

RESOLUTION No. 36971

Accept the I-5 Eastbank Freeway Tunnel Alternative Concept Diagram as a reference document in the Central City 2035 Concept Plan. (Resolution)

WHEREAS, in 1956 President Eisenhower signed the Federal-Aid Highway Act; and

WHEREAS, in 1958, the Oregon State Highway Department began a study of alternative corridors for the I-5 Eastbank Freeway which led to the City and State agreement to a freeway alignment that is located along the Willamette River because of cost savings; and

WHEREAS, the I-5 Freeway through Portland was constructed between 1961 to 1966 and opened in 1966, including the Marquam Bridge; and

WHEREAS, the I-405 Freeway from the Ross Island Bridge to NW Johnson was constructed from 1963 to 1969 and opened in 1969, and the Fremont Bridge was opened in 1973; and

WHEREAS, City Council adopted the Central City Plan in 1988, which established a comprehensive land use planning framework for the Central City area of Portland, and recommended a feasibility and engineering study to consider optional alignments and to minimize the number of freeway ramps to the Eastbank Freeway, and to improve river access; and

WHEREAS, City Council approved Resolution 34388 in January 1988 to establish the I-5 Eastbank Options Study Committee which completed its work in June 1988 and recommended a freeway alignment west of the mainline railroad tracks; and

WHEREAS, City Council adopted Resolution 34473 in September 1988 and directed further study of the original design, the Study Committee's recommendation, and a modified ODOT design, expanded the membership on the Study Committee, and requested a recommended alignment and funding strategy; and

WHEREAS, City Council adopted Resolution No. 34534 in September 1990 to terminate the options study process and requested ODOT proceed with the original East Marquam Interchange Project because it was determined that feasible funding could not be identified; and

WHEREAS, Council adopted Resolution No. 35141 in May 1993 that reaffirmed a City policy goal to reclaim and redevelop the eastbank waterfront; directed an update of options to address land use, transportation, and economic development issues; and a new group of citizens, the Willamette River Eastbank Review Advisory Committee, was appointed, and the City Council hearing on the committee recommendations resulted in a recommendation to examine additional options.

WHEREAS, in 1994 Council established the Access Advisory Task Force (AATF) to identify and evaluate alternative freeway access routes and supporting improvements to I-5 southbound from the Central Eastside, and in 1995 the task force by a split decision concluded that the Water Avenue Ramps are the only alternative that provide improved access to the Central Eastside; and

WHEREAS, in 1996 City Council did not accept the AATF recommendations; and

WHEREAS, in Fall 2003, Portland's Mayor and ODOT's Director convened the 24-member I-5/405 Freeway Loop Advisory Group to consider the Freeway Loop's importance and future; and

WHEREAS, on October 19, 2006 the City Council adopted Resolution No. 36448, which accepted the I-5/405 Freeway Loop Advisory Group Final Report concluding: (1) the Freeway Loop should remain as an important part of Portland's economy; and (2) there is a need to address shorter-term congested bottlenecks at I-5/I-84 and I-405/South Downtown and longer-term solutions for Eastbank Freeway; and

WHEREAS, the Bureau of Planning and Sustainability completed a conceptual I-5 Eastbank Freeway Tunnel Alternative Concept Diagram as an illustration of an approach to replacement of the Eastbank Freeway with a facility that may address the long-term public aspirations for better access to the Willamette River while providing for interstate freeway movements and Central City access, attached as Exhibit A; and

WHEREAS, the Bureau of Planning and Sustainability completed the Central City 2035 Concept Plan as the first step towards updating the Central City Plan; and

WHEREAS, changes to the I-5 Eastbank Freeway will require ODOT and the city to undertake significant additional analysis and will require Federal funding, and

WHEREAS, the completion of this I-5 Eastbank Freeway analysis is likely beyond the 2035 timeframe of the Central City Concept Plan

WHEREAS, the I-5 Eastbank Freeway Tunnel Alternative Concept Diagram recognizes the possible longer-term interest in depressing the freeway and allows Central City 2035 Planning to focus their work within the 2035 timeframe

NOW THEREFORE, the Council acknowledges the I-5 Eastbank Freeway Tunnel Alternative Concept Diagram, attached as Exhibit A, as a reference document that illustrates an approach of replacing the Eastbank Freeway with a facility that could provide better public access to the Willamette River, maintain interstate freeway transportation functions, and preserve Central City access; and

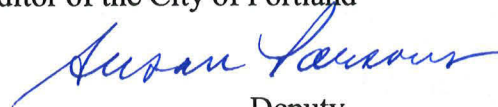
BE IT FURTHER RESOLVED that the Council directs the Bureau of Planning and Sustainability to consider the I-5 Eastbank Freeway Tunnel Alternative Concept Diagram as a reference document to inform future planning in the vicinity of the I-5 Eastbank Freeway.

OCT 24 2012

Adopted by the Council:

Mayor Sam Adams
Prepared by: Jonna Papaefthimiou
Date Prepared: October 8, 2012

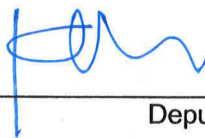
LaVonne Griffin-Valade
Auditor of the City of Portland
By


Deputy

Agenda No.
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<p>INTRODUCED BY Commissioner/Auditor: Mayor Sam Adams</p>	<p>CLERK USE: DATE FILED <u>OCT 19 2012</u></p>
<p>COMMISSIONER APPROVAL</p> <p>Mayor—Finance and Administration - Adams</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman</p> <p>Position 4/Safety - Leonard</p>	<p style="text-align: center;">LaVonne Griffin-Valade Auditor of the City of Portland</p> <p>By:  Deputy</p>
<p>BUREAU APPROVAL</p> <p>Bureau: Planning and Sustainability Bureau Head: Susan Anderson</p> <p><i>Susan Anderson</i></p> <p>Prepared by: Jonna Papaefthimiou Date Prepared: Oct. 8, 2012</p>	<p>ACTION TAKEN:</p>
<p>Financial Impact & Public Involvement Statement</p> <p>Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p>	
<p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	
<p>Council Meeting Date October 24, 2012</p>	
<p>City Attorney Approval: required for contract, code, easement, franchise, charter, Comp Plan</p>	

AGENDA

TIME CERTAIN
Start time: 3:15 pm

Total amount of time needed: 15 min. ³⁰
(for presentation, testimony and discussion)

CONSENT

REGULAR
Total amount of time needed: _____
(for presentation, testimony and discussion)

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	✓	
2. Fish	2. Fish	_____	
3. Saltzman	3. Saltzman	✓	
4. Leonard	4. Leonard	✓	
Adams	Adams	✓	