



I-5 Rose Quarter Improvement Project Community Advisory Committee (CAC)

Meeting #1 Summary

MEETING DATE: May 28, 2020

MEETING TIME: 5:30-8PM

LOCATION: Zoom online meeting

This document is a summary of the I-5 Rose Quarter Improvement Project Community Advisory Committee (CAC) meeting on May 28, 2020 from 5:30 p.m. to 8 p.m. via Zoom. The [meeting presentation](#) and [recording](#) provide additional documentation of this meeting.

CAC Members in Attendance

Andrew Campbell - REACH

Bianca Montás

Brad Baker - Eliot Neighborhood Assoc.

Christopher John O'Connor

Claire Vlach - Oregon Walks

Cleo Davis

Clint Culpepper - Portland State University

David Anchel

Diane Williams

Jasmine Gadie

Jenny Taylor - Go Lloyd

John Washington, Soul District Business Association, Flossin Media

Jon Isaacs - Portland Business Alliance

Liv Lufkin – Portland Public Schools-
Student Seat

Liz Foucher-Branch

Pastor Craig Brown - St. Paul Missionary
Baptist Church

Robert S. Carroll - Columbia Pacific Building
and Construction Trades Council

Saumya Kini

Shannon Olive - WomenFirst Transition and
Referral Center

Steve Cackley

Tristan Isaac - Bus Riders Unite

CAC Members Not in Attendance

Brett Morgan - 1000 Friends of Oregon

Carolyn Stoudamire

Natasha Coleman

Shawn Penney

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Staff Members

Christine Moses, Rose Quarter Community Advisory Committee Facilitator

Megan Channell, I-5 Rose Quarter Improvement Project Director

April deLeon-Galloway, I-5 Rose Quarter Improvement Project Public Involvement and Communications Lead

Johnell Bell, Rose Quarter Community Opportunities Advisory Committee Facilitator

Dr. Steven Holt, Rose Quarter Executive Steering Committee Facilitator

Steve Drahota, I-5 Rose Quarter Improvement Project Design Manager

Susan Hayman, facilitation team support, Owner's Representative Team

Natalie Warner, facilitation team support/notetaking, Owner's Representative Team

Ray Outlaw, technical support, Owner's Representative Team

Meeting Objectives

To confirm the charter and receive an introduction to components of the project design.

Welcome and Introductions

The meeting was hosted as a Zoom Webinar format that enabled CAC members to unmute their microphones and use web-cameras to participate in the meeting. Attendees, or public observers, remained in "listen-only" mode and without access to video functions.

Welcome and Introductions

Christine Moses welcomed CAC members to the first formal CAC meeting. Christine asked Johnell Bell, COAC (Community Opportunity Advisory Committee) facilitator, and Dr. Steven Holt, Executive Steering Committee (ESC) facilitator to introduce themselves.

Johnell explained to CAC members that the COAC is tasked with advising the project on issues related to workforce diversity and providing opportunities for minority and women-owned businesses.

Dr. Holt explained that in his role as ESC facilitator, he will work collaboratively with the COAC and CAC facilitators to ensure efforts across all committees are coordinated.

Land Acknowledgement

Christine acknowledged the native inhabitants of the land including the Chinook, Kalapuya, and Clatskanie, Siletz, and Tillamook tribal nations.

Reflection Questions (Journaling)

Christine invited the CAC to reflect on the following questions:

1. What did you learn from the last meeting?
2. How can it help us move forward?
3. What do you need to stay engaged while going through this process?

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CAC members were given a few moments to write in their journals with these writing prompts.

Agreements (Discussion and Decision)

Christine reviewed and clarified the proposed meeting agreements from her perspective as facilitator:

- Listen, believe, and reflect
- Accept non-closure for the moment
- Speak your own truth with compassion
- Listen to understand; don't listen to respond
- Value and celebrate each other's experiences
- Open hearts + open minds → Exploration of Possibilities
- Make space, then take space; be concise
- Bring your best thinking into the room
- Attack the problem, not the person
- Disagreement, frustration, and differences of opinion are acknowledged, explored, and addressed

Christine asked CAC members feedback on these principles via a show of "thumbs up" or "thumbs down." The CAC responded in support of the adoption of these agreements.

Project Context (Information)

Megan provided an overview of the project context including the project area history, project planning history, and the project's timeline moving forward. Key points included the following:

- **Project Area History:** Megan reviewed the historical project area gallery photos.
- **Project History:** Megan provided an overview of the project's planning history including the Greeley-North Banfield Section Study (1987), Greeley-North Banfield Modified Concept (1990-1996), I-5: I-84 to I-405 Design Workshop Concept Report (2007), and N/NE Quadrant & I-5 Broadway /Weidler Plans and I-5 Rose Quarter Improvement Project (2010-2017). Megan summarized project opportunities and reasons for the project, and summarized Oregon's House Bill 2017, which directs the design and construction of the project and commits funding for the state to construct this project.
- **A Project's Lifecycle:** Megan summarized a general project's lifecycle, which includes the following phases: idea, planning, environmental, design, construction, operation, and maintenance.
- **Project Timeline:** Megan reviewed that the project is currently transitioning from the environmental phase to the design phase of its lifecycle. ODOT is finalizing the environmental assessment published in 2019 based on direction from the Oregon Transportation Commission (OTC) and beginning preliminary design.
- **Where We're Going:** Megan emphasized that the project is currently in the preliminary design stage and that ODOT is seeking input from the community to inform its design moving forward.

