keep it moving it that way. Freeway expansion is #NotanImprovement. We need to move in a more proactive way towards more bike and pedestrian friendly streets. For clean air and a healthy community for our kids if not for all of us.
Joe	Rowe	97217	No project goals were stated for this project nor the CRC. See the repeated pattern of lies http://tinyurl.com/csataalking
Monica	Salazar	97227	I live two blocks from the Flint Ave. bridge and also work in Eliot. I spend almost all of my time in this neighborhood and since moving here in May 2017, my husband and I (we are both asthmatic) have had many more respiratory issues than normal. I am on the ENA board and learned of the terrible air quality in Eliot due to diesel particulates from the freeway. Expanding the freeway would not ease traffic and would increase the amount of pollution in our neighborhood. Harriet Tubman school is right beside the freeway and the children will be exposed to even worse air. Spending \$450 million dollars on a freeway expansion? Please also consider the human cost of this construction project.
Hana	Sant	97222	
Ted	Sarvata	97214	As a bicyclist as well as motorist, I need city improvements designed to improve human-powered movement throughout the city. The proposed plans are a huge step backwards.
Nick	Sauvie	97206	I work at a nonprofit in East Portland. In addition to being counter-productive as transportation and to the environment, this represents another huge transportation investment in the Central City. East Portland and other parts of the city deserve a fair share of transportation dollars.
Olivia	Schelly	97211	Air quality for our new middle school and surrounding neighborhoods.



			<p>I travel through this area daily to commute by car and bike. The proposed new routes for bikes are not ideal. I would prefer to see one way paths instead of two-way. It would be safer to divert cycling traffic away from Broadway west-bound until closer to the bridge entrance. I have been dangerously cut-off (right hooked) many times, not to mention witnessing cyclist laying on the pavement, injured from right hooks at N Ross and N Benton. Note that there is also a gap in bike lanes from the proposed new bridge at Hancock and I-5.</p> <p>As for the highway flow, knowing the case study of Houston's new, wider freeways and how traffic was only temporarily relieved, I hope that we can work on other alternatives. Would we improve flow by reducing speed limits on I-5 as it approaches the bottleneck? Could better lane marking and driver education (how to zipper merge) improve flow? Even with wider lanes at the Rose Quarter I would expect slow movement north and south on I-5 at different points. Would we then need to expand these areas?</p> <p>Lastly, as a driver I say, so what? Yes, traffic slows down in this area, but why is that more important than the flow of traffic in the surrounding area? Don't vehicles have to slow down entering north bound congestion before Vancouver, merging south at 405, and merging onto 26 east-bound? Isn't the delay into the 26 tunnel even more serious than the Rose Quarter? What is the harm in having driving slower for a short distance? We are a city pinned in by rivers. There will likely always be congestion. Maybe the current state creates lower speed collisions and the proposal would lead to higher speed crashes?</p> <p>Thanks for reading, Craig Schommer</p>
Craig	Schommer	97213	
Carlin	Scott	97211	
Peter	Seaman	97219	<p>I bike through North Portland regularly, on my way to work. I don't drive - though I could - because I don't want to add to automobile congestion. Now you want to spend half a BILLION dollars to entice more cars into North Portland?? What a waste! Spend a million dollars to improve cycling and walking infrastructure in North Portland, not invite more cars who are just going to sit in traffic. Thanks.</p>
Ethan	Seltzer	97212	<p>Spending half a billion dollars before we've tried congestion pricing in a meaningful way, before we've explored building a world class middle school near where kids live and away from the side of a freeway, and before we've had a meaningful discussion about and arrived at real responses to the history of freeway building and urban renewal on communities of color and others in North and Northeast Portland, is simply nuts. There is too much lunacy in our world today. Portland shouldn't be adding to it. Thanks!</p>
Melissa	Severn	97206	



Jeff	Shackelford	97124	This project will only encourage more traffic, not improve traffic. With this result, cases of asthma in a congested city like Portland will continue to increase. My wife suffers from asthma, which causes her trouble sleeping when the air is dirtier.
