



I-5 ROSE QUARTER
IMPROVEMENT PROJECT

Winter 2020 Online Open House Summary



Final

ODOT EA: PE002591000J71

February 10, 2021

I-5 RQ – Online Open House Summary

This page is intentionally left blank.

1 Overview and Purpose

The I-5 Rose Quarter Improvement Project is focused on reducing congestion and improving safety on Interstate 5 between I-84 and I-405, while redesigning the local multimodal street network and reconnecting the Albina neighborhood with highway covers. ODOT conducted an online open house from November 16 to December 6, 2020 that asked the public for feedback on the design of the proposed highway covers, as well as input on how the project can respond to community desires for a rejuvenated historic Albina neighborhood.

The feedback received from this online open house reflects the input provided from several hundred community members and will be shared with the technical team designing the project, the advisory committees informing project design and the Independent Cover Assessment team working to develop and evaluate design concepts and potential uses for the highway covers.

2 Notification and Outreach

Outreach for most of 2020 was conducted remotely due to the COVID-19 pandemic. The online open house provided a way for ODOT to connect with community members in a safe and convenient manner when meeting in person was not possible.

The online open house was publicized through a variety of methods, including:

- A banner on the project homepage
- An article in the November 2020 issue of the project [e-Newsletter](#)
- A mailer to 20,826 households located within and near the project area
- A display ad in the print edition of the Skanner newspaper (November 11, 2020)
- A digital banner ad in the Skanner online edition (November 18 and 24, 2020)
- A digital banner ad in the Portland Observer newspaper online edition (November 12, 18 and 25, 2020)
- Social media ads on Facebook and Instagram throughout the Portland metro area (week of November 30, 2020)



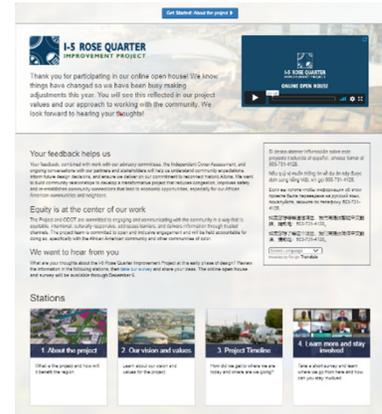
3 Format

The online open house was hosted at odotopenhouse.org/i5-rose-quarter-improvement and was promoted as a link from the [project website](#) from November 16 to December 6, 2020. The site included an introductory page with a welcome video featuring members of the project team and Metro and four “stations” with information about different aspects of the project:

- The online open house began by introducing participants to the project and explaining the goal of improving I-5 and rejuvenating the historic Albina neighborhood as part of an

equitable community engagement process. Participants were encouraged to offer feedback by taking a short survey with questions about the online open house content.

- An **about the project** page shared an overview of the project elements, purpose, benefits and impacts.
- A **vision and values** page described how the project was working to put project values adopted by the Executive Steering Committee into practice and address community concerns.
- A **project timeline** described the current phase of the project, including recent milestones such as the revised final Environmental Assessment, as well as future phases.
- A **learn more and stay involved** page offered resources for additional information about the project and described opportunities for future participation. At the end of the open house, participants were asked to respond to a series of questions about highway cover elements, roadway use prioritization, and current personal transportation use in the project area.



4 Participation

There were 2,301 unique visitors to the online open house website. A total of 301 people submitted responses to the online survey with a 95 percent completion rate.

5 Feedback Summarized

Respondents were asked for feedback on potential highway cover uses. Feedback was divided into questions about potential community gathering areas and types of desirable cover structures. Highway cover related questions were provided directly by the Independent Highway Cover Assessment team.

- **Community Gathering Areas:** Most responses showed support for outdoor areas such as parks and greenspaces. There was also support for amenities such as food carts and vendors, as well as historical architectural features evocative of the historic Albina neighborhood. Some respondents raised concerns about whether the new highway cover space would be usable and desirable for community use.
- **Structures:** A strong majority preferred a cover design that includes new buildings for affordable housing. Commenters also supported new buildings with space for Black community organizations or facilities that would help strengthen the historically marginalized community in the area.