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- **Committees:** Megan provided a summary of the project's decision-making structure. The CAC and COAC will report to the ESC and inform the Project team; the ESC will provide recommendations to the ultimate project decision maker, the OTC.

Time was allowed for questions from the CAC. Main topics of discussion included:

- **Project Design Elements and Scope of CAC Influence:** CAC members asked whether the CAC would discuss the auxiliary lane, shoulder, and ramp improvements on I-5. CAC members expressed concern that they might be serving as a “rubber stamp” for pre-determined project design elements. Megan explained that the major elements of the project scope result from the project's past planning process and direction from the Oregon State Legislature, which includes these elements. The major scope elements are defined and include the I-5 mainline improvements (auxiliary lanes and shoulders between I-84 and I-405), highway covers, the Clackamas pedestrian and bicycle bridge, and multimodal local street improvements in the I-5 Broadway/Weidler interchange area. The purpose of the CAC is not to decide whether the major scope elements should be included. The purpose of the CAC is to focus on how the design of the major scope elements are carried forward. (See Design 101 summary below for more information on CAC's influence on design.)
- **Travel Demand Management:** CAC members asked whether project objectives could be achieved through congestion pricing (variable toll pricing) or other travel demand management measures rather than the freeway expansion. Megan explained that ODOT is exploring the implementation of a combination of multiple strategies to address mobility issues within the Portland Metropolitan Area and throughout the state, including a toll program on the I-5 corridor. The ODOT Toll Program is initiating this work now, working towards implementation of tolling on I-5 as soon as possible, and aims to implement tolling on I-5 close to the completion of the Rose Quarter project construction.
- **COVID-19:** A CAC member asked whether ODOT will perform additional studies to determine the effect of COVID-19 on congestion and whether the need for the project remains. Megan stated that ODOT is collecting data and, presently, there is no data to suggest that the effect of COVID-19 has eliminated the need for the project (including the need for statewide freight mobility).
- **Traffic Collisions:** A CAC member asked about the type and number of crashes on I-5 and whether increased mobility resulting from the project might increase the severity of crashes. Megan stated that sideswipe or rear-end crashes are most common, which has an impact on both safety and travel time reliability on I-5.
- **Community Engagement:** A CAC member asked how ODOT is engaging community agencies and empowering them to have influence over the project. April provided a high-level overview of the project's community engagement strategy to use multiple outreach methods centered on meeting a range of types of community members “where they are.”
- **Job Opportunities:** The group discussed the types of job opportunities the project will provide and how the community will be connected with those opportunities. Megan and Johnell gave a high-level overview of the Disadvantaged Business Enterprise (DBE) workforce program and COAC, which will seek to maximize opportunities for small businesses and DBEs.
- **Right-of-way Impacts:** Potential impacts to homes and businesses were discussed. Megan confirmed that no homes will be displaced. There are a few businesses within the

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Broadway/Weidler interchange that would be impacted. There also are properties that would be needed during project construction and that ODOT would not need once the project is built. These sites could provide redevelopment opportunities.

- **Use of Public Funds:** A CAC member expressed concern over the potential risk of inefficient use of public funds to develop an excessive number of potential project design options. The CAC member also expressed concern over whether the planned improvements would last long-term or (as history suggests) the project area would be reconstructed in a new configuration a short time after construction is completed. Megan acknowledged that the Rose Quarter project presents an opportunity that only comes around once every several decades. It is ODOT's goal to ensure the project outcomes meet current and future needs, with the help of the CAC's input.

Design 101 (Information)

Christine introduced Steve Drahota, who is the CAC's point of contact to the design team. Steve provided an overview of a project's design process and the project design elements for which ODOT is requesting the CAC's input. Steve's key points included:

- **Key Project Objectives:**
 1. **Catalyst for economic growth** by reconnecting Lower Albina across the freeway
 2. **Improve safety and operations on I-5** between I-405 and I-84, whether:
 - a. On the freeway itself
 - b. At Broadway/Weidler interchange points
 - c. On and along upper surface streets
 3. **Create a better-connected community** by improving local connectivity for all users, pedestrians, bikes, streetcar, bus, vehicles
- **Project Design Phase "Arc"** - Steve emphasized that the project is still early in the design process and summarized the phases of the design process and timing for this project.
 1. The project is currently at 15 percent (preliminary design)
 2. 30 percent design (when concepts are established) is scheduled for Spring 2021
 3. 60 percent design (when solutions are refined) is scheduled for Winter 2021
 4. 90 percent design (when details are finalized) is scheduled for Spring 2022
 5. 100 percent design (when the project moves from the design phase to the construction phase) is scheduled for Spring 2023
- **Major Project Elements** - Steve summarized the project elements on which ODOT is seeking the CAC's guidance:
 1. Highway Covers
 2. Hancock/Dixon Crossing
 3. Multimodal Local Street Improvements
 4. Clackamas Pedestrian and Bicycle Crossing
 5. Highway Transition Zone Elements
 6. Highway Undercrossings (at Russell, Multnomah, Rose Quarter Transit Center, and Lloyd Blvd)
- **The "Ask" for CAC Members** - Steve summarized what is being requested of CAC members including:

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1. Advise on how to use the available spaces on the highway covers
2. Advise on how to design the sidewalks, paths, and adjacent spaces
3. Advise on how to configure the bicycle, pedestrian & transit spaces
4. Advise on how the bridge should look and fit into the community
5. Advise on how the highway's edges can transition into the urban context
6. Advise on treatments that enhance the human experience
7. Advise on unifying features that reflect the community's values

There was time for CAC members to ask questions. Main topics of discussion were:

- **DBE Design Opportunities:** The group discussed contracting with DBEs in the design phase. Steve stated that the design team consists of 19 companies, 12 of which are DBEs. Megan confirmed that ODOT did not receive a proposal for the design contract that listed a DBE as the prime consultant.
- **Clarification on Conceptual Design Figures:** A CAC member asked for clarifications on the conceptual design elements and terminology.

CAC members decided to reserve additional unanswered design questions for a later meeting in order to get to the CAC Charter portion of the agenda.

Draft CAC Charter (Discussion)

Christine reviewed the CAC Charter, which was provided to CAC members one week prior to the meeting. Christine highlighted the following key elements of the CAC Charter:

- Purpose and Authority: Community advice
- Attempt consensus, if possible
- ODOT's Goal: Project team hears directly from CAC to understand community concerns, values, perspectives
- ODOT will demonstrate how CAC input meaningfully informs project decisions

Christine invited the CAC to discuss the Draft CAC Charter. Main topics of discussion included:

- **Consensus:** CAC members suggested that, because consensus cannot be reached for every issue, there should be a way to ensure that outlying voices feel safe to share sincere opinions and be heard.
- **Discussion Topics:** CAC members expressed interest in discussing some larger project elements that fall outside of the scope that ODOT has defined.
- **Diversity in Community:** A CAC member asked the group to keep in mind that this project has the potential to affect a range of types of communities that may not be involved with the CAC.
- **CAC Communications/Signaling:** A CAC member suggested that the group discuss methods to show support for statements made by other members (e.g., hand signals, etc.). Christine committed to making time for this to happen at the next meeting.

Other topics discussed included:

- **Earthquake Safety** – Concern for constructing higher structures within an earthquake zone.

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- **Language** – A CAC member requested that some of technical terms, such as “congestion pricing,” be broken down into everyday language so that CAC members understand, can effectively communicate concepts to others, and build trust with ODOT.
- **Relationship to Other Planned Projects** – ODOT will look for opportunities to provide CAC information about other planned projects within the Central City area (e.g., partner agency presentations to the CAC, project lists and schedules).
- **Environmental Assessment** – Several CAC members expressed interest in a detailed discussion of the data, methodology, and findings of the environmental assessment related to benefits and burdens of the project. Members expressed skepticism of finding no disproportionate negative effects to a specific community, considering the history of the area.
- **Potential Displacement of Residents and Businesses** – ODOT will provide detailed information about potential temporary displaced businesses resulting from the project. No homes will be displaced. A CAC member raised a point that this project will potentially increase the value of land and property taxes in the area, which may displace residents and businesses (gentrification).
- **Union Job and Career Opportunities** – A CAC member commented that the union job opportunities presented by the project have potential to benefit careers in long-term, beyond the project’s completion. Another member expressed the viewpoint that unions should focus training on more sustainable types of projects other than highways.

Next Steps (Information)

- Christine asked for volunteers to serve as the CAC’s representatives to the ESC and COAC. Three CAC members expressed interest; Christine will follow up with each of them directly.
- Next meeting: June 23

Public Comment

The following public comment was provided orally by Aaron Brown:

- Aaron Brown expressed gratitude for the CAC members’ comments on DBE contracting, job development, and restorative justice. Brown expressed concerns about project need, climate change, and air pollution. See [I-5 Rose Quarter Improvement Project - CAC Meeting \(May 28, 2020\)](#) [video], 2:20:57.

The following public comment was provided orally by Anna Kemper:

- Anna Kemper is a youth climate activist and organizer with Sunrise PDX. Kemper expressed concern about climate change and disproportionate effects on historically marginalized communities. See [I-5 Rose Quarter Improvement Project - CAC Meeting \(May 28, 2020\)](#) [video], 2:22:50.

Adjourn

Christine thanked everyone for their participation, and adjourned the meeting.