

I-5 Rose Quarter Improvement Project

Planning & Sustainability Commission

March 26, 2019

WE KEEP PORTLAND MOVING.

Caitlin Reff, Major Projects, Project Manager - PBOT
Mauricio Leclerc, Area & Project Planning Manager - PBOT
Megan Channell, Rose Quarter Program Manager - ODOT



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Agenda

- Context for today's discussion
- Planning history
- Project overview (video)
- Purpose & need
- **Environmental Assessment**
- Public involvement
- How to engage
- Next steps

Partnership

Project Lead: **ODOT**

City Team: **PBOT**, BPS, OMF, Prosper,
BDS, PWB, BES, Parks, PHB

Key Stakeholders: Metro, TriMet
Moda Center, PPS
Portland Streetcar
Communities impacted by I-5
Albina Vision

Key Project Milestones

- **Environmental Assessment** Feb 15 - April 1
- NEPA decision document Spring 2019
- Design & **urban design** Spring 19-2022
- HB2017 cost to complete Feb 2020

I-5 Construction at the I-84 Interchange, 1962



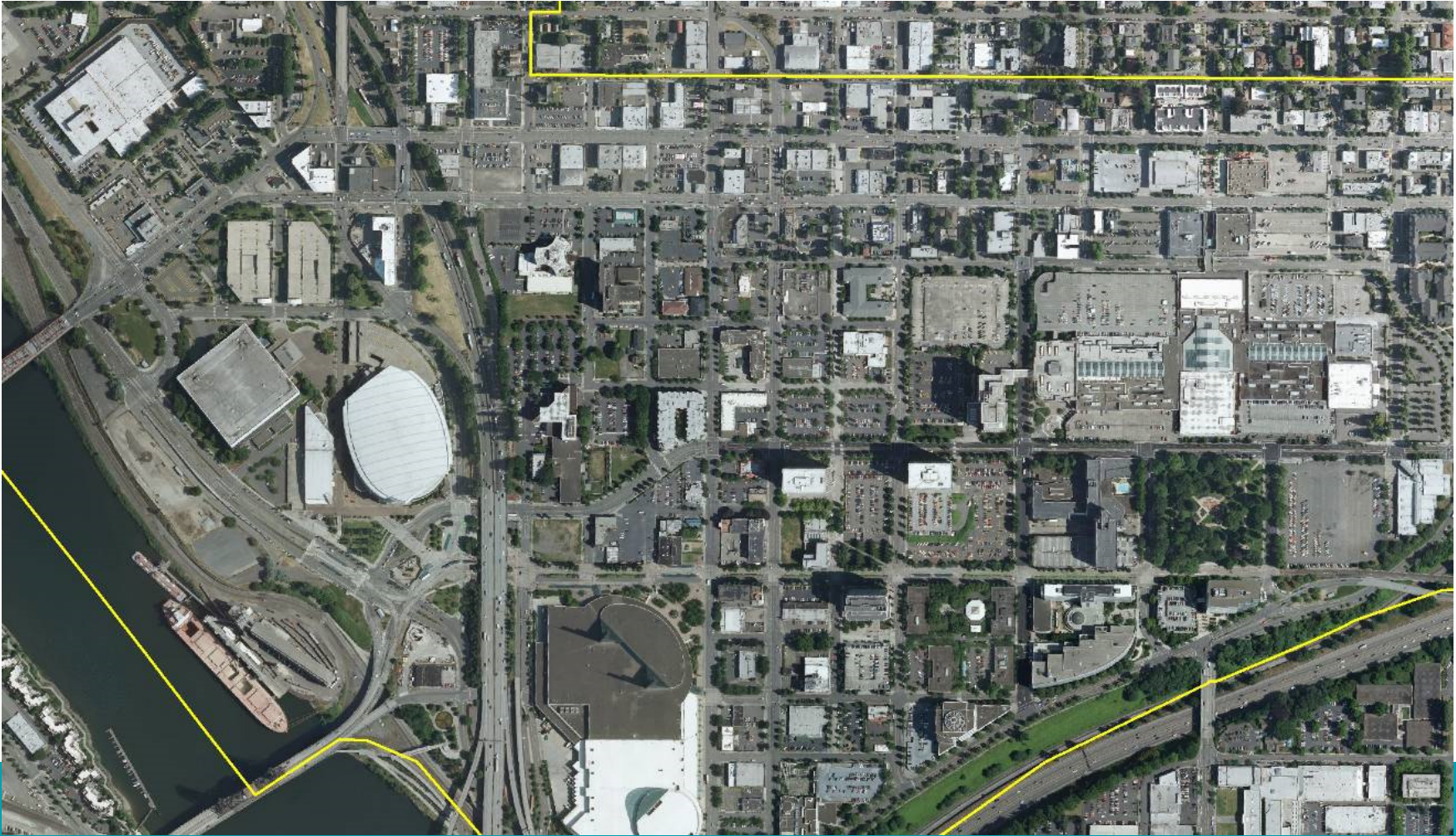
Community Impacts

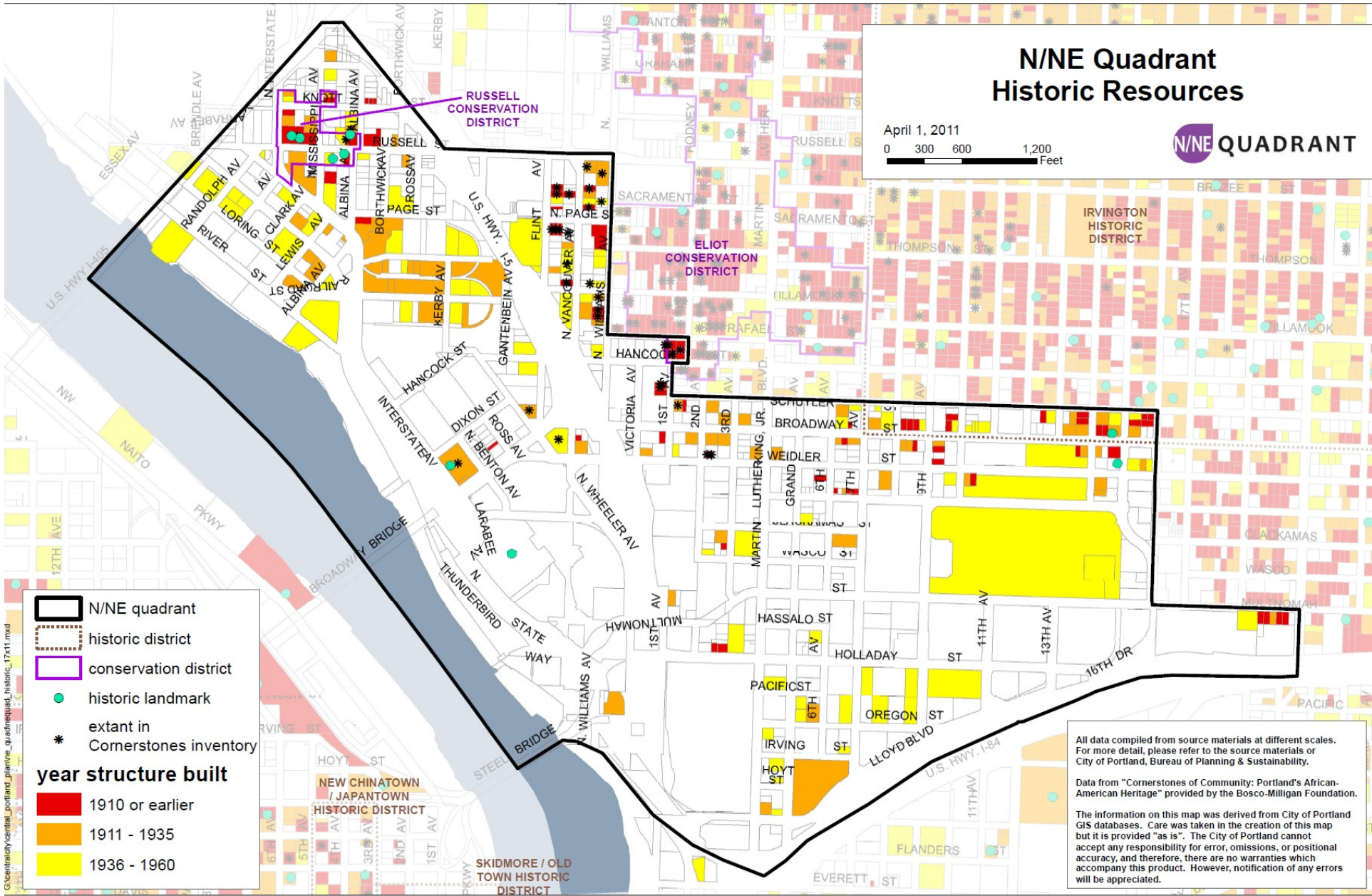
1950



Community Impacts

Today





N/NE Quadrant Historic Resources

April 1, 2011
 0 300 600 1,200
 Feet

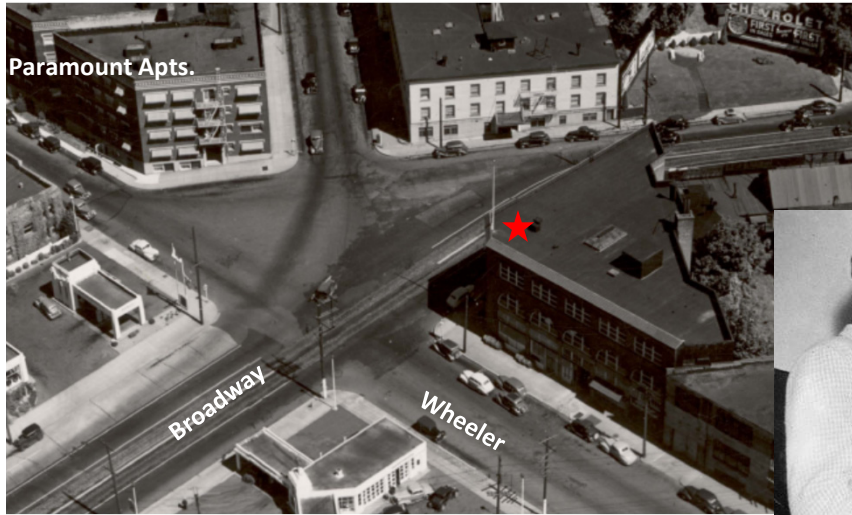


N/NE quadrant
 historic district
 conservation district
● historic landmark
* extant in
 Cornerstones inventory
year structure built
 1910 or earlier
 1911 - 1935
 1936 - 1960