Frank	Shen	97229	Although not a commuter through that area and not a resident live in that area, I care about the long term development and sustainability of Portland. I see that this project not doing enough to enhance walkability of the city and increased car traffic would negatively impact the quality of life for people living in that area as well as working nearby.
Richard	Sheperd	97227	<p>As a resident of North Portland, this freeway expansion will not aid in reducing the extreme pollution and rise in vehicle fatalities our community has experienced. North Portland has the most pollution, hazardous brown-sites, and the second highest rate of vehicle fatalities.</p> <p>The Mayor has described this freeway expansion as an opportunity to "heal the community", "restore the grid", and an "improvement for multi-modal transit." None of these statements are true. This expansion will increase the number of vehicles traveling through, and thus the amount of pollutants, in North Portland. It also removes the Flint Street bridge, a critical North-South connector which is the last existing part of the grid from before the freeway was built. Lastly, the designs introduce wider lanes, deadly pedestrian crossings, and not a drop of traffic calming in a heavily trafficked area. This expansion will increase the deaths along the Broadway high-crash corridor, and make multi-modal options less attractive.</p> <p>Not only has the Mayor made false claims. ODOT has claimed that half of the project's budget is going towards pedestrian and bicycle "enhancements", while less than 5% of the total project cost will actually be spent on bicycle and pedestrian bridges and protected bike lanes.</p> <p>The claim that half of the money is spent on multi-modal "improvements" is a clever accounting trick, making it appear that demolishing the existing bridges, expanding the freeway, and replacing them with wider lanes and a diverging diamond-like intersection is somehow an improvement for multi-modal users.</p> <p>In summary, this is a dangerous boondoggle that we not only can't afford, but one which will do irreparable harm to Portland. Half a billion dollars would make a significant dent in affordable housing development for the thousands of homeless children and families, instituting traffic calming practices on high-crash corridors, and making our multi-modal infrastructure world-class. Instead our Mayor and ODOT are stuck in backwards thinking: regardless of the harm to our planet, our children, or our communities, build more freeways at any cost.</p>
Jennifer	Shuch	97211	Portland needs better transit - expanding the freeway WILL NOT reduce traffic. Improving bus service will. From my neighborhood in close-in NE it takes almost an hour to get downtown by bus. As a rapidly growing city we need to put our energy into improving access to and efficiency of mass transit before



			we even consider an unnecessary freeway expansion. We should be looking to Seattle for inspiration, not California.
Peter	Siracusa	97202	
Matthew	Smith	97211	Future Harriet Tubman parent. I commute over the Flint St Bridge every day by bike
Steve	Snyder	97212	
E Maren	Souders	97206	We need to invest in people and neighborhoods--including sustainable transportation--not auto infrastructure which is damaging to the environment as well as human connections.
Matthew	Spann	97212	
suzanne	steffen	97212	Portland should invest in biking & walking infrastructure. Portland should discourage driving...very disappointing that Portland leadership is stuck in the 1900s as more freeways & increased traffic is their priority.
Guthrie	Straw	97211	I travel through this corridor (on Flint Street) 5-15 times weekly. The proposed changes are insulting, and have no demonstrable effect (other than negatively) on achieving climate targets, vision zero, or addressing the concerns of an already beleaguered community subject to decades of regional planning abuse. 450 million could go to a multitude of uses at this planning level. An extra lane predicated on a culture of cars, should not be one of them.
Susan	Stringer	97212	more freeway lanes will not stop the problem of congestion. Congestion pricing should be implemented first. Diesel trucks should be required to be filtered and more effort to sync up traffic signals on MLK should be addressed to get some traffic off the freeway off the neighborhood streets avoiding MLK. HOV lanes could also be tried to move traffic along more smoothly.
Abraham	sutfin	97227	I've been following a recently completed ODOT project out in Newberg, OR that was going to alleviate congestion for Newberg and Dundee. About a week later and there are already congestion issues with the new 2.5 million dollar project (and they are out of money for the next 3 phases). I've driven it myself. Its true. Expanding freeways doesn't reduce congestion... Also, as a person that lives and works on both sides of the I5, I'm so over huffing congestion fumes from traffic daily. I simply don't see how making it more convenient to drive in this city is going to make our health better for the people who live in the city.
