



29 March 2019

To: Chloe Eudaly, City of Portland Transportation Commissioner
Oregon Department of Transportation

CC: Oregon Transportation Commission
Northwest Oregon Commission on Transportation
The Honorable Alissa Keny-Guyer, District 46 Representative
The Honorable Michael Dembrow, District 23 Senator
The Honorable Rob Nosse, District 42 Representative
The Honorable Kathleen Taylor, District 21 Senator
The Honorable Caddy McKeown, Joint Cmte on Transportation Co-Chair
The Honorable Lee Beyer, Joint Cmte on Transportation Co-Chair

RE: I-5 Rose Quarter Project

This letter is a notification of the Foster-Powell Neighborhood Association's (FPNA) opposition to the I-5 Rose Quarter project.

On 11 March 2019 the Foster-Powell Neighborhood Association held their monthly meeting and one of the agenda items was a presentation by Aaron Brown from the grassroots advocacy organization No More Freeways PDX. Following the presentation, the assembled members asked questions of Aaron, discussed the I-5 Rose Quarter project, deliberated, and then took a vote. The vote was whether to make a formal statement of opposition against the I-5 Rose Quarter project. The vote in opposition was unanimous with one caveat, which was that the FPNA would publicize a survey and ask neighbors to respond in either opposition or support of the project. The survey was available for 2 weeks and after completion this past Monday, the results were that more than 60% of the survey respondents did oppose the project, which was the agreed upon threshold for the publication of this letter.

There are many reasons why this project should not move forward, but the key reasons that resonated with the assembled members of the FPNA were:

- Due to the well-documented phenomenon of Induced Demand, the freeway expansion would not actually reduce congestion, which is the purported benefit.
- Given our limited time to halt carbon emissions to avoid a climate catastrophe, we should not be building and expanding on carbon-based transportation systems. Forty percent of Oregon's carbon emissions come from transportation and it is the only sector of Oregon's economy where greenhouse gas emissions are increasing.

FPNA Website: www.fosterpowell.com
Facebook: facebook.com/FosterPowellNeighborhood
Twitter: [@FosterPowellNA](https://twitter.com/FosterPowellNA) | Instagram: [@fosterpowellna](https://www.instagram.com/fosterpowellna)

- The \$500 million allocated for the freeway expansion could be better used to address other issues in our transportation system, specifically the money could go towards other key projects such as mass transit improvements and the jurisdictional transfer of SE Powell Blvd and SE 82nd Ave, which border Foster-Powell. These arterials, currently owned by ODOT, have significantly higher rates of traffic fatalities and serious collisions than the Rose Quarter Freeway. FPNA supports the city's Vision Zero initiatives and believe transportation funding should prioritize eliminating traffic violence from our streets.

ODOT should undertake an Environmental Impact Study that more fully explores the alternatives to expanding this freeway, including how the implementation of congestion pricing would impact traffic patterns through this freeway.

Sincerely,

Eric Furlong
Chair
Foster-Powell Neighborhood Association