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Dear ODOT team,

I have been following the proposals for freeway expansion in the Rose Quarter with some concern, and am writing to you to urge you to pursue alternate investments.

I am a retail business owner in the Eliot neighborhood with an on-site staff of 12, at least eight of whom at any given time commute daily by bicycle, transit, and walking across the area affected by the proposed I-5 expansion project. Of these, several also suffer from severe asthma. Part of our business is open to the public, and the majority of our customers arrive without cars. We all suffer the deleterious effects of proximity to I-5.

The impact of the proposed Rose Quarter project, including both the construction and the existence of the finished project will result in decreased transportation options and an increase in traffic as well as air and noise pollution that is all already well above tolerable levels.

It is clear from the lines of frustrated car commuters driving poorly near the on- and off-ramps for I-5 that something must change, and I agree that it must. As someone who has spent years writing about these issues, I understand all too well that this is an expensive solution that will provide some short-term jobs at the cost of the long term health and economy of this neighborhood and region.

My 2012 book, *Bikenomics*, contains a chapter debunking the myth that we can build our way out of congestion, and several other chapters about the dismal health, labor, environmental, and safety impacts of massive road projects such as this one. As an Oregon taxpayer, I can only see this as a massive waste. Worse, it's a future liability when we cannot even afford to maintain the roads we have now, and when our air and water are already polluted beyond acceptable levels and our climate is at a tipping point.

Please consider implementing congestion pricing instead, and investing the revenue in non-car transportation projects. These create more jobs per capita than road work and can provide affordable transportation options for all Oregonians. In past decades, this state has been a national and even global leader in making forward-thinking, sustainable choices. For our own future and that of younger generations, I hope that this shortsighted project can be put to rest and the research and preparation behind it used to make the case for a transportation system that is aligned with Oregon's environmental goals and legacy.

Sincerely,
Elly Blue
Co-owner, Microcosm Publishing