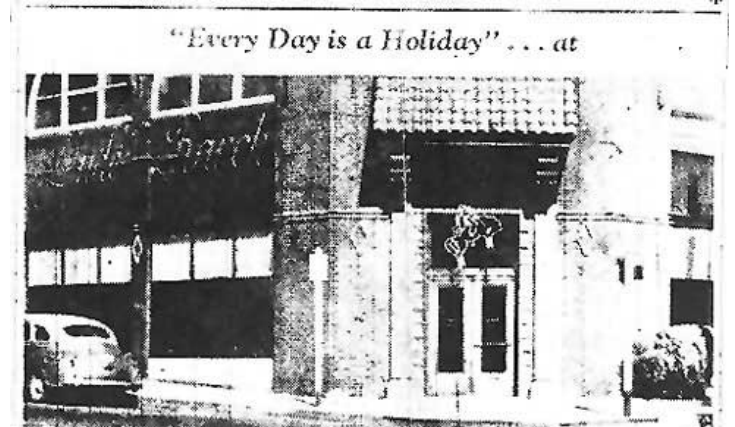
All data compiled from source materials at different scales. For more detail, please refer to the source materials or City of Portland, Bureau of Planning & Sustainability.

Data from "Cornerstones of Community: Portland's African-American Heritage" provided by the Bosco-Milligan Foundation.

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. However, notification of any errors will be appreciated.



The Dude Ranch
Now the Leftbank Building



The DUDE RANCH

"Pleasure Spot of the West"

Dining — Dancing — Entertainment
 BAR SERVICE

Dance Music by BANJOSKI and His Sextet

Cover Charge from 9 P. M.

Chas. "Pat" Patterson — Wm. "Lee Top" Dodson
 Managers

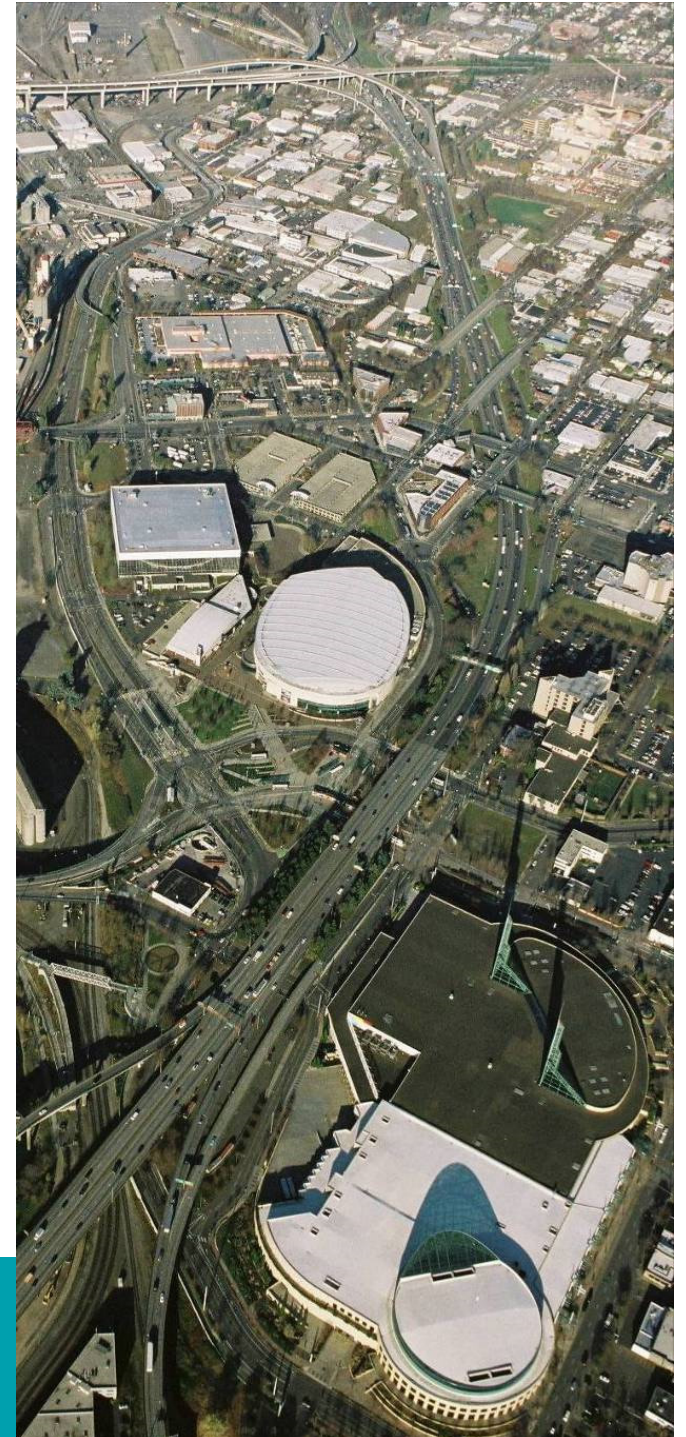
240 N. BROADWAY
 PORTLAND 12, OREGON

leftbankproject.com



Regional & State Significance

- Interchange funnels traffic from:
 - I-5
 - US 30
 - I-405
 - I-84
- I-5 narrows down to 2 lanes in each direction under Broadway and Weidler with no shoulders
- Provides access to industrial uses in Lower Albina, the Moda Center, the Lloyd District and North and Northeast neighborhoods



Greeley-Banfield Project (1996)

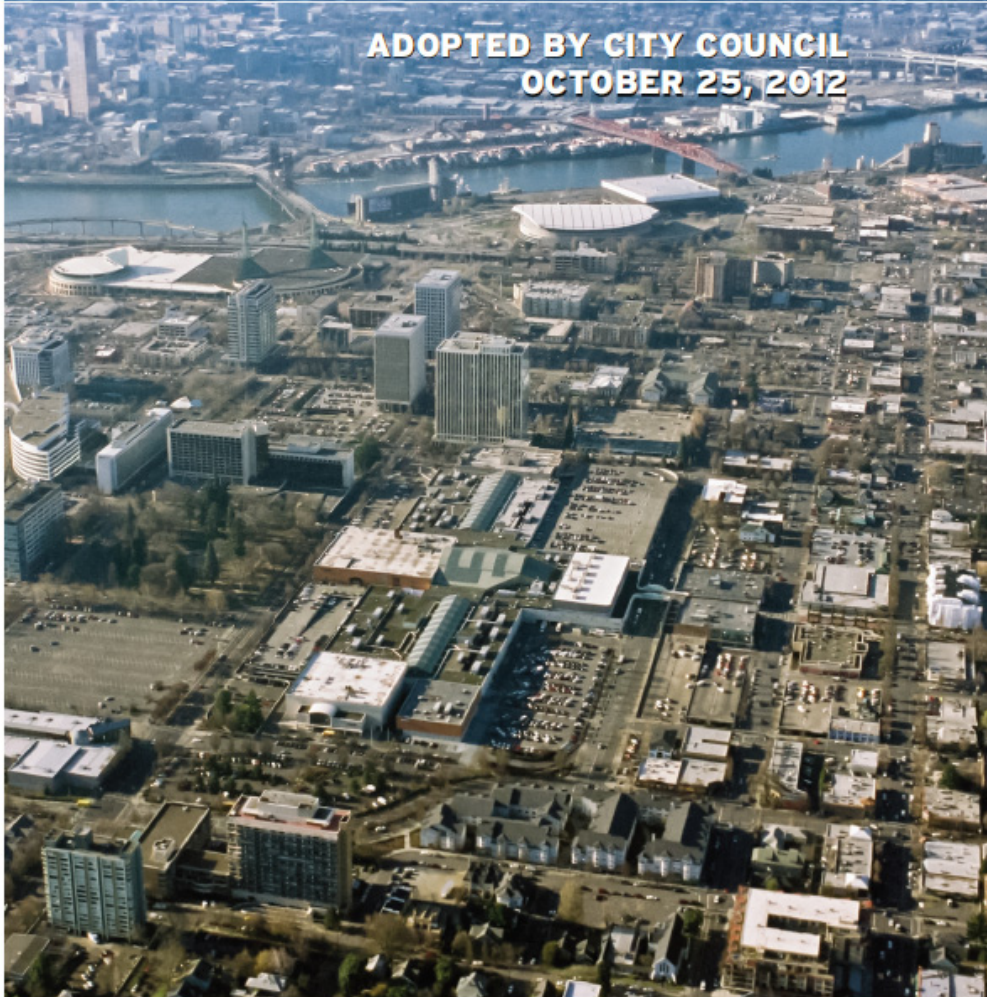


- Significantly expanded freeway with new flyover ramps
- Removed local crossings
- Further distorted street network
- Loss of sidewalks and bicycle connections

CENTRAL CITY 2035

N/NE QUADRANT PLAN

ADOPTED BY CITY COUNCIL
OCTOBER 25, 2012



N/NE Quadrant and I-5 Broadway/Weidler Plans

Facility Plan

I-5 Broadway/Weidler Interchange Improvements



October 2012
Recommended Draft





North/Northeast Quadrant

PROJECT TIMELINE						
September 2010	Fall 2010	Winter 2010	Spring/Summer 2011	Fall/Winter 2011/2012	Spring/Summer 2012	Fall 2012
Project Start-up	Background and Existing Conditions	Set Project Goals and Scope Identify Issues, Opportunities and Constraints	Develop Concept Alternatives	Select Preferred Concept	Develop Plan	Adoption/ Approval Process
PUBLIC EVENTS						
	Community Walks September 2010	Public Open House November 2010	Charrettes February/April 2011 Public Open House June 2011	Public Open House February 2012	Extended Public Comments SAC Meetings June 2012	Planning & Sustainability Commission September 2012 City Council October 2012

Meetings and Events

- 19 Stakeholder Advisory Committee (SAC) meetings
- 14 SAC subcommittee meetings
- 4 Open Houses
- 2 Charrettes
- 3 Community Walks
- ~85 Other community and stakeholder meetings

