During construction Project will:

• Provide signed, safe detour routes for people walking, biking, rolling, riding transit, and driving
• Maintain access to the Coliseum, Moda Center, and the Oregon Convention Center
• Require sound-control devices and limit idling time for construction vehicles and equipment
• Require dust control (e.g., covering, watering, or other controls and measures)

Expected temporary construction impacts:

• Detours for people walking, biking, rolling, and riding
• Detours and changes in vehicle traffic patterns
• Vehicle traffic delays on I-5 and local streets
• Altered or temporary access to businesses and residential areas in Project Area
• Noise from construction activities
• Exhaust from construction equipment
• Dust from construction debris
Key findings:

- Reductions in mobile source air toxins and National Ambient Air Quality Standards criteria pollutants are expected over the next 25 years
  - mostly due to increasingly tighter emissions standards and regional efforts to control emissions
  - this is a continuation of the trend over the past 40 years
  - Emissions are slightly better with the Project
    - due to higher speeds, less stop-and-go traffic, and less idling on I-5
  - No CO hotspots were identified in the Project Area

Mobile Source Air Toxics Emissions with and without the Project

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Total pollutant emissions (tons per year)</th>
<th>Percent change (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2017 Existing</td>
<td>2045 without Project</td>
</tr>
<tr>
<td>Diesel particulate matter</td>
<td>12.9</td>
<td>2.4</td>
</tr>
<tr>
<td>Acetaldehyde</td>
<td>1.4</td>
<td>0.4</td>
</tr>
<tr>
<td>Acrolein</td>
<td>0.2</td>
<td>0.1</td>
</tr>
<tr>
<td>Benzene</td>
<td>2.7</td>
<td>0.4</td>
</tr>
<tr>
<td>1,3-Butadiene</td>
<td>0.3</td>
<td>0.0</td>
</tr>
<tr>
<td>Ethylbenzene</td>
<td>1.5</td>
<td>0.4</td>
</tr>
<tr>
<td>Formaldehyde</td>
<td>2.5</td>
<td>1.1</td>
</tr>
<tr>
<td>Naphthalene</td>
<td>0.3</td>
<td>0.1</td>
</tr>
<tr>
<td>Polycyclic organic matter</td>
<td>0.2</td>
<td>0.0</td>
</tr>
</tbody>
</table>

Future (2045) air pollutant emissions are estimated to be substantially lower than existing conditions (2017). Air quality would slightly improve with the Project as compared to without the Project due to higher travel speeds and less idling.

Hotspot Analysis

Carbon monoxide (CO) is one of the key pollutants that affects human health. CO levels were examined in the Project Area. Results showed that CO concentrations are well below nationally accepted standards for human health under existing conditions (2017) and with and without the Project (2045).

No CO hotspots were identified in the Project Area.
**Key findings:**

22% reduction in greenhouse gas emissions expected over next 25 years
- mostly due to fuel efficiency standards and regional efforts to control emissions
- reflects a continuation of the trend over the past 40 years

Emissions are slightly better with the Project
- due to reduced congestion and fewer starts and stops within the Project Area

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**Regional context**

The State of Oregon, Multnomah County, the City of Portland, and Metro have developed strategies to reduce greenhouse emissions from motor vehicles including improving overall efficiency of the transportation system and promoting multi-modal and mixed-use communities. This Project supports our regional transportation goals.
Key findings:

- Existing noise levels in the Project Area exceed national standards and are expected to worsen with and without the Project with increased traffic volumes over time.
- Small increases in noise levels would occur with the Project due to changes in traffic patterns, but the increases would be less than sound levels detectable by the human ear.
- The Project proposes two sound walls that would reduce noise at Lillis Albina Park, Harriet Tubman Middle School, and residential neighborhoods near I-5.

Example sound wall. Sound walls reduce noise for neighborhoods, students, and businesses.

With the proposed sound walls, all sensitive receptors benefit from at least a 5dBA reduction in noise. Most humans can not detect change in sound less than 3dBA.

LEGEND

- **Project Area**
- **Proposed sound wall location**
- Sensitive receptors that benefit from proposed sound walls

Proposed noise wall locations with the Project.
Key findings:

Project reduces the frequency of crashes on I-5
Due to:

• less stop-and-go traffic and emergency braking
• new auxiliary lanes providing drivers more time and space to merge
• new shoulders providing more room for disabled vehicles

Safer local streets for all travel modes with the Project than without the Project
Due to:

• improved striping and signaling for all modes
• protected bike lanes and pedestrian improvements

Existing congestion on I-5. New auxiliary lanes would provide drivers more time and space to merge.

