We want the community to help shape the project. We invite and encourage you to join in these conversations, get involved and provide input.

Project Timeline

- 2010
  - Planning
  - Public Outreach + Engagement

- 2017
  - Transition to design phase
  - Cost to complete study

- 2019
  - WE ARE HERE
  - Design highway covers and local connections

- 2023
  - Construction

- 2027

The I-5 Rose Quarter Improvement Project was created by the local community, City of Portland and ODOT. After looking at more than 70 options, this concept was recommended to move forward to address long-standing traffic and connection issues in the area. In the early 1960’s, during an era of highway building nationwide, the building of I-5, combined with other developments and urban renewal, disconnected the community and resulted in displacement – namely displacement of the African American community out of the central city.

Project Benefits

- Reduce crashes on I-5 by up to 50 percent and save drivers nearly 2.5 million hours of travel time a year on I-5 in the Rose Quarter
- Result in $732 million in economic benefits each year with more efficient movement of goods
- Allow emergency responders to move to and through the area on new shoulders
- Provide a catalyst for economic and redevelopment opportunities in the Albina neighborhood
- Contract with minority-owned Disadvantaged Businesses Enterprises to increase opportunities for a diverse workforce, generating economic equity benefits for the African American community and communities of color
- Create new connections over I-5 for more safe and convenient travel for pedestrians and bicyclists
- Improve local streets for pedestrians, bicyclists, and transit riders around and over I-5

www.i5RoseQuarter.org
With separated bike lanes and wider sidewalks, safer and more reliable I-5 travel and new connections, the I-5 Rose Quarter Improvement Project will help realize this vision.

**A BETTER CONNECTED COMMUNITY**
The project creates new connections across I-5 and more space for people walking and biking, so everyone can travel more safely and conveniently through the Rose Quarter area. These improvements include:

1. A bicycle- and pedestrian-only bridge over I-5, from NE Clackamas Street to the Rose Quarter
2. New, upgraded pedestrian and bicycle paths in the area of Broadway/Weidler and Vancouver/Williams
3. Covers over the highway where bridges cross over I-5
4. Improved pedestrian and bicycle access to transit – Portland Streetcar, TriMet bus and MAX lines
5. A direct road connection over I-5 between N Hancock Street to N Dixon Street

**A SAFER AND MORE RELIABLE I-5**
Three Interstates (I-5, I-84, and I-405) intersect in the short distance between the Morrison Bridge and the Fremont Bridge, creating the biggest bottleneck in the state of Oregon. This outdated design with closely spaced interchanges and no shoulders has resulted in this section of I-5 having the highest crash rate in the state. With the following improvements, we can reduce frequent crashes, improving safety and reliability for travelers.

6. New ramp-to-ramp lanes (auxiliary lanes) along I-5
7. Full shoulders along the highway
8. Relocating the I-5 southbound on-ramp from NE Wheeler Avenue to NE Weidler Street

**GREATER ECONOMIC GROWTH**
This project is an opportunity to reconnect the Lower Albina area and enhance continuity to north and northeast neighborhoods. By making travel easier, providing more options, and creating more space for people to move through, the project will support opportunities for redevelopment, both public and private.

9. Redevelopment potential
10. New east-west connection to Lower Albina