Total attendance estimate: ~2,800 people



N/NE Quadrant 2035

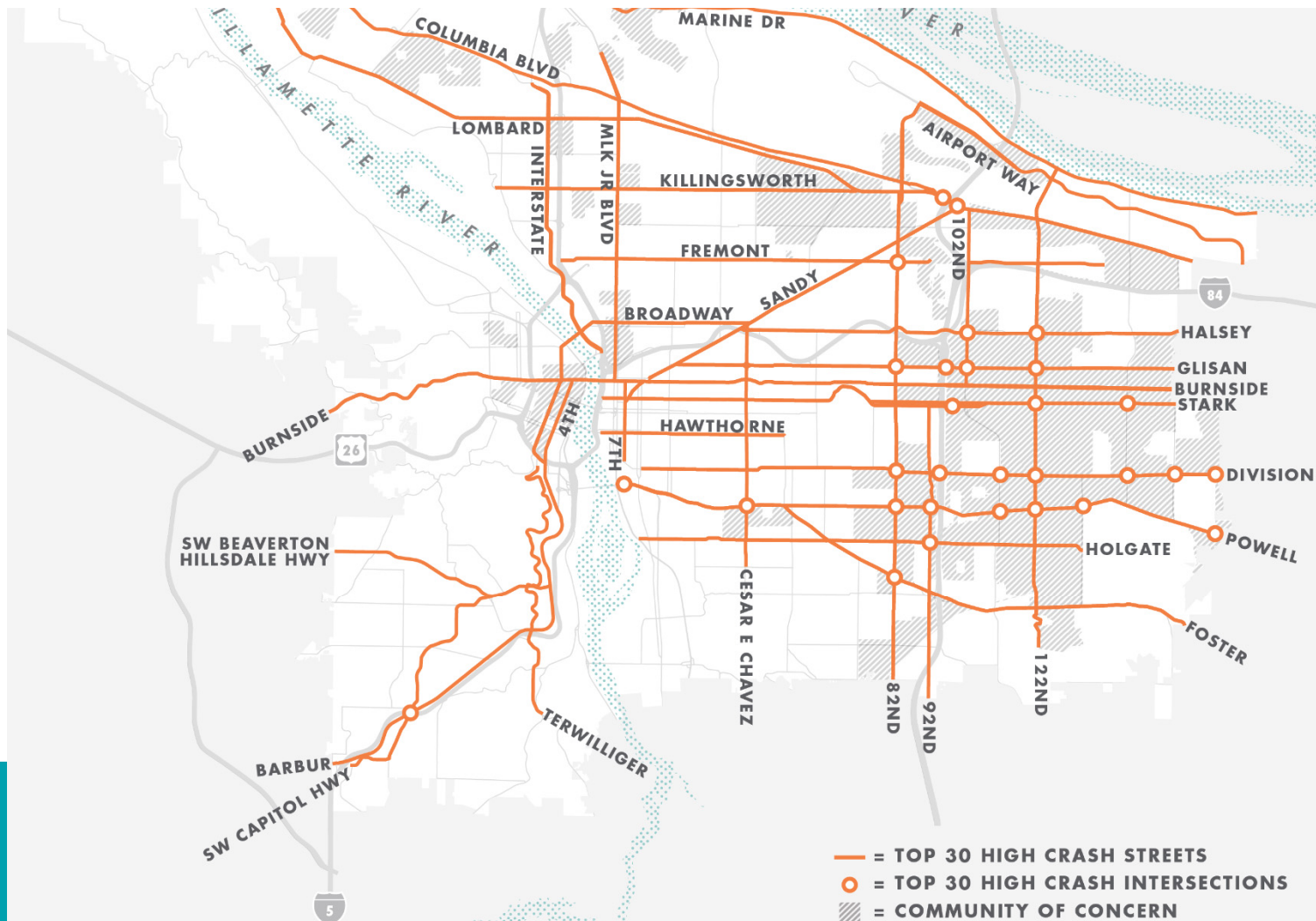


Lloyd District: 8,000 New Housing Units and 9,000 New Jobs



Broadway Identified in City's Vision Zero Action Plan

(Broadway is #1 in the Bicycle High Crash Network)