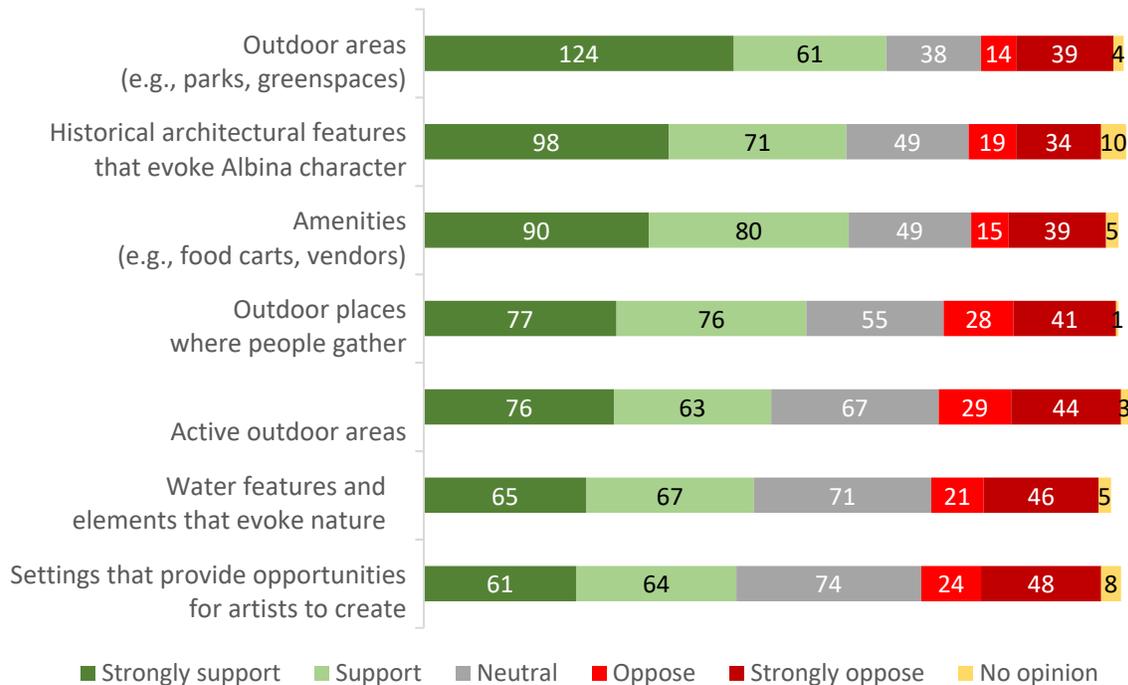
Respondents were asked about how they would prioritize the allocation of finite roadway space on the highway covers. Commenters generally supported investments in active transportation (e.g., sidewalks, bike lanes) and were less supportive of new travel lanes and parking. Several open-ended comments expressed support for the one, continuous highway cover design. Some other respondents expressed general opposition to freeway expansion or the project in general.

6 Responses by Question

Community Gathering Space Cover Elements

Q1. Here is a list of possible highway cover elements that include community gathering spaces as part of this project. After you read each one, please indicate your level of support for that element.

Participants showed the most support for **outdoor areas, historical architectural features evocative of Albina neighborhood character, and other amenities (e.g., food carts, vendors)**. A total of **283 people** responded to this question.