A safer future I-5 corridor and local street system with greater separation of people walking, biking, rolling and driving within the Project Area.
Key findings:

Motor vehicle traffic operations (travel times, speed, and queue lengths) improve on I-5 with the Project compared to without the Project. Due to:

• new auxiliary lanes providing drivers more time and space to merge
• new shoulders providing more room for disabled vehicles and emergency responders
• less stop-and-go traffic and emergency braking

Motor vehicle traffic operations on local streets (travel times, delay, and queue lengths) show similar results with or without the Project:

• during the afternoon rush hour, most intersections would experience less motor vehicle delay with the Project
• some intersections would experience slightly more vehicle delay due to increased traffic volumes and better separation and more signaling for people walking, biking, rolling, and driving
Key findings:
Movement for people walking, biking, and rolling would improve with the Project compared to without the Project
Due to:
- more route options
- improved safety through physical separation from motorized vehicles
- improved intersections at on- and off-ramps that reduce conflicts

A new bi-directional protected bikeway on N Williams (north of N/NE Broadway) and shared use path along N Wheeler and N Williams (south of N/NE Broadway, including the segment formerly named NE Wheeler).

The new Hancock-Dixon crossing includes space for separated bicycle and pedestrian paths while providing direct east-west connection to the Lower Albina neighborhood. Due to topography, the grade would be about 9-10%. A multi-use path connecting to Broadway is planned to provide a route option with an accessible grade.

A new bike and pedestrian-only bridge over I-5, from NE Clackamas Street to N Ramsay Way, to improve active transportation access between popular destinations, such as Lloyd Center and Rose Quarter.
Key findings:

- Most transit operations stay the same with the Project compared to without the Project
  - Streetcar travel times would decrease due to better traffic operations
  - No impacts to light rail
- Slight bus delay due to added signals for pedestrians and bicyclists
- Potential increase for bus ridership in the area with the Project due to better transit stops and more locations

Transit in the Project Area:

- Streetcar
- Bus
- MAX light rail

MAX light rail entering the Project Area
What is Environmental Justice?
The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies

Key findings:
The Project has several benefits for under served communities in the Project Area:

• **Improved safety and mobility** on I-5 and local roads for everyone moving through the area
• **Restored connectivity** between neighborhoods separated when I-5 was constructed
• **Improved access to transit**
• **Opportunities** for local, small, and minority-owned businesses impacted in the past

Environmental Justice is achieved when all people have:

• the same degree of protection from environmental and health hazards
• equal access to the decision-making process to have a healthy environment in which to live, learn, and work
• equal access to public resources

Environmental Justice and NEPA
Federal agencies are required to analyze the environmental effects, including human health, economic, and social effects, of proposed federal actions on minority or low-income communities when required by NEPA.

Agencies should address significant adverse environmental effects to these communities with mitigation measures.
Commitment to Environmental Justice

A CHANCE TO ENVISION A BETTER FUTURE FOR THE AREA

Project’s Commitment
• Honor the historic communities as we work to improve regional transportation
• Be transparent and continue dialogue as the Project moves from NEPA to design and construction
• Engage with people harmed from past infrastructure projects and those affected by or interested in the I-5 Rose Quarter Improvement Project

ODOT and the City of Portland acknowledge that past activities allowed by or conducted by the agencies in the Project Area have disconnected and displaced communities

What is Section 4(f)?

Section 4(f) of the U.S. Department of Transportation Act of 1966 protects historic properties, park and recreational facilities, and wildlife and waterfowl refuges.

Key findings:

- The Project Area includes 4 Section 4(f) park resources and 15 Section 4(f) historic sites.
- Preliminary findings indicate minor impacts (de minimis) for 3 Section 4(f) resources.
- The Project could result in potential temporary closures to the Vera Katz Eastbank Esplanade, and the Willamette River Greenway Trail during construction and maintenance.

Public comments welcome!

You are invited to comment on these preliminary Section 4(f) findings using the comment form.
What is Section 106?

Section 106 of the National Historic Preservation Act requires state projects receiving federal funding to take into account the effects of their action on historic properties.

Key findings:
- Eliot Historic District and 14 properties in the Project vicinity are eligible for the National Register of Historic Places (NRHP).
- Construction or longer-term impacts could affect 9 properties:
  - noise and vibration
  - traffic and congestion
  - dust
  - changes in the setting

What does it mean if a site is eligible for the NRHP?

Because these sites were determined eligible for the NRHP, ODOT is required to avoid, minimize, or mitigate any potential adverse effects to the property.

Public comments welcome! You are invited to comment on impact conclusions for historic resources using the comment form.

Properties eligible for historic status within the Project Area

LEGEND

- Project Area
- Properties eligible for listing in the National Register of Historic Places

0 500 1,000 (Feet)
Disadvantaged Business & Workforce Training Program

Disadvantaged Business Enterprise

Vision: To create and spur more wealth development among local minority contractors

Guiding Principles

• Build the capacity of minority businesses for current and future projects
• Build capacity in local underrepresented populations to meet local construction workforce needs
• Further minority businesses’ expertise to be successful with project subcontracting opportunities
• Increase local underrepresented populations skills/access to construction trades
• Provide technical assistance and certification for Disadvantaged Business Enterprise (DBE) firms and workforce providers to access underrepresented local populations
• Provide new opportunities and facilitate new relationships between minority subcontractors and primes
• Maximize trade opportunities at all levels for local minorities as part of the Project
• Enhancing relationships between ODOT/City of Portland and the local minority business community
• Constitute a DBE/On-the-Job Training (OJT) Advisory Committee of local community members to provide recommendations on DBE/OJT project development