Broadway/Weidler: the recommended concept



OLD Design

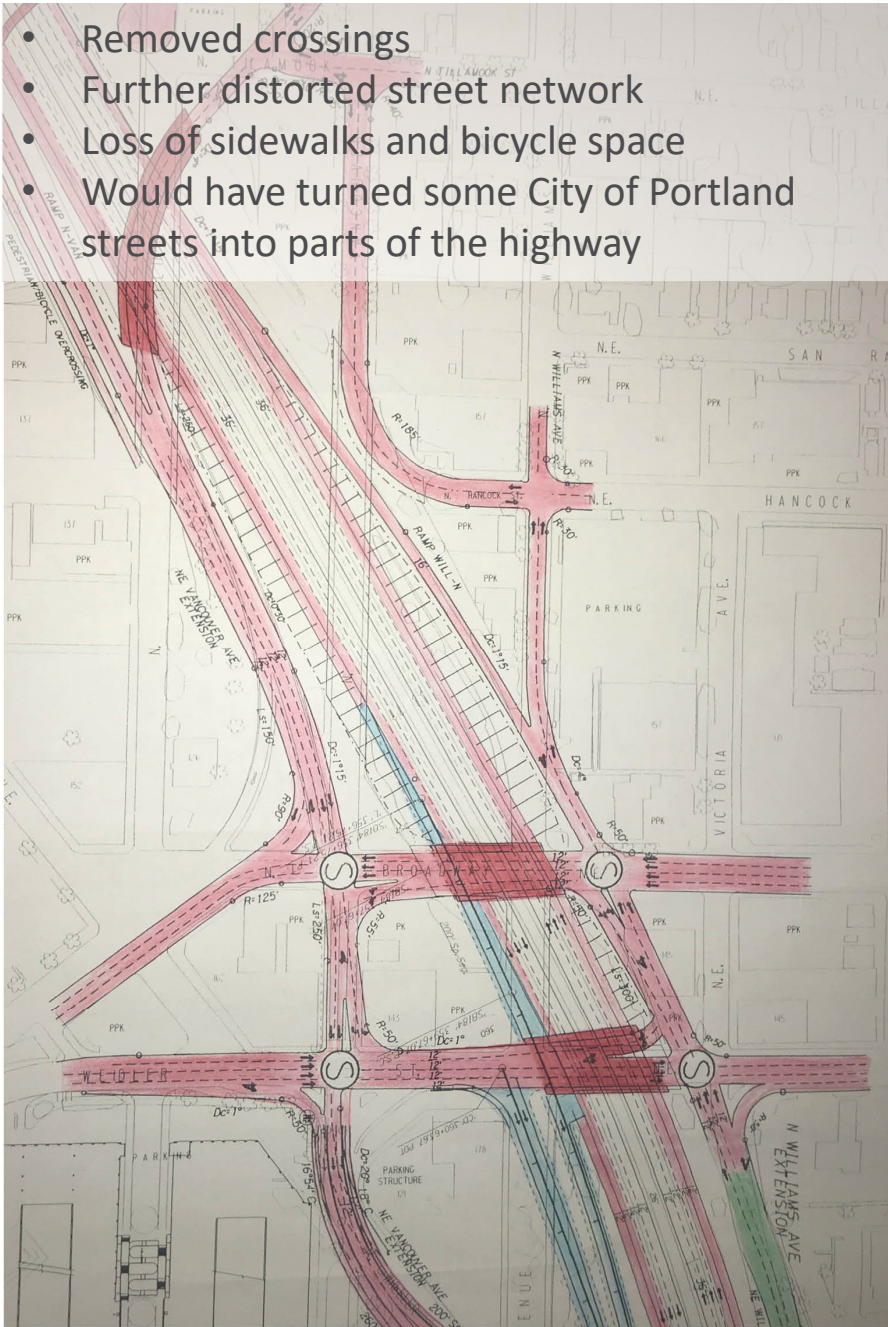


NEW Design



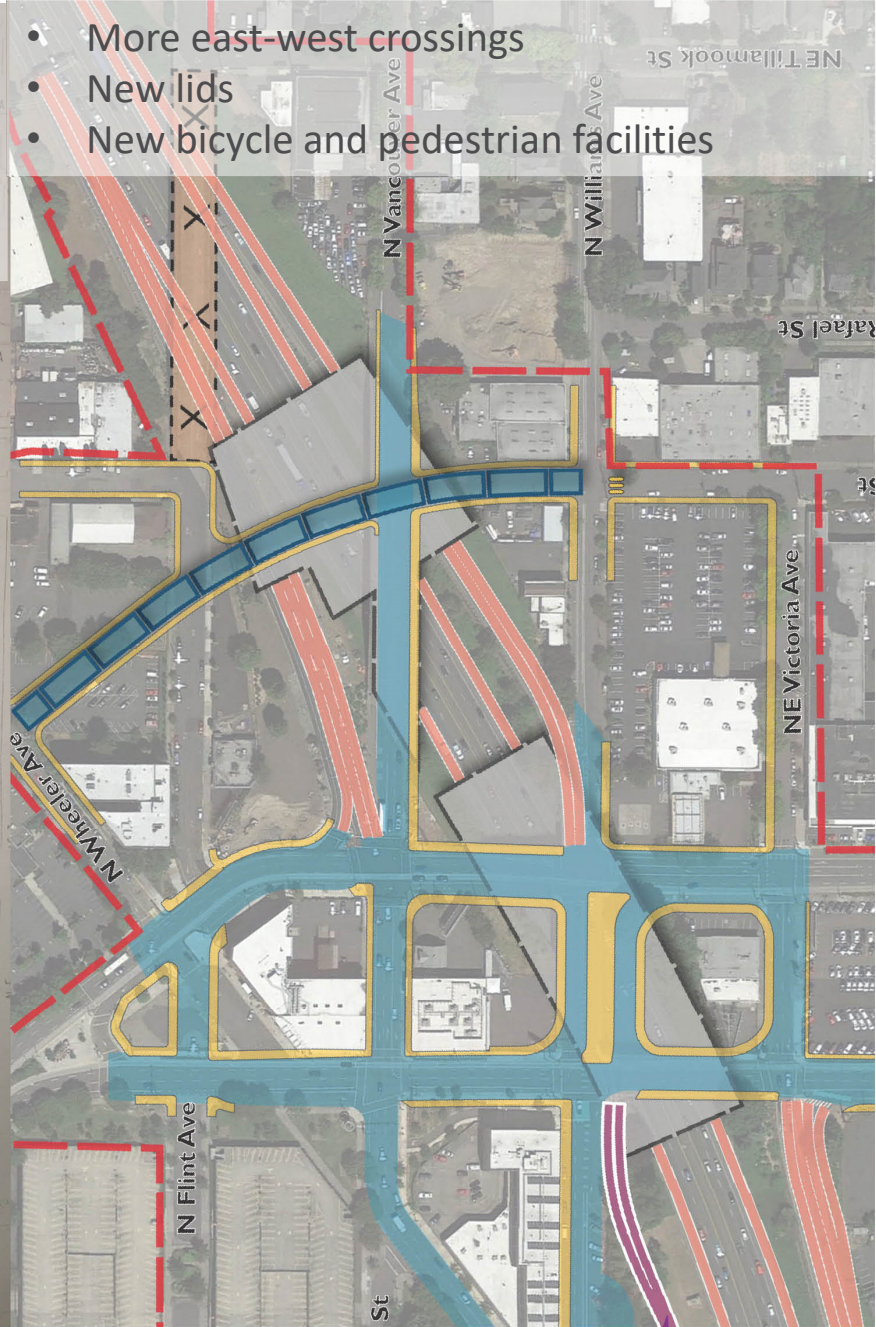
OLD: Greeley-Banfield Project

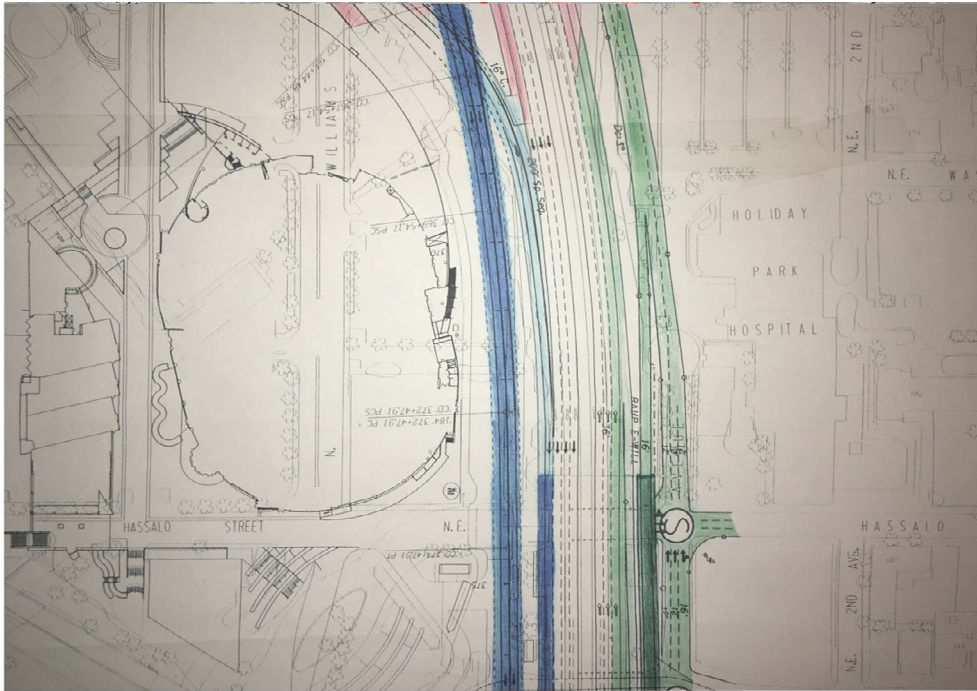
- Removed crossings
- Further distorted street network
- Loss of sidewalks and bicycle space
- Would have turned some City of Portland streets into parts of the highway



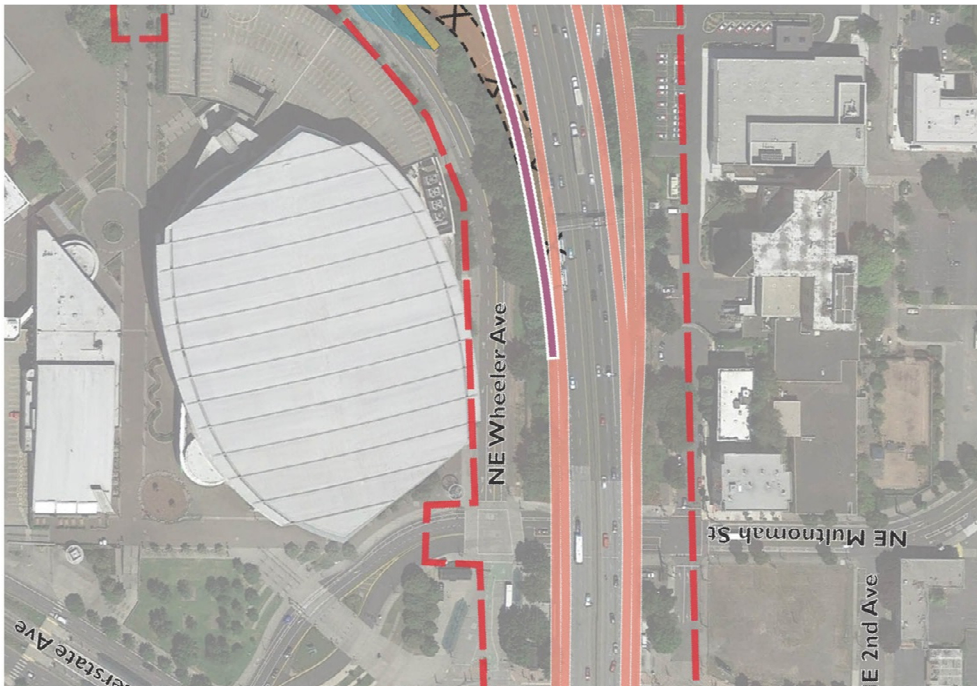
NEW: I-5 Rose Quarter Improvement Project

- More east-west crossings
- New lids
- New bicycle and pedestrian facilities





OLD: Greeley-Banfield Project



- Fewer new lanes and no flying ramps
- Significantly smaller freeway's footprint
- Significantly less costly