Erica	Swartz	97214	I ride my bicycle for transportation and fun. I don't believe that the freeway expansion is a good use of taxpayer dollars. The section to be 'improved' is very small and the description of how covered areas will 'improve' the neighborhood are really misleading. You are taking away a bicycle connection (with Flint bridge) and making use of the Tubman school more challenging for parents and children. I'm disappointed that the city thinks this is a good use of our highway and streets money.
Anthony	Szabo	97212	As a resident of North Portland, this proposal would directly impact the quality of the air that I and my family breathe. Additionally, there is ample evidence



			and studies that have been done to show that more lanes only create more traffic, more congestion, more pollution, and more problems. We need to get people out of their cars and into more efficient and more sustainable forms of transportation: public transit, bicycling, and walking.
Tony	Tapay	97206	Making it easier to drive is not an improvement.
Andrew	Taylor	97222	
Hannah	Theisen	97203	I'm a bike commuter and commute by vehicle. I've frequently enjoyed the low traffic option the Flint Street Bridge has offered to me while coming home from my job 16 miles away by bike from Lake Oswego to North Portland. I disagree that we need to make more room for cars. We need to make more viable alternatives TO cars.
Timothy	Thigpen	97201	I think more concrete and roads will make the area unsafe.
Adam	Thuss	97212	
Ana	Tighe	97211	I travel through this neighborhood every day by bike to commute to work.
Charles	Townsend	97212	I use the bridge at least 5 days a week to get to and from NE Portland to downtown by bike or walking.
Gabriel	Trainer	97211	I take the Flint Ave Bridge every morning on my bicycle and it is an essential connection to downtown.
Charles	Tso	97209	
Aliza	Tuttle	97212	I am a local resident and student at PSU. I used the Flint St bridge daily to commute to school. I often bike to school happily on time with no stress, passing stopped cars on the freeway as I roll over the bridge. Countless studies show a freeway expansion will only exacerbate the congestion. Portland would be moving backwards to expand the freeways without first exploring other options.
Bridget	Underwood	97217	Freeway expansion is a completely backwards step in this era. Induced demand is a known, proven factor. Portland should be stepping up and setting a good example for how to plan a real city of the future, focusing on transit, BRT, biking, walking, and equitable access - not building a retrograde, 1950s, science-denying boondoggle. As a driver, I'd even prefer to have congestion pricing over this.
Amy	Vaillancourt-Sals	97211	I, like countless others, use the Flint Ave bridge everyday for my bike commute and can only imagine how that would change if it was taken down in favor of a freeway. The air that I breathe from traffic along the commute is already quite bad. A freeway will only make that worse. Not to mention, how would that effect my route? Would it be safe? Would I be forced to start driving again, thus increasing automobile congestion? How is tearing down this popular bike bridge going to solve anything? Please put this money to better use, by improving bikeways and public transit, and other solutions that inspire people to use their car less!



Brandon	Van Buskirk	97212	This neighborhood needs mending because of the destruction this freeway has wreaked, not further destruction. We need to be looking at a future where this freeway is buried or removed all together. If we spend this money we delay or deny that much better future. I live and bike in this neighborhood. I rarely cross the freeway as it is a natural barrier to connection. We need to mend this area but this is not the way to do it.
Jennifer	Vasicek	97223	Because I believe in induced demand.
Joseph	Vasicek	97223	Think about how much more livable our city would be if we took that half a billion dollars and invested it in pedestrian, bike, and transit improvements. Have some political courage and end the wasteful freeway expansions that have gotten us nowhere, and never will!
Kate	Walker	97216	
Bjorn	Warloe	97218	We don't need a wider freeway in town, we need more better options for moving around without having to drive and better options for moving freight via rail or sea to avoid driving it through portland. Any changes to this area should preserve bike access on Flint, I use it regularly and it is a key connection to the Broadway bridge.
