



No More Freeways

City of Portland Transportation and Infrastructure Committee

Monday April 21, 2025

Rose Quarter Chronology

- 1960s - Demolition of Albina Neighborhood
- 2012 - N/NE Quadrant Plan
- 2017
 - HB2017
 - Portland TSP
 - Formation of No More Freeways
- 2021 - Independent Cover Assessment
- 2023 - Reconnecting Communities Grant
- 2025 - Phase 1A “construction”
- 2027 - Phase 1 construction begins in earnest?



No More Freeways Campaign

- Climate and Fiscal Foundation
- Grassroots organizing with Sunrise Movement - nationally recognized “Youth Vs ODOT” campaign
- Litigation, often with co-plaintiffs
 - Rose Quarter NEPA suit (Federal)
 - Rose Quarter Compatibility suit (State)
 - RTP Objection (DLCD/LUBA)
- Thousands of public comment submissions
- “Lids Not Lanes” - We strongly support Highway Covers

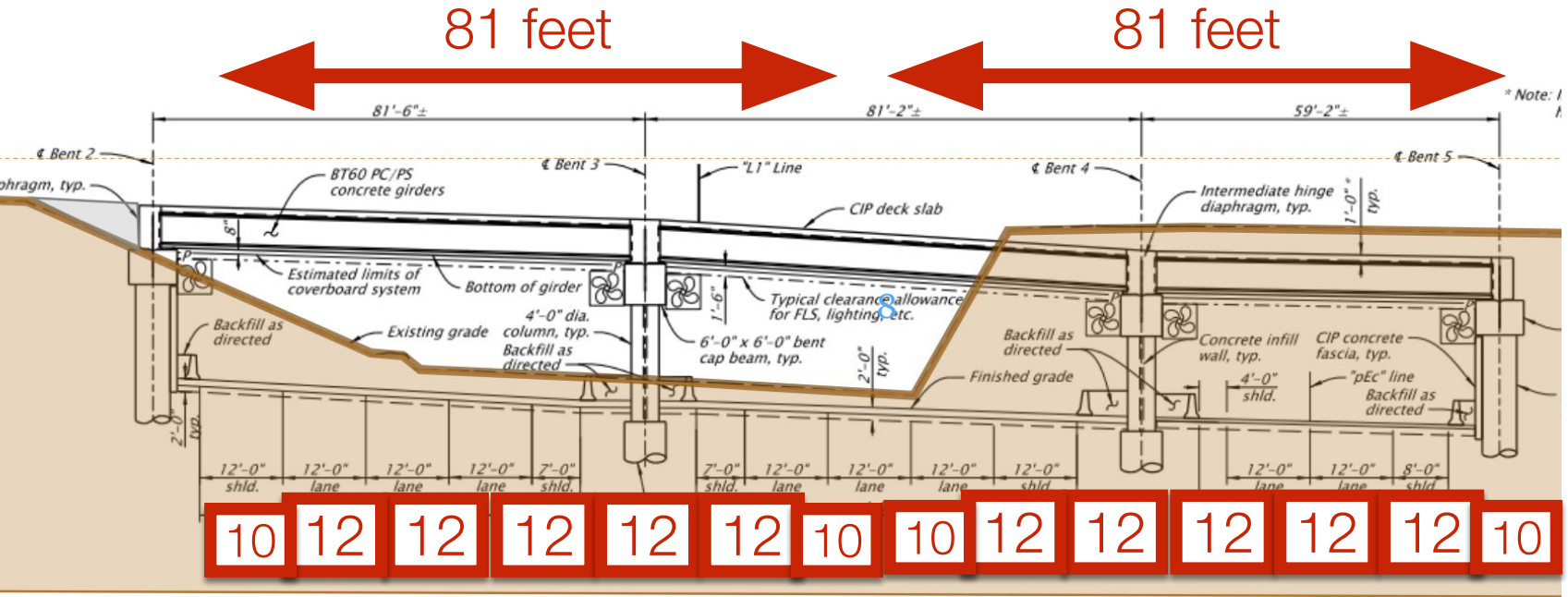




No More Freeways



Room for 10 lanes & 10 ft shoulders



SECTION F-F

No Scale
(Looking ahead on station)

10 lanes with 45 feet for shoulders/structures.