NEW: I-5 Rose Quarter Improvement Project



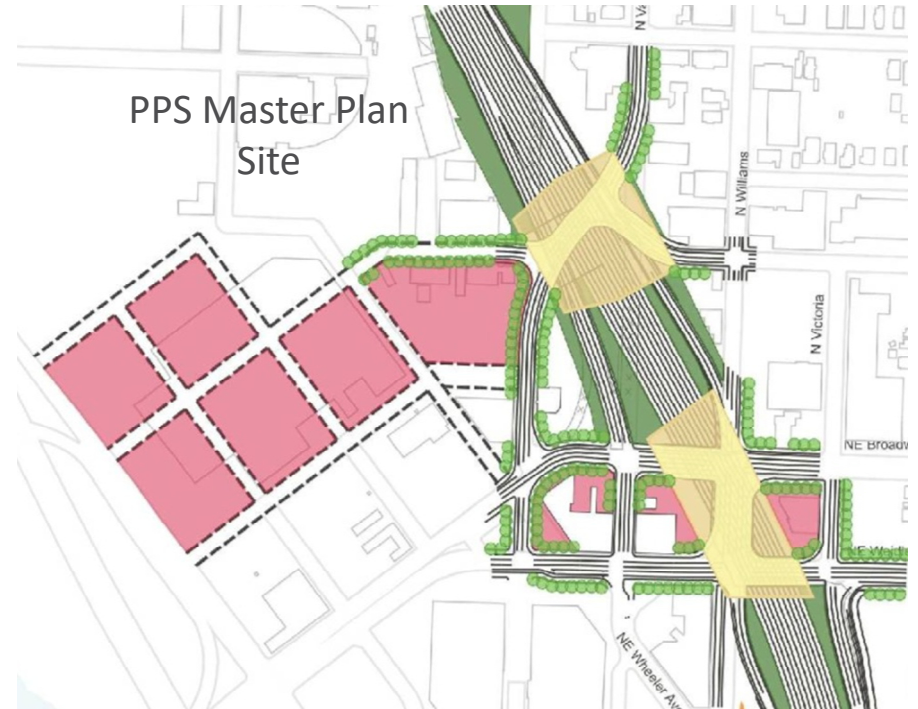
N/NE Quadrant Plan Vision

Connectivity

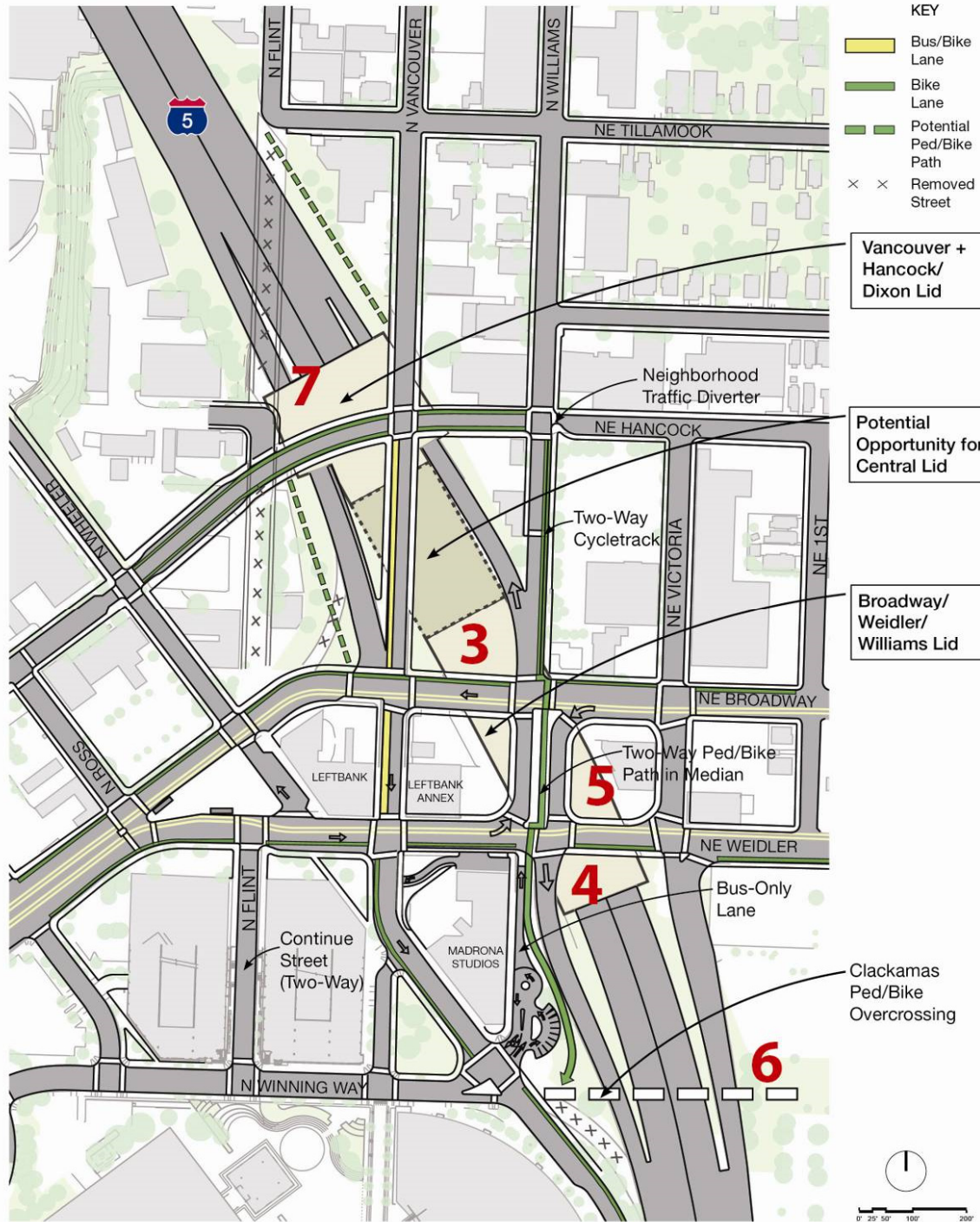
Development

Open Spaces

Places



New “Box Around the Box” connections



KEY

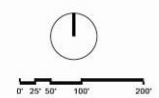
- Bus/Bike Lane
- Bike Lane
- Potential Ped/Bike Path
- × × Removed Street

Vancouver + Hancock/ Dixon Lid

Potential Opportunity for Central Lid

Broadway/ Weidler/ Williams Lid

Clackamas Ped/Bike Overcrossing



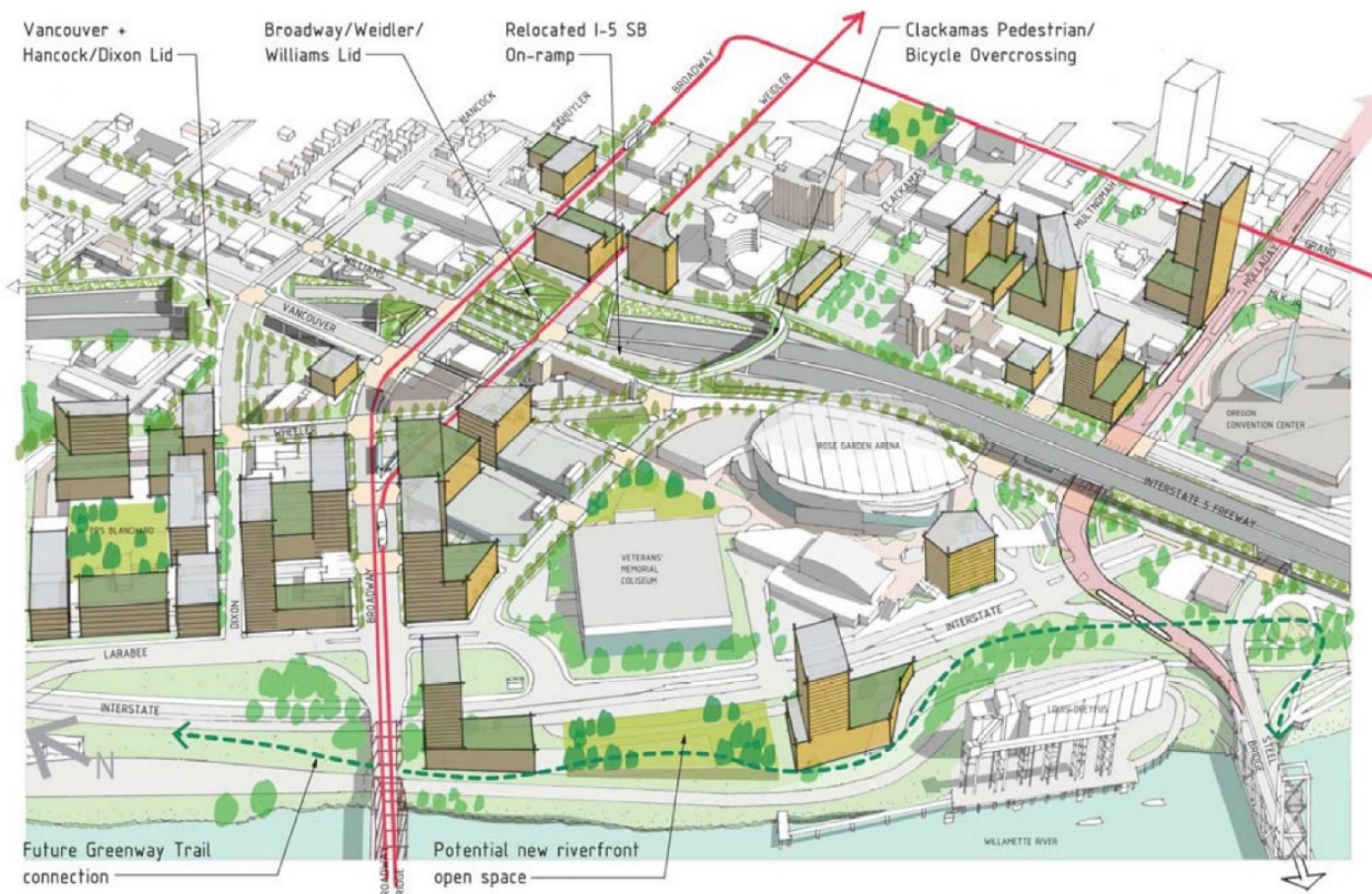
Multimodal Mixed Use Area (MMA) Designation

Central City 2035 Plan includes ODOT's concurrence on MMA designation:

- **Facilitates increases in density** and the buildout of the Central City
- Lifts **congestion/mobility standards** that apply to land use changes
- Safety standards on ODOT facilities still apply but TSP projects (including Rose Quarter project) help address freeway safety needs

Context, Central City 2035

Product of N/NE Quadrant Plan (2010-2012)





I-5 ROSE QUARTER IMPROVEMENT PROJECT

Timeline



EA Public Comment Period: February 15 – April 1, 2019 at 5 p.m.



Slide 25

TS3

Pop the We Are Here flag higher than others, and make it a new color - orange?

Thomas, Stacy, 2/11/2019



LOWER ALBINA

**BROADWAY
BRIDGE**

**MEMORIAL
COLISEUM**

**LEFT
BANK**

**BROADWAY/WEIDLER
CORRIDOR**

**MODA
CENTER**



Purpose & Need

PROJECT PURPOSE

Improve the safety and operations on I-5 between I-405 and I-84, of the Broadway/Weidler interchange, and on adjacent surface streets in the vicinity of the Broadway/Weidler interchange and to enhance multimodal facilities in the project area.

THE NEED



SAFETY ISSUES ON I-5

- » Highest crash rate in the state
- » Lack of standard safety shoulders
- » Closely spaced on- and off-ramps



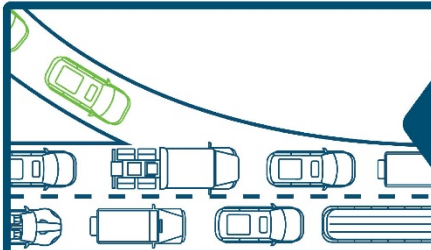
POOR LOCAL STREET CONNECTIONS

- » Difficult connections between the highway and local streets
- » High concentration of traffic spilling into local streets
- » Lack of connections between the east and west sides of I-5



CONGESTION ON I-5

- » Some of the highest traffic volumes in the state
- » Up to 12 hours of congestion each day
- » Heavy traffic on critical north-south link in the region and state



