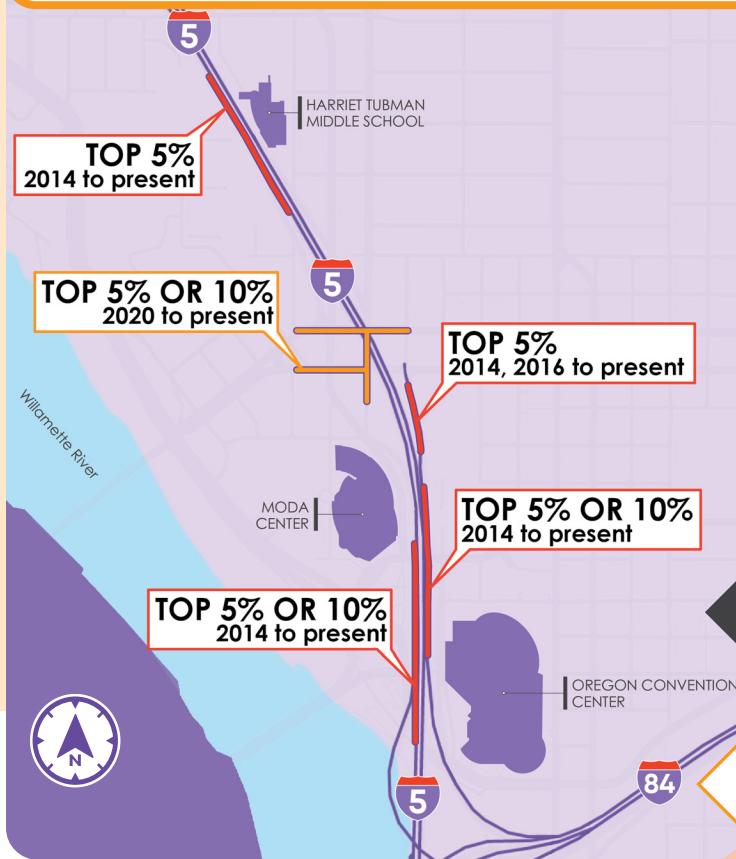


I-5 ROSE QUARTER IMPROVEMENT PROJECT

IMPROVING TRAVEL SAFETY ON I-5 IN THE ROSE QUARTER

We are improving safety and reducing congestion where three major interstates converge and reconnecting the Albina neighborhood with a cover over I-5 and multimodal street improvements.



CRASH RATES

Each year, ODOT carefully evaluates the state highway system using the Safety Priority Index System (SPIS), which ranks sites based on existing crash rates, frequency and severity and prioritizes locations that are most likely to benefit from safety improvements.

Sites in the project area experience:



3.5x

higher crash rates than similar urban interstates in Oregon and

RANK TOP

5-10%

in the SPIS for crash rates, frequency and severity

37%

of the project area is categorized as a **priority in ODOT's Safety Priority Index System**

SAFETY BENEFITS

The completed Project will yield the following safety benefits on I-5:



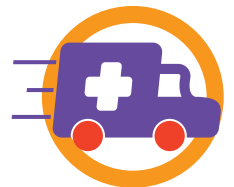
50%

reduction in crashes on I-5

- ▶ **30% reduction** in fatal crashes
- ▶ **27% reduction** in injury crashes
- ▶ **23% reduction** in property-damage-only crashes

PLANNED I-5 IMPROVEMENTS

- ▶ **New auxiliary lanes:** About one-third of I-5 drivers will avoid merging into through-lanes to keep traffic flowing and reduce conflicts
- ▶ **Wider shoulders:** Space for emergency responders to reach crashes more quickly and for disabled vehicles to move out of the way of traffic
- ▶ **Increased seismic resiliency** to reduce vulnerability to earthquakes





CONGESTION ON I-5 AT THE ROSE QUARTER

Portland has the **fourth worst congestion** and the **17th worst traffic** among 49 major metro areas nationally.



I-5 at the Broadway/Weidler interchange experiences some of the highest traffic volumes and congestion in Oregon:

121,400
average annual
daily trips

12 hours
per day of
congestion

**top traffic
bottleneck**
in Oregon

**27th worst freight
bottleneck**
in the nation



COST OF CONGESTION

The annual cost of congestion:

\$250 million **38 hours**
regionally per driver

► Congestion affects the region's economy, resulting in reduced economic competitiveness because businesses are unable to reliably move their goods and services.



FREIGHT MOVEMENT

11,700
average trucks per day
travel through the
Rose Quarter corridor

10%
of average daily traffic
consists of trucks
▼

\$115 million
in commodities are
transported through the Rose
Quarter corridor per day

I-5 is the main north-south corridor for long-haul freight movement connecting to the transcontinental rail system, deep-water shipping and barge traffic on the Columbia River, the Ports of Vancouver and Portland, and most of the area's freight consolidation facilities and distribution terminals. Trucks are the main link in the system, connecting businesses throughout the state to the global marketplace and providing the "last mile" connection to inter-modal facilities.



I-5 ROSE QUARTER IMPROVEMENT PROJECT CONGESTION AND FREIGHT BENEFITS

Operations (speed and travel time) on I-5 would improve in both the AM and PM commute periods.

► **2.5 million hours**
of travel time saved by travelers on I-5 each year

Reductions in congestion and delays on I-5 would have beneficial effects on the regional economy by improving the movement of goods and people.

► Over the next thirty years, the estimated value of time saved as a result of decreased congestion and increased mobility of goods and services is over

\$236 million
for auto passengers



\$11.5 million
for truck drivers

◀ I-5 pm congestion just
north of Broadway/
Weidler interchange

WANT TO LEARN MORE?

Scan the QR code or visit us at
i5rosequarter.org for project updates!

