



December 12, 2022

Oregon Department of Transportation
Attn: Megan Channell, I-5 Rose Quarter Improvement Project Manager
888 SW 5th Ave, Suite 600
Portland, OR 97204

Dear Ms. Channell:

As people who have been injured, and families of people (mostly children) killed on Oregon roadways, we are urging the Oregon Department of Transportation to reconsider its decision to add lanes to the Interstate-5 highway as part of the I-5 Rose Quarter Improvement Project. We are concerned that the expansion of I-5 will invite more noise, pollution, death, and injury to the surrounding community. At minimum, we urge the Department to conduct a full Environmental Impact Statement, and refocus project priorities to center safe transportation for *all* Oregonians (including non-drivers) and healing the Albina neighborhood that was torn apart by this freeway 60 years ago.

Families for Safe Streets supports investment in the Albina neighborhood, including the proposed freeway caps included in Hybrid 3, as well as affordable housing and bicycle/pedestrian safety infrastructure on surface streets. We believe these components can and should be accomplished without expanding the freeway.

I joined Families for Safe Streets because my son Seamus was killed on an ODOT road that lacked proper pedestrian safety infrastructure in 2010. His brother and sister (aged 10) don't drive, but they do breathe, commute to school, play, and enjoy the beauty and bounty of the Pacific Northwest. Families for Safe Streets does not accept the deaths and injuries of our loved ones, the poisoning of the air, or the destruction of our planet as acceptable tradeoffs for faster freight transport or convenience of motorists. An EIS is a critical component of accountability that will ensure our tax dollars are not worsening the twin crises of traffic violence and climate change.

Sincerely,

Michelle DuBarry
Oregon and Southwest Washington Families for Safe Streets