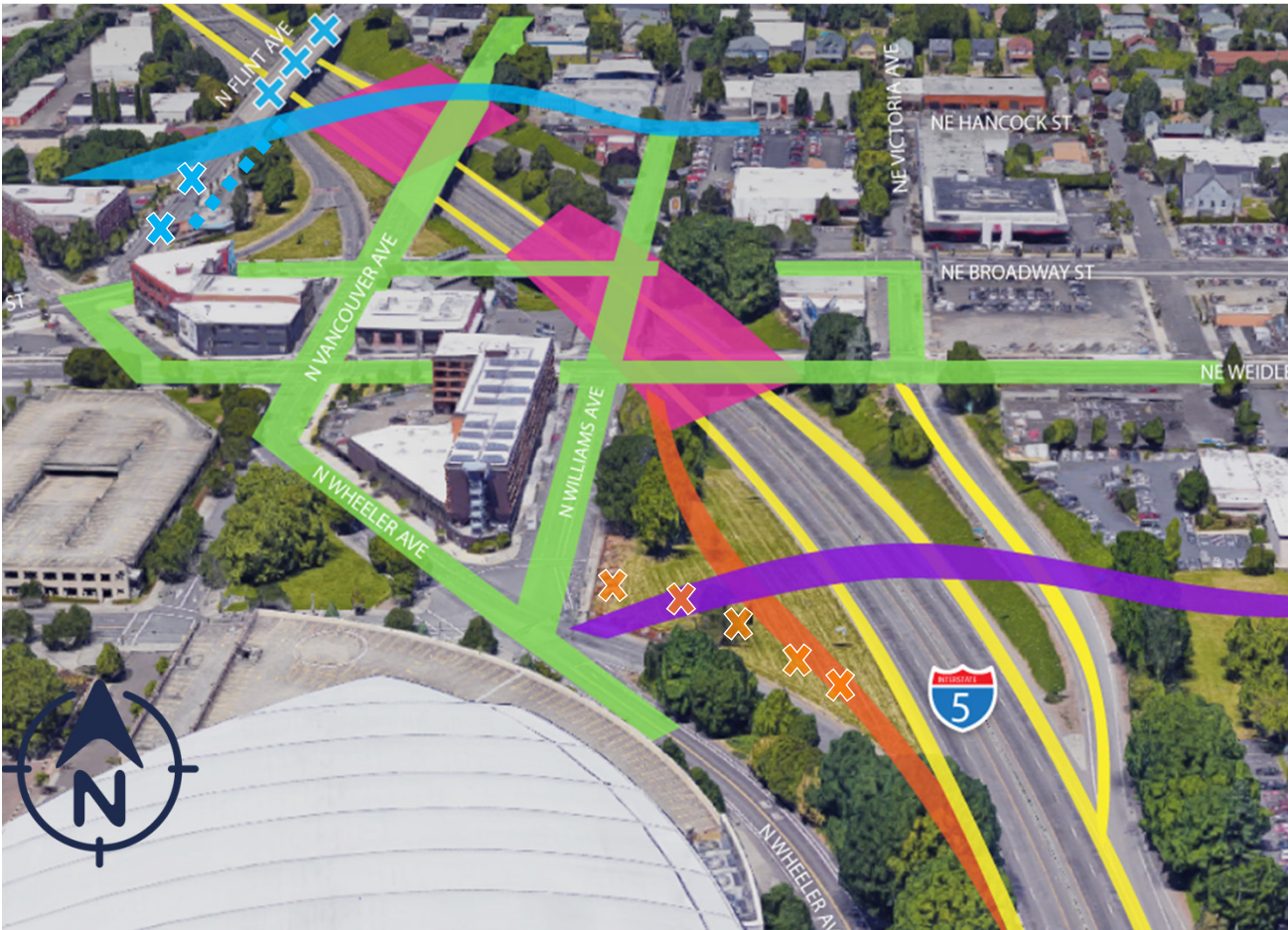
DIFFICULT HIGHWAY TRANSITIONS

- » Closely spaced interchanges
- » I-5 Broadway/Weidler Interchange configuration is not typical and difficult to navigate



I-5 ROSE QUARTER IMPROVEMENT PROJECT

Recommended Design Concept



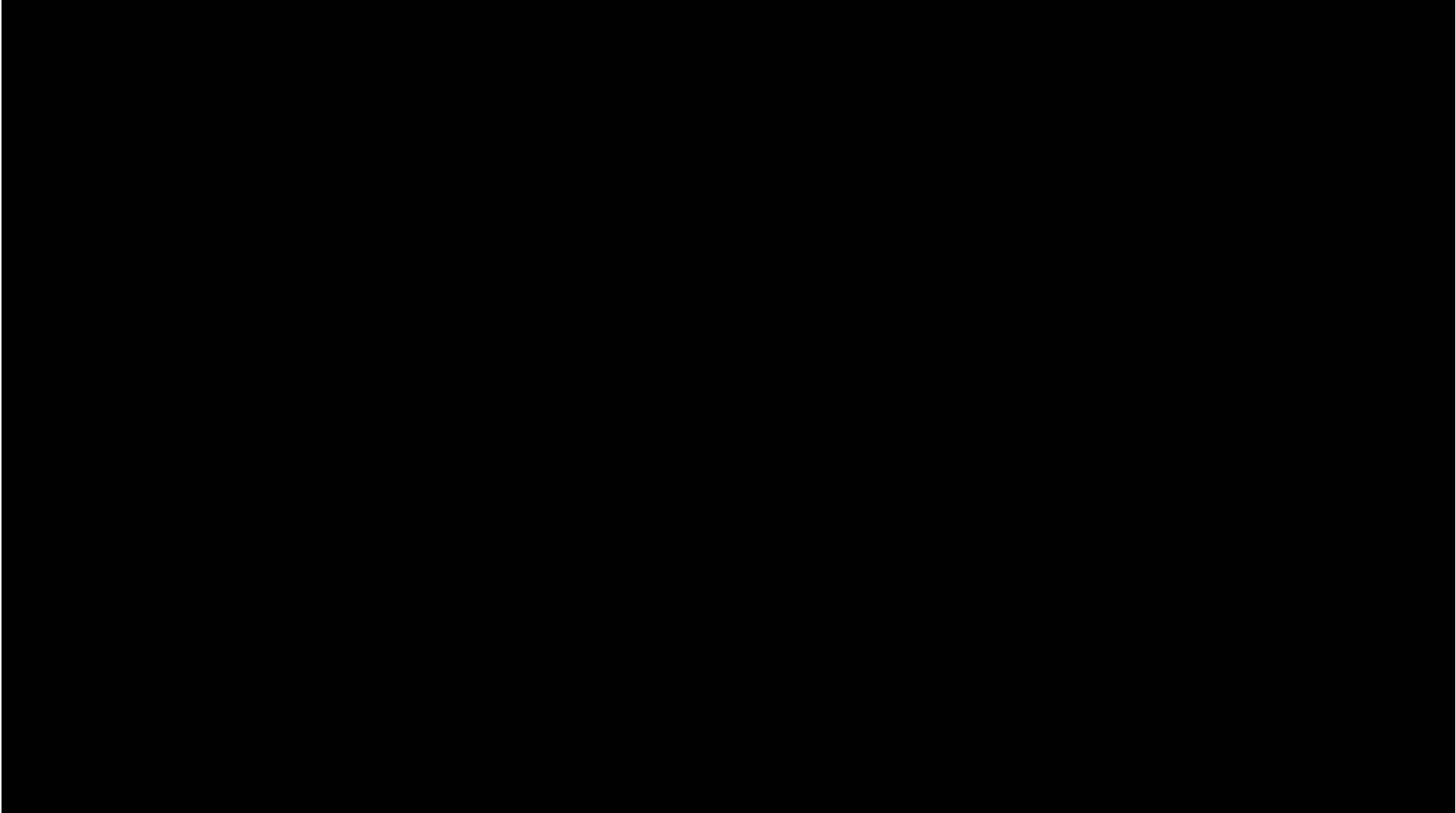
-  Hancock-Dixon Overcrossing
-  Local Street Bike and Pedestrian Facilities
-  Highway Covers
-  I-5 Ramp-to-ramp (Auxiliary) Lanes and Shoulders
-  Clackamas Bicycle and Pedestrian Bridge
-  I-5 Southbound On-Ramp Relocation





I-5 ROSE QUARTER IMPROVEMENT PROJECT

Project Overview Video





I-5 ROSE QUARTER IMPROVEMENT PROJECT

Environmental Phase Public Outreach

1,000+
COMMENTS
RECEIVED

9 PUBLIC
EVENTS
280+ 
ATTENDEES

370+
SURVEYS
COMPLETED 

41+ 
COMMITTEE AND COMMUNITY
GROUP PRESENTATIONS

 **800+**
EMAIL SIGN-UPS

50+ 
TOTAL OUTREACH
EVENTS AND ACTIVITIES

Environmental Justice Interview Summary: https://i5rosequarter.org/wp-content/uploads/2017/09/I5RQ.EJ_.Interview.Summary.pdf





I-5 ROSE QUARTER IMPROVEMENT PROJECT

Key Issues and Concerns

- Various views on how to address congestion in the project area
- Improve local street infrastructure for bicyclists and pedestrians
- Create better neighborhood connections
- Increase safety for all travel modes
- Minimize construction and environmental impacts
- Questions about project cost and ensuring responsible use of funds
- Ensure the project brings economic benefits to the area



What We've Heard





I-5 ROSE QUARTER IMPROVEMENT PROJECT

Environmental Assessment

What is an Environmental Assessment (EA)?

- Federal funding requires NEPA process
- Includes public outreach and technical studies on environmental impacts and benefits
- Evaluates two alternatives: Build and No-Build
- FHWA will review EA and public comments prior to the NEPA decision document
- Public input and analysis will inform future design





I-5 ROSE QUARTER IMPROVEMENT PROJECT

Transportation

- Traffic Operations and Safety
- Bike and Pedestrian
- Transit
- Access Management

Environmental

- Climate Change
- Water Resources
- Aquatic Resources

Health

- Air Quality
- Noise
- Hazardous Materials

Heritage

- Archeological Resources
- Historic Resources
- Section 4(f)

Social

- Socioeconomics
- Environmental Justice

Built Environment

- Land Use
- Right of Way
- Utilities

Environmental Study Topics



Transportation



Environmental



Health



Heritage



Social



**Built
Environment**





I-5 ROSE QUARTER IMPROVEMENT PROJECT

Motor Vehicle Transportation Operations

Operations (travel times, speed and queue lengths) improve on I-5 with the Project:

- 2.5 million hours of delay saved each year
- More time and space to merge
- More room for disabled vehicles and emergency responders
- Less stop-and-go traffic and emergency braking and driving

Operations on local streets show similar results with or without the Project:

- During the afternoon rush hour, most intersections would experience less vehicle delay with the Project
- Some intersections would experience slightly more vehicle delay, but still operate within acceptable standards



Average total reduction in travel time on I-5:

Morning rush hour: 17%

Evening rush hour: 48%

Slide 34

SK9

New slide.