FF:

Broadway/Weidler

No More Freeways



ARUP: 40+ feet too wide

. . . an alternative cross section could achieve over 40 feet in total cover width potential reduction . . . consistent with the FHWA guidance . . . as well as consistent with current practice for highways with cover structures or tunnels.

ARUP

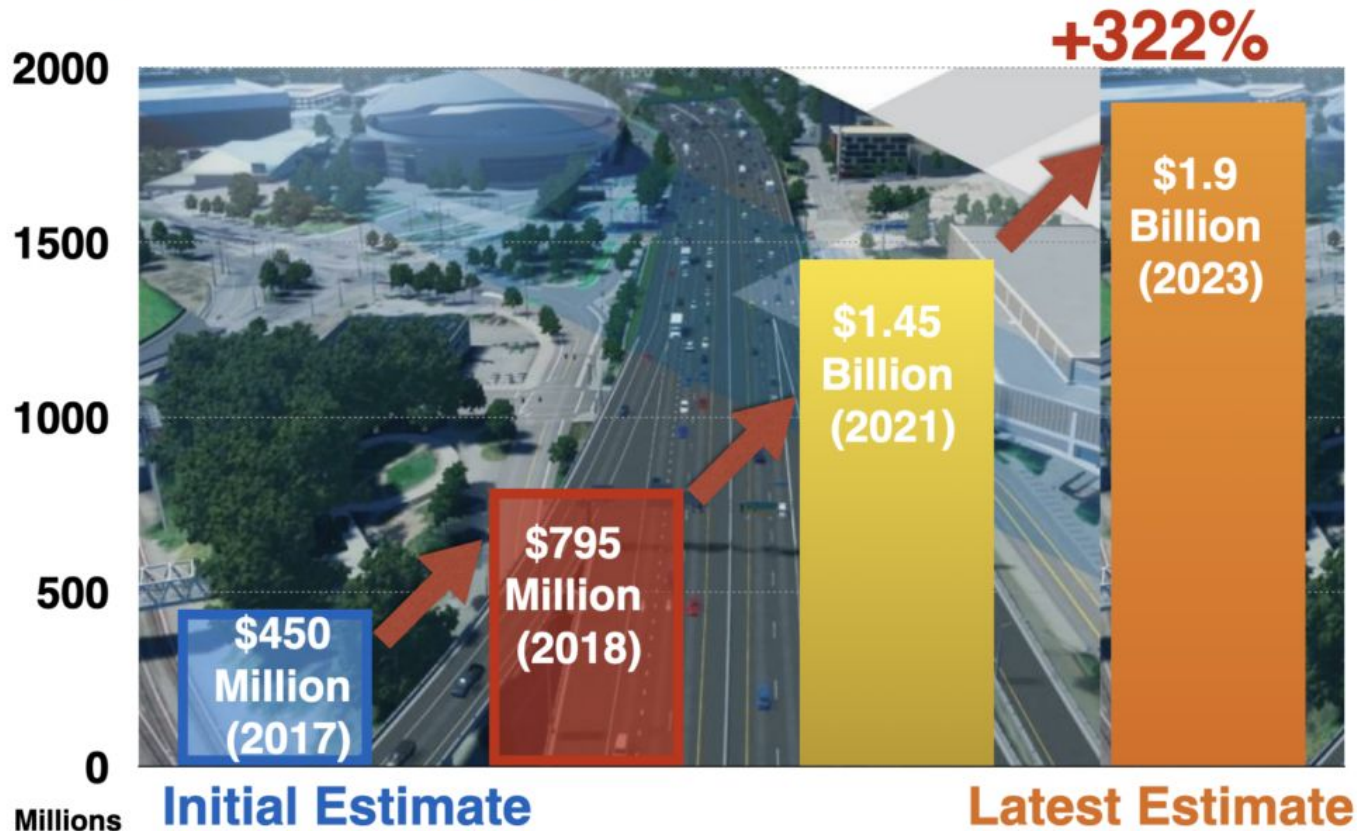
ZGF

**Rose Quarter Independent Cover
Assessment**

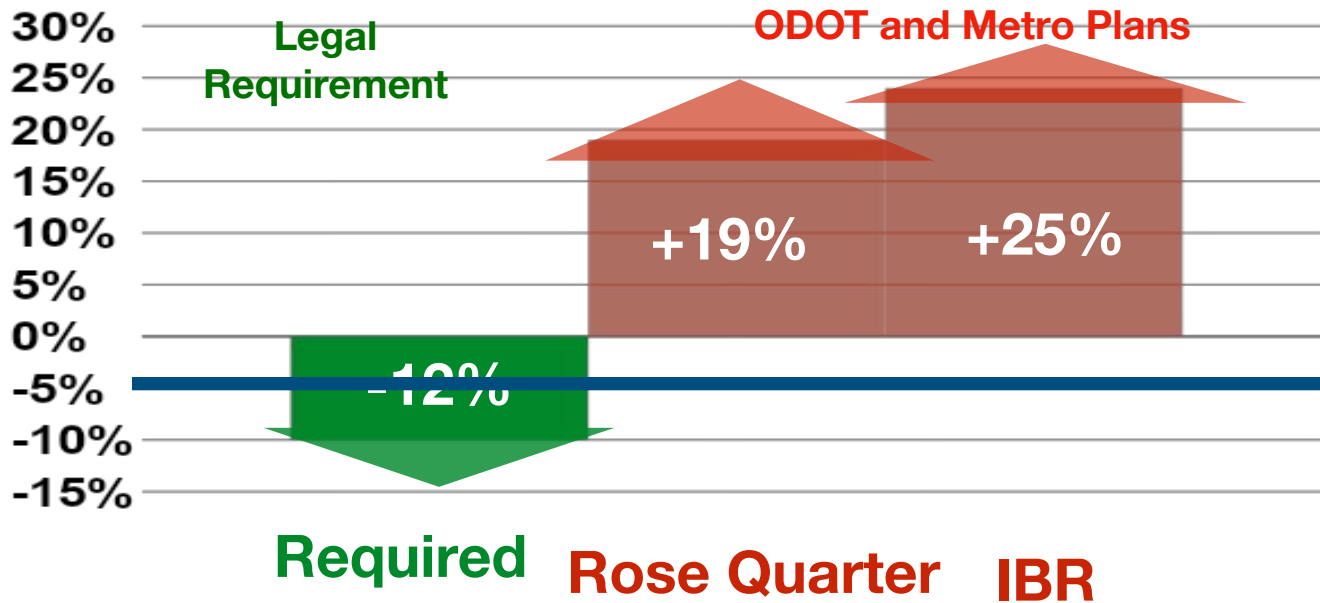
Constructability and Cost Analysis
Report



I-5 Rose Quarter



Change in driving to 2045



Covers are a Trojan Horse!

- ODOT Regularly Practices Politics of Division
 - Racial Justice vs. Climate Justice
 - Opposite of Just Transition!
- Phase 1 delivers 75% of Freeway, 20% of Covers
- Covers Funding diverted to Freeway elements
- Despite overwhelming public comment, ODOT has never pursued building covers without expansion of freeway



Reconnecting Communities Shell Game

- ODOT Represented to FHWA that cost of highway covers was \$630M
- Yet with \$450M ODOT is only building 20% of covers!
- Planning of Phase 1 construction program began as soon as \$450M was awarded (not following rejection of \$750M “INFRA” grant request)
- “Local” funding of Phase 1 being diverted from maintenance and other priorities
 - Example: \$100M for Fremont Bridge maintenance



Our Ask to City Council:

- Be attentive to and skeptical of project details
- Don't let “shovels in the ground” be a free pass to unlimited funding
- Insist on full funding for PBOT's backlogged needs, safety programs, maintaining transit service over freeway expansion



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