



Date: Monday, March 4, 2019

To: Megan Channell, Project Manager, Oregon Department of Transportation

CC: Commissioner Chloe Eudaly, City of Portland
Chris Warner, Interim Director, Portland Bureau of Transportation
Joe Zehnder, Interim Director, Portland Bureau of Planning and Sustainability
Oregon Transportation Commission

From: No More Freeway Expansions Coalition

Subject: Request for Additional Data, Figures, Appendices not Included in ODOT's Rose Quarter Freeway Expansion Environmental Assessment Document

The No More Freeway Expansions Coalition wishes to thank the Oregon Department of Transportation (ODOT) for their willingness to extend the Rose Quarter Freeway Expansion Environmental Assessment public comment period an additional two weeks.

As our coalition reviews the documents included in ODOT's Environmental Assessment, it appears that certain key significant data are not included in the report. ODOT released the "Traffic Operations Analysis Summary: I-5 Broadway Weidler Interchange Improvements" (TOAS) document received by HDR as "Appendix A¹." The document, however is listed as a "Draft," with a publication date of January 21, 2015. The document appears to be missing four Figures (Figures 11, 12, 13 and 14) as well as Appendices B, C, D, E, F, and G. Community members working with our coalition called the ODOT Senior Environmental Project Manager at the phone number listed in this document on February 24th to learn more about this incomplete report, but as of March 4th we have not yet received any clarifications or answers to our questions about this incomplete document.

The No More Freeways Coalition explicitly requests a confirmation from ODOT that this 2015 version of the TOAS document is the most recent version of this study, and additional clarity regarding whether the Build vs No Build assessments are based

¹ This document can be found online on ODOT's I-5 Rose Quarter website:
https://i5rosequarter.org/wp-content/uploads/2019/02/I5RQ_Traffic-Technical-Report_010819_Appendix-A.pdf



on traffic projections for the year 2035 or 2045. The 2015 TAOS report includes traffic projections to 2035, whereas the rest of the EA documents appear to be measuring the project against 2045 traffic patterns. These discrepancies make it difficult for our organization to independently verify and assess ODOT's claims about the proposed freeway expansion would impact traffic (and therefore air pollution and carbon emissions) on the corridor.

Additionally, the No More Freeway Coalition requests that ODOT please provide us the following data sets and appendices that are currently missing from the documents provided by the Environmental Assessment released on February 15:

- Synchro Output worksheets for all local intersections, for both existing and future conditions
- VISSIM calibration details and outputs for the highway modeling
- NCHRP 255/765 worksheets used to derive future volumes
- Any available updated version of the Traffic Operations Analysis Summary consultant report, complete with missing figures and appendices.

Access to these data sets and appendices is imperative for our concerned community members to accurately understand ODOT's calculations and assertions. This information will allow community members to independently verify ODOT's claims about the impacts this proposed freeway expansion will have on our planet's carbon emissions, our children's lungs, our region's traffic congestion, and our local neighborhood's traffic patterns.

Please send these documents to our nomorefreewayspx@gmail.com email address at your earliest convenience.

Thank you very much for your ongoing cooperation and assistance throughout this public comment period.

Aaron Brown
No More Freeway Expansions Coalition