Segura, Katy, 2/6/2019



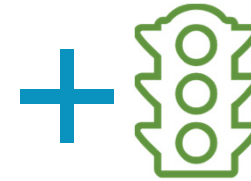
I-5 ROSE QUARTER IMPROVEMENT PROJECT

Multimodal Transportation Safety



Project reduces the frequency of crashes on I-5:

- New auxiliary lanes provide more space to merge
- New shoulders providing more room for disabled vehicles
- Less stop-and-go traffic and emergency braking



Project creates safer local streets for all travel modes:

- Improved striping and signaling for all modes
- Protected bike lanes and pedestrian improvements



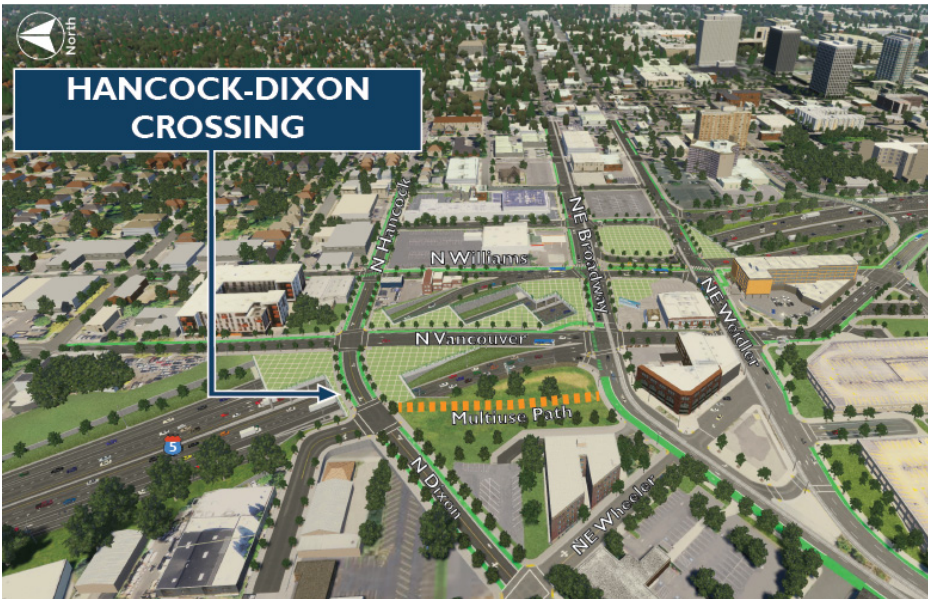


I-5 ROSE QUARTER IMPROVEMENT PROJECT

Active Transportation (bicycle and pedestrian)



Movement for people walking, biking and rolling would improve with the Project compared to without the Project





I-5 ROSE QUARTER IMPROVEMENT PROJECT

Clackamas Bicycle & Pedestrian Bridge

- Provides a new separate bridge over I-5 for people walking and bicycling
- Enhances bike and pedestrian connections between neighborhoods
- Provides alternative east-west connection that avoids the Broadway/Weidler interchange area
- Improves access to businesses and event centers in the Rose Quarter
- Offers **Green Loop** alignment opportunity





I-5 ROSE QUARTER IMPROVEMENT PROJECT

Hancock-Dixon Crossing



- Creates new east-west connection across I-5 for all users
- Allows drivers and people walking and biking to avoid the busy Broadway/Weidler interchange area
- Direct connection to potential redevelopment
- N Flint terminates at Tillamook (I-5 crossing removed)





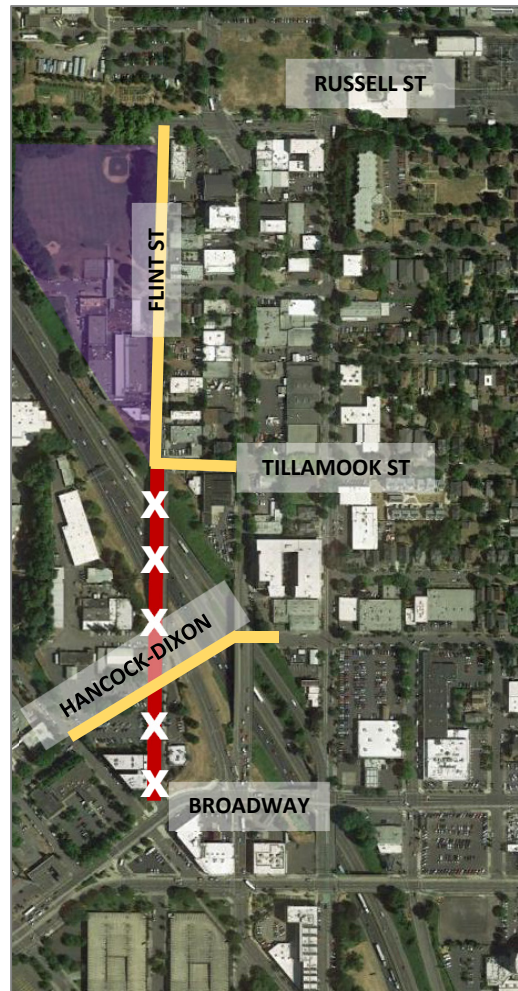
I-5 ROSE QUARTER IMPROVEMENT PROJECT

Flint Street Closure: Safety Benefit

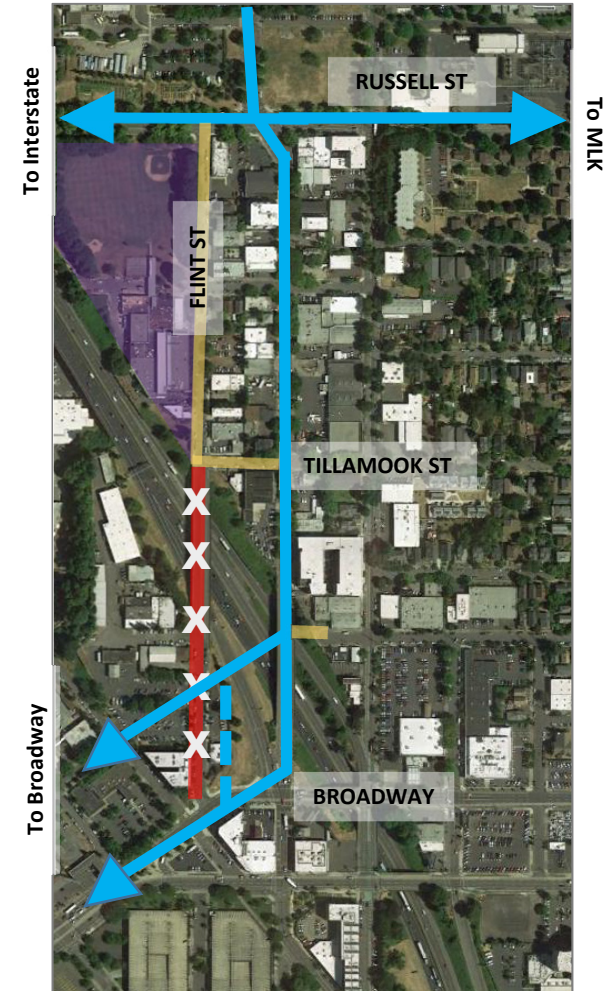
Existing Route to Broadway Bridge



Proposed Project Street Changes



Future Route to Broadway Bridge





I-5 ROSE QUARTER IMPROVEMENT PROJECT

Most transit operations stay the same with or without the Project

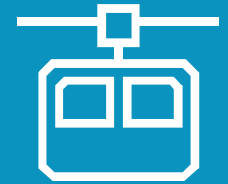
- Improved transit access
- Streetcar travel times slight improvement
- No impacts to light rail
- Slight bus delay with added signals and separation of modes



Transit

Transit in the Project Area:

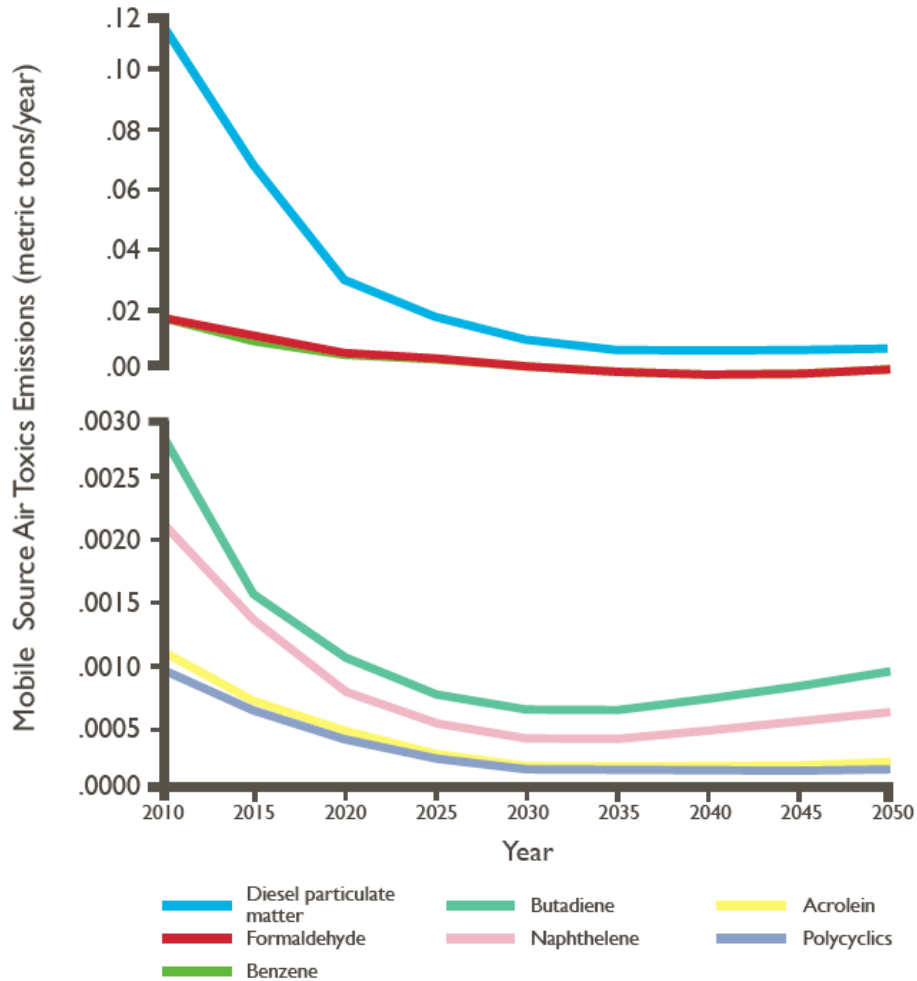
- Streetcar
- Bus
- MAX light rail





I-5 ROSE QUARTER IMPROVEMENT PROJECT

Projected National Mobile Source Air Toxics
Emission Trends 2010 - 2050



Air Quality & GHG Emissions

- Analysis followed FHWA methods, using US EPA MOVES emission model and FHWA Infrastructure Carbon Estimator tool
- Reductions in mobile source air toxins and pollutants, and GHG emissions, are expected over the next 25 years both with and without the Project.
- Pollutant emissions are slightly better with the Project.
- No Carbon Monoxide hotspots identified in the Project area.
- GHG emissions are slightly better with the Project.





