



I-5 Rose Quarter Improvements Project History

The I-5 Rose Quarter Improvement Project was created by the local community, City of Portland and ODOT. After extensive public engagement and a unique collaborative partnership, ODOT and the City of Portland combined the [Central City 2035 N/NE Quadrant Plan](#) and the [I-5 Broadway/Weidler Facility Plan](#) to create the project. The project was adopted by Portland City Council and approved by the Oregon Transportation Commission in October 2012. Through this process, over 70 design options were considered when selecting today's current project design concept.

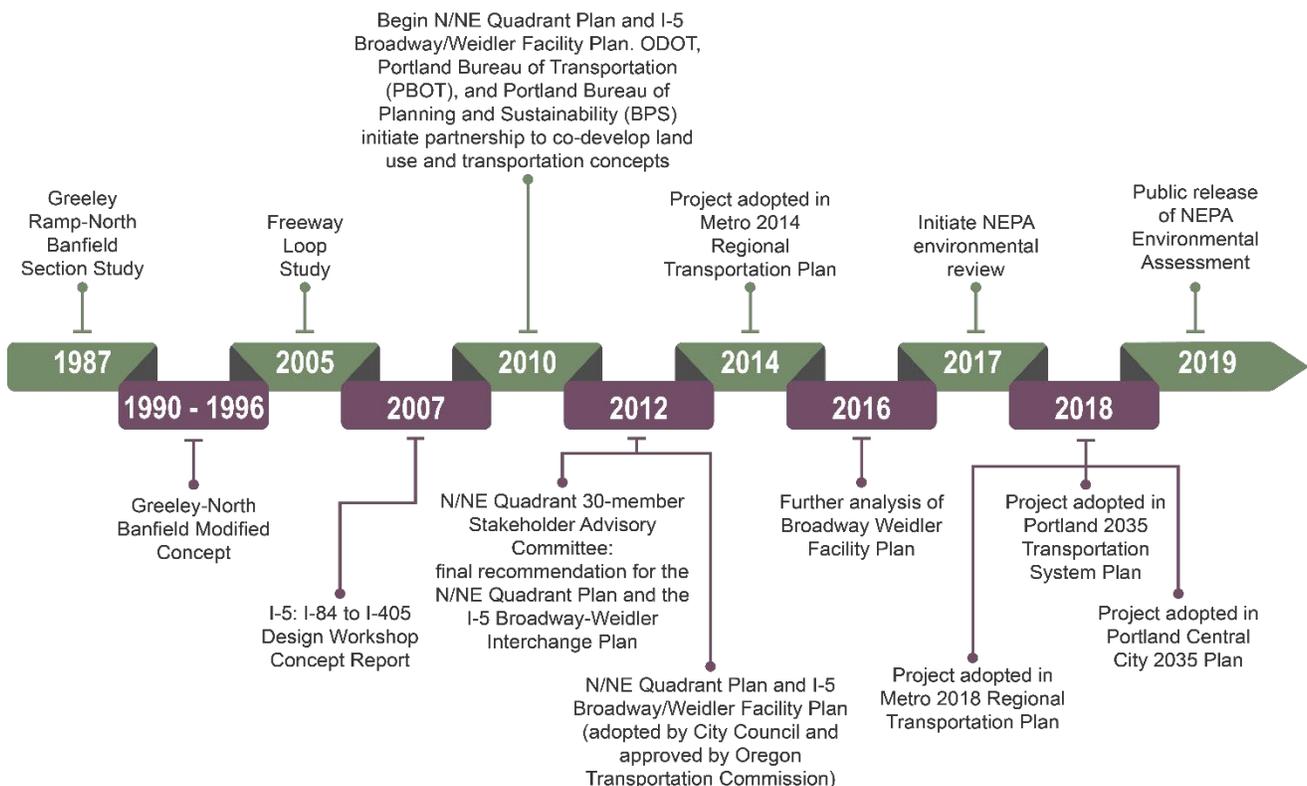
During the I-5 Rose Quarter Improvement Project process, a 30-member Stakeholder Advisory Committee, ODOT and the City evaluated design concepts and narrowed the scope of freeway improvements to accommodate and incorporate modifications to the local system in line with the City's land use planning goals. During this effort, ODOT and the City engagement included:

- outreach to 2,800 individuals
- 19 Stakeholder Advisory Committee meetings
- 14 subcommittee meetings
- 4 open houses
- 85+ community briefings and walking tours

Concept Development

The 70 initial design concepts considered ranged from doing nothing to operational improvements on the freeway to new interchange types. Other initial concepts and elements included removing the freeway, changing or widening I-405, adding or removing freeway crossings, changing ramp layouts or locations, initiating local street changes or pedestrian or bicycle improvements, or other transportation system or operations management measures that would reduce traffic. The design concept elements were organized into six design categories and nine other major transportation

I-5 Rose Quarter Improvement Project Planning Timeline





improvement types that were further developed and evaluated.

This process narrowed the scope of freeway improvements to accommodate and incorporate modifications to the local system in line with the City's land use planning goals. The concepts were evaluated using the goals and objectives developed by the Stakeholder Advisory Committee and further narrowed in a second round of screening, resulting in the development of the current project design concept. The current project design concept was included in the City of Portland's [Central City 2035 Plan](#) and [2035 Transportation System Plan](#) and Metro's [2018 Regional Transportation Plan](#).

Concept Evaluation

This preferred alternative (what is now the I-5 Rose Quarter Improvement Project) was evaluated as part of the environmental review process during the preparation of the [Environmental Assessment](#). Public engagement and partnership continued through the environmental phase and the release of the project's Draft Environmental Assessment in February 2019 followed by a 45-day public comment period. Outreach during this effort included:

- interviews with Black Portlanders and discussion groups with communities of color
- work with a 14-member Community Liaisons Group to inform outreach
- project presentations at over 100 events and community gatherings
- nine hosted events with more than 280 attendees
- community walking and biking tours
- door-to-door outreach with over 60 businesses

As part of this process, ODOT and participating agency partners established a purpose statement responsive to the area needs.



Community members learning more about the project and providing their feedback in an open house.

Project Purpose

The purpose of the project is to improve the safety and operations on I-5 between I-405 and I-84, at the Broadway/Weidler interchange, and on adjacent surface streets in the vicinity of the Broadway/Weidler interchange. The project also supports improved local connectivity and multimodal access in the vicinity of the interchange, improves multimodal connections between neighborhoods located east and west of I-5, and complements the land use, urban design, and transportation system envisioned for the planning districts of Lower Albina and Lloyd in the City of Portland's Adopted Central City 2035 [N/NE Quadrant Plan](#).

Project Needs

The project is needed to address the following:

- **I-5 Safety:** Data from 2011 to 2015 indicates the segment of I-5 between I-405 and I-84 had the highest crash rate in Oregon, approximately 3.5 times higher than the statewide average for comparable urban interstate facilities.
- **I-5 Operations and Reliability:** I-5, in the vicinity of the Broadway/Weidler interchange, experiences some of the highest traffic volumes (121,400 average annual daily trips) and hours



of congestion (12 hours per day) in Oregon. Travel reliability has decreased as periods of congestion have increased from morning and afternoon peak periods to longer periods throughout the day. This portion of I-5 is also one of the top freight bottlenecks in the nation, hindering the efficient movement of people and freight.

- **Broadway/Weidler Interchange Operations:** The configuration of the Broadway/Weidler interchange is not standard and is difficult to navigate. The high volumes of traffic in this area contribute to congestion and safety issues (for all modes) at the interchange ramps, the Broadway and Weidler overcrossings of I-5, and on local streets near the interchange.

The elements included in the I-5 Rose Quarter Improvement Project were developed to best meet the established purpose and need based on the resulting benefits. ODOT continues to listen, inform, and engage with the community particularly the historic Albina community, in refining project design to maximize benefits to the community. Transparent, inclusive engagement will continue to be a central feature of the project through design and construction.

Project Benefits

- Reduce crashes on I-5 by up to 50%.
- Save drivers nearly 2.5 million hours of travel time per year.
- Allow space for emergency responders and buses on shoulders.
- Provide more time and space to merge in and out of traffic.
- Improve freight reliability.
- Provide multimodal transportation.
- Improve connectivity across I-5.
- Enhance pedestrian and bicycle safety.
- Support opportunities for redevelopment.
- Provide more community spaces and reconnect the historic Albina community.