



**Date:** 28 April 2025

**To:** Chair Olivia Clark  
Councilor Loretta Smith

**Copy:** Vice Char Angelita Morillo  
Councilor Tiffany Koyama Lane  
Councilor Mitch Green

**From:** Chris Smith, No More Freeways  
Joe Cortright, No More Freeways

**Subject: Follow up on Rose Quarter Briefing**

Thank you for the opportunity to present at your meeting last week.

We wanted to follow up on the annotated drawing of the proposed facility width since it seemed to cause some consternation.

### **Provenance of the ODOT drawing**

As we mentioned, this was obtained as part of a public records request. In the spring of 2023, we became aware from comments made at public meetings of the Historic Albina Advisory Board (HAAB) that they were also having non-public meetings. This led to a records request for materials and ultimately a complaint to the Oregon Government Ethics Commission about violations of Open Meetings law.

Among the records obtained was an email from Brendan Finn - then director of the Urban Mobility Office - to Chris Oxley of the Trailblazers organization, containing a copy of the presentation made to the HAAB at an unnoticed HAAB meeting on March 21, 2023. That presentation contained the image we referenced. If ODOT has referred to that image as "out of date" then clearly they are admitting its authenticity.

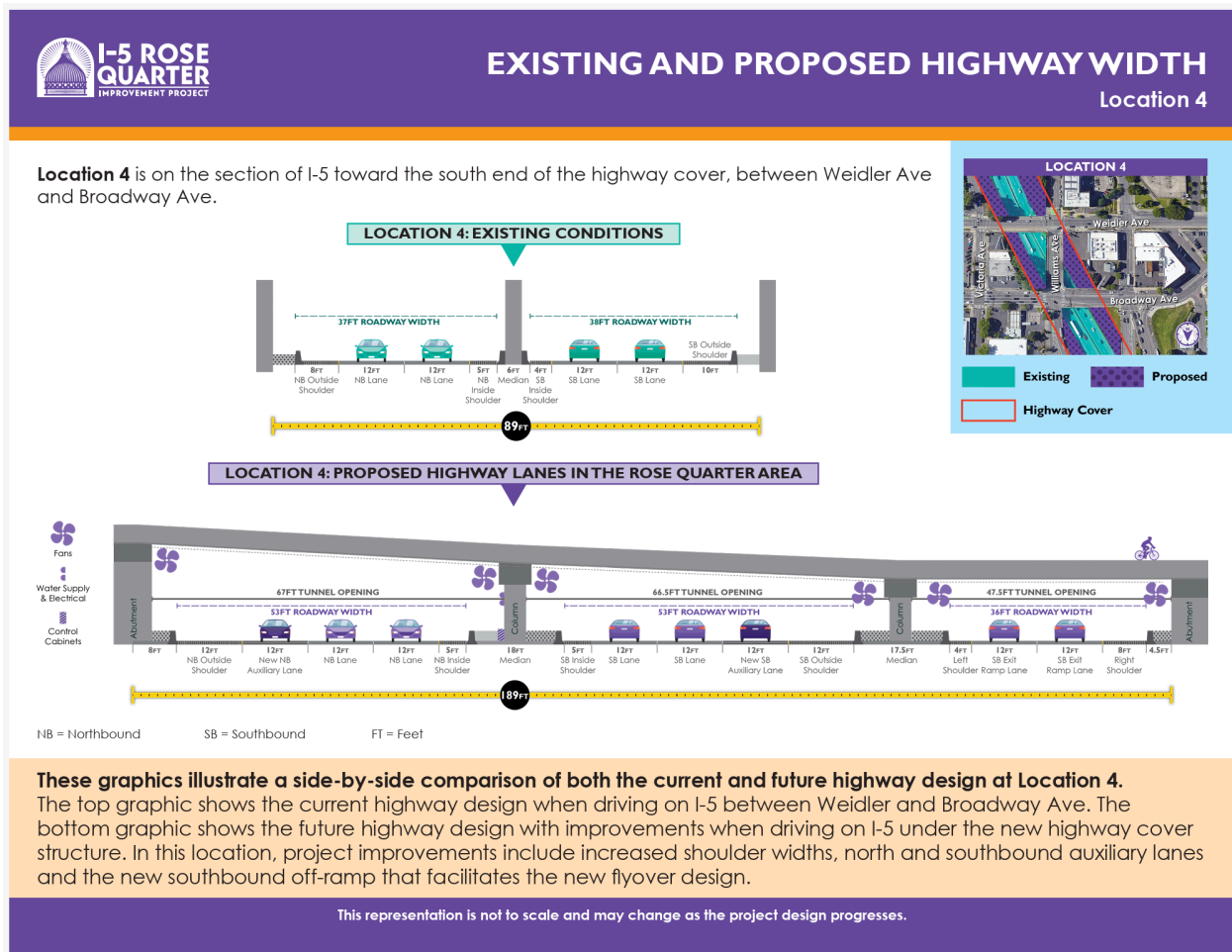
The annotation of potential future possible lane striping is ours, not ODOT's, and we have never tried to represent it as otherwise. We believe that the difference in color and style makes that clear.



## Currency of the drawing

We acknowledge that the drawing is two years old. We use it because it clearly shows the project overlaid on the existing cross-section of the highway. In 2023 the proposed new highway cross-section was 162 feet.

There is a newer drawing currently available on the project website ([https://i5rosequarter.org/media/vjldgpnui5rq\\_highway-widening\\_factsheet\\_remediated.pdf](https://i5rosequarter.org/media/vjldgpnui5rq_highway-widening_factsheet_remediated.pdf)) showing a proposed width of 189 feet! **The project only gets wider as it goes forward.**





## The issue in question

The questions about the image obscure the point we're trying to make: a future ODOT could easily restripe to add a lane in each direction.

The current widths are:

- 12 foot outside shoulder
- 3 12 foot travel lanes
- 5 foot inside shoulder

At total of 53 feet of asphalt. This could easily become:

- 5 foot outside shoulder
- 4 11 foot travel lanes (10 foot lanes are not inconceivable)
- 4 foot inside shoulder

(or some similar combination with 4 travel lanes)

ODOT will of course deny that they have any intention to do this. But our point is that the excessive width is causing unneeded expense to taxpayers and the potential additional lane is not accounted for in the environmental review. Historical examples suggest that such restriping might be accorded an exemption from environmental review. **This is of concern to the City of Portland as it could result in additional traffic on City streets, traffic not contemplated in the Portland Transportation System Plan.**

Thank you for the opportunity to clarify our point.