I-5 ROSE QUARTER IMPROVEMENT PROJECT

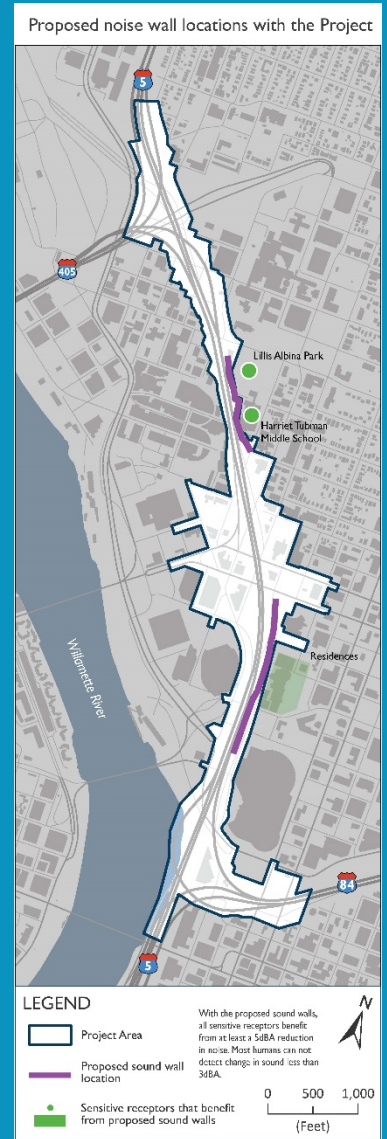
- Small increases in noise levels occur with the Project
 - Increase less than sound levels detectable by human ear
- Two sound walls are proposed to reduce noise at:
 - Harriet Tubman Middle School/Lillis Albina Park
 - Residences near I-5

Noise

Sounds walls will reduce noise for neighborhoods, students and businesses

Noise Levels at Harriet Tubman Middle School / Lillis Albina Park

Existing (2017)	Without Project (2045)	With Project & Sound Wall (2045)
49 dBA	49 dBA	45 dBA





I-5 ROSE QUARTER IMPROVEMENT PROJECT

Built Environment

Land Use

- Project is consistent with local and regional plans
 - Central City 2035 Plan and TSP: developed in cooperation with City as integrated transportation and land use planning process
 - Part of the Central City ‘Mixed Multi-Use Area’ (MMA) designation
 - Metro Regional Transportation Plan

Property Impacts

- Project would impact four commercial retail/service-related businesses
- Project would comply with and follow Federal and State requirements for displacement and relocation of affected properties





I-5 ROSE QUARTER IMPROVEMENT PROJECT

Short-term Impacts During Construction

- **Road closures**
 - Signed, safe detour routes for people walking, biking, rolling, riding transit and driving
- **Traffic delays**
 - Traffic and communication plans to keep travelers informed to make decisions
- **Dust, exhaust and noise from construction work**
 - Best-practices dust control measures, limited equipment idling and limited work hours

Harriet Tubman Middle School:

- Construction activities near school focused during summer months to avoid disruption
- Construction on I-5 will not impact school structure





I-5 ROSE QUARTER IMPROVEMENT PROJECT

Ways to Comment



ONLINE OPEN HOUSE OR PROJECT WEBSITE

February 15 - April 1, 2019 at
www.i5RoseQuarter.org



IN-PERSON OPEN HOUSE

March 7, 2019 from 5:30 - 8 p.m.
Leftbank Annex - Clubroom
101 N Weidler St. Portland, OR



PUBLIC HEARING

March 12, 2019
Oregon Convention Center
Room A108
777 NE MLK Jr Blvd, Portland, OR

- 4:30 p.m. - 6:00 p.m. - Sign up to speak
- 5:00 p.m. - Event begins: Presentation followed by public comments



MAIL

ODOT attention Megan Channell
123 NW Flanders St.
Portland, Oregon 97209



PHONE

Leave a recorded verbal comment
at (503) 423-3760



EMAIL

info@i5RoseQuarter.org





I-5 ROSE QUARTER IMPROVEMENT PROJECT

- Build capacity of minority businesses
- Build capacity in local underrepresented populations to meet workforce needs
- Further minority businesses and expertise
- Technical assistance and DBE certification
- New opportunities and relationships between subcontractors and primes
- Maximize trade opportunities at all levels
- Enhance ODOT/City relationships with local minority business community



Economic Opportunities



Design-Phase DBE Industry Forums





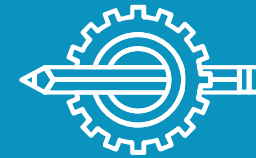
I-5 ROSE QUARTER IMPROVEMENT PROJECT

Next Steps



Community Advisory Committee

- March 2019: Charter & Recruitment
- Meets Quarterly, Starting Spring 2019



Urban Design Committee

- March 2019: Charter & Recruitment
- Meets Monthly, Spring 2019 – Early 2020



DBE & Workforce Opportunity Committee

- March 2019: Appoint Members
- Starting Spring 2019



Urban Design Charrettes

- Workshop #1: Early Summer 2019
- Workshop #2: Mid Summer 2019
- Open Houses: Summer and Fall 2019

TS3



I-5 ROSE QUARTER IMPROVEMENT PROJECT

Timeline



EA Public Comment Period: February 15 – April 1, 2019 at 5 p.m.

Opportunity to comment on the technical information provided in the EA



Slide 48

TS3

Pop the We Are Here flag higher than others, and make it a new color - orange?

Thomas, Stacy, 2/11/2019



I-5 ROSE QUARTER IMPROVEMENT PROJECT

THANK YOU

www.I5RoseQuarter.org

503.423.3760

info@I5RoseQuarter.org

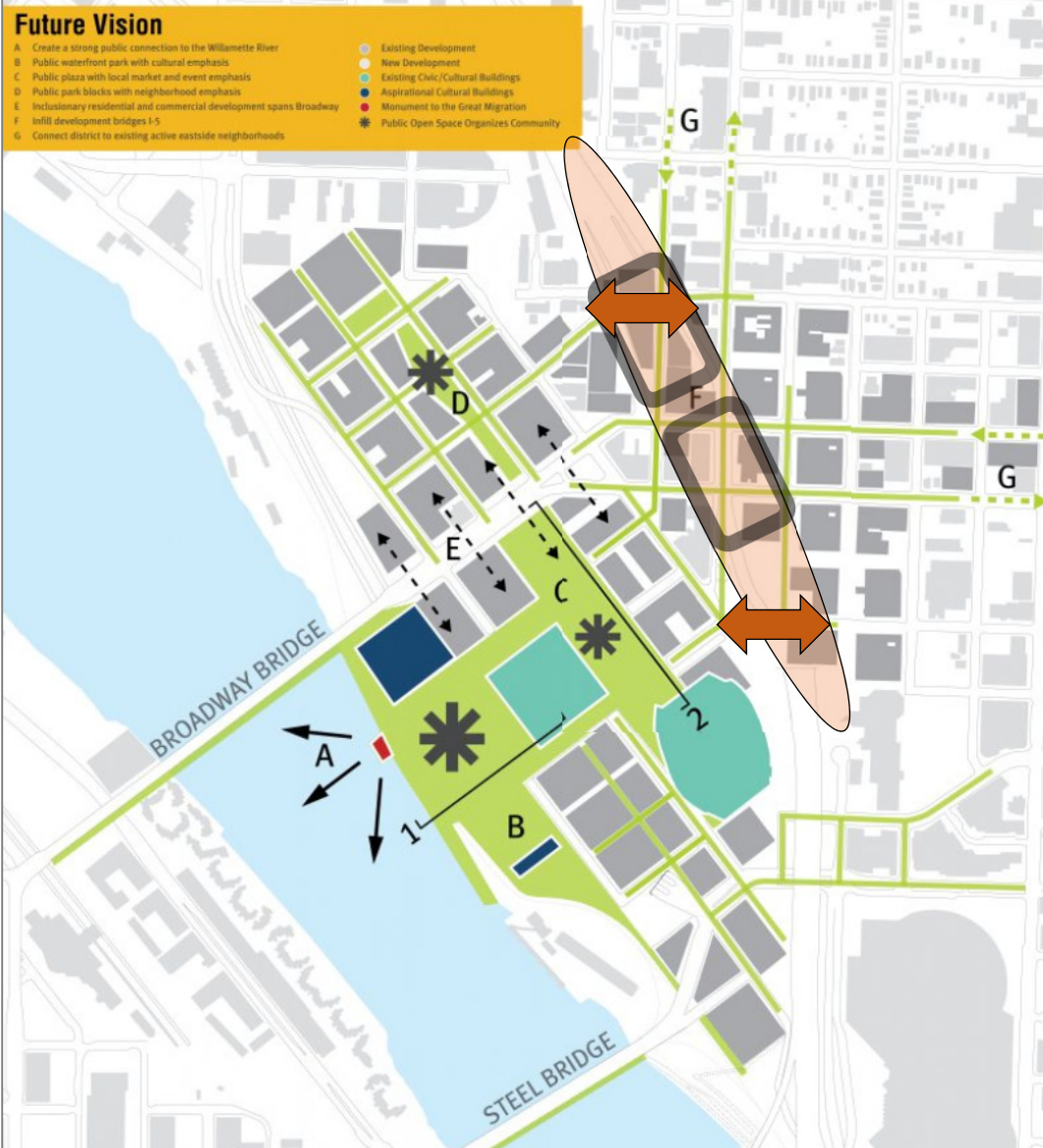


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I-5 ROSE QUARTER IMPROVEMENT PROJECT

Albina Vision Collaboration



**I-5 Rose Quarter
Improvement
Project Area**

Highway Covers

New Connections

Hancock-Dixon Crossing

**Clackamas Bicycle &
Pedestrian Bridge**



I-5 ROSE QUARTER IMPROVEMENT PROJECT

Highway Covers



- More connected, walkable and bike friendly
- Creates new space for bicycle and pedestrian improvements and public space
- Seismic upgrades
- Supports Central City 2035 Plan
- Spur redevelopment opportunities