Mike	Warwick	97212	40 year Eliot resident. ALL of the freeways through Portland are congested. It is no worse here than on I-84 in the Rose Quarter or Canyon Road or I-405 on the southbound ramps off the Fremont Bridge. Why fix this one if not the rest? Because it is a minority community, that's why. The justification that the "lids" will "reconnect" the neighborhood is absolutely false. An examination of either a Topo map or historic maps/photos will show the street grid NEVER extended west of Williams in the Eliot neighborhood, because of the gulch. That is why they routed I-5 there in the first place. Liars!
Carie	Weisenbach-Folz	97217	The Rose Quarter ideas will lead to bigger, longer congestion North & South. We need congestion pricing, more public transit that is timely and supported biking and walking for a healthier way to get around Rose Quarter and all of Portland 's neighborhoods.
Mary	Weller	97215	If we want to address congestion in Portland we need to continue increasing public transit and actively discouraged personal cars commuting to downtown. We need to be looking to the future and recognise that investing in fossil fuel dependent infrastructure is a fools errand. Portland needs to continue to be a leader in city planning that has foresight, not just thinking about the needs we face right now, but the needs of our community 10, 20, 30 years from now.
Mark	Wheeler	97215	
Jillian	Wieseneck	97212	I am a future Harriet Tubman parent. I am already concerned with the diesel fumes and bad air quality my child will have to breathe every day for 3 years. Any addition to the pollution caused by a highway expansion would be detrimental to his health. The expansion also would also affect the ability of creating a wall and green screen to protect Tubman from the highway. I also



			have lived in Elliot for 25 years. This neighborhood needs to be heading in a direction of aiding walkability and biking, not adding more highway on and off ramps. It will cut us off even more. Why expand a highway, thus inviting more cars to come? There should be a better focus on alternative transit.
Eric	Wilhelm	97219	ODOT's plans are all centered around moving cars at the expense of everyone else. Passing through here on a bike is already stressful with cars getting on and off of the freeway. There won't be enough separation and space to keep people safe from fast car traffic and Portland needs to give more priority and safe, direct connections to people walking and biking.
Trevor	Williams	97211	I am a resident of the neighborhood and I bike commute every day downtown either on the Broadway or Steel Bridges. As a scientist, I can see that this proposed solution (of moving on ramps a few feet and building freeway caps) is another example of policy making without evidence. There is no evidence that these huge capital changes will improve traffic congestion, increase walkability/bikability of the neighborhood, or get our city and state closer to our stated goals for reducing greenhouse gas emissions. The parties responsible for these spending decisions should do what is right. Use facts to guide judgement. How about removing the on and off ramps in this part of town (congestion/lane change nightmare solved!) and increasing incentives to walk, bike and use public transportation into the area? In order to correct the historical injustice members of this community have endured at the hands of shortsighted designers and policy makers, we must do what is right for those living here now. No more freeways!
Jimmy	Wilson	97227	Small business owner, a ENA board member and a long time resident 58 years.
Bret	Winkler	97217	
Michael	Wolfe	97202	There is zero controversy among traffic engineers that adding freeway capacity does not improve congestion in the long run. Furthermore, it does increase vmt and therefore greenhouse gas emissions. Spending half a billion dollars to not solve the congestion problem while also cooking the planet is profoundly stupid.
Philip	Wolfe	97209	This project is frivolously expensive when it doesn't solve traffic congestion while adding air pollution. As far as safety goes, it is more dangerous on streets opposed to freeways. We should be focusing on adding other means of public transportation as options in solving congestion. Bringing more cars in already congested downtown is going to cause havoc with congestion, parking and accidents. I say no to this expensive project.
Alex	Woolery	97232	I am a local resident and an avid bike and bus commuter, and have often rode through this area on my to N Portland. I believe this is not the right solution and that it is being pushed through hastily with little consideration for commuters and how this will affect commuters. I think the last thing we need is more freeway expansions encouraging more traffic and ultimately more congestion - these sorts of solutions never end up actually fixing things.