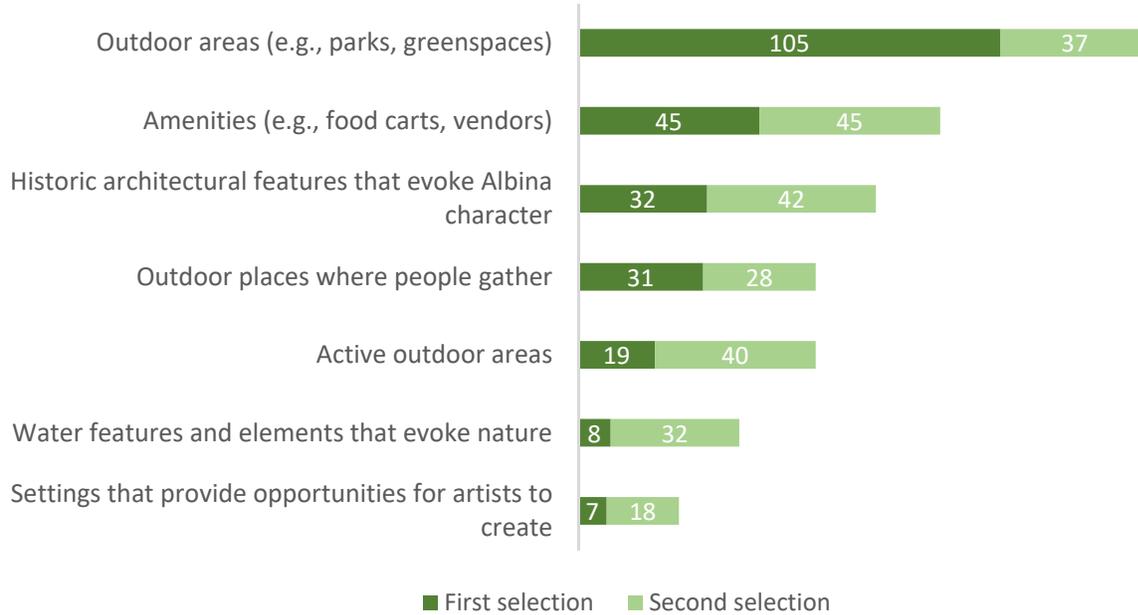


A total of **84 people** gave responses other than those provided. Key themes from the responses were:

- Ensure any development is usable and provides for the community based on existing needs (16). Many participants felt that any development should consider the history of the area and be responsive to the investments that negatively impacted historically marginalized communities.
- The space is not desirable for many of the proposed uses (14). Notably, there was concern about air quality, accessibility, and noise pollution.
- Do not widen the freeway or expand vehicle capacity within the project area (12).
- Opposition to the project overall (11).

Q2. Which of the above ideas do you think should be the top priorities? (Choose two.)

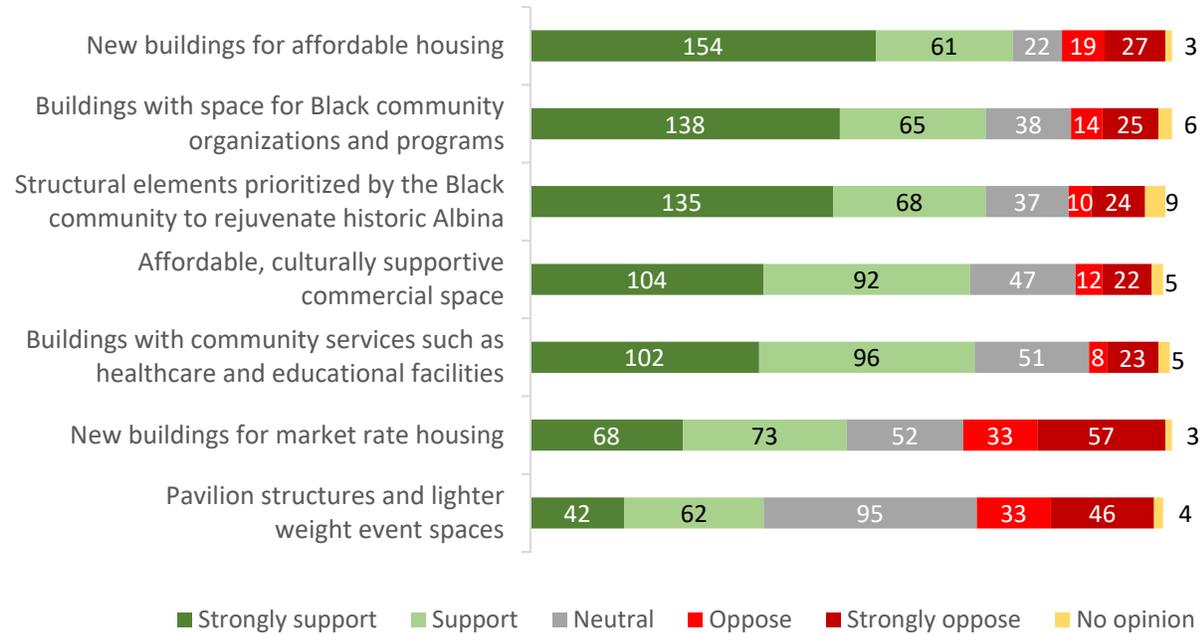
Consistent with the prior question, a majority of respondents expressed that a cover design including **outdoor areas** would be their top priority. A total of 247 people submitted a first selection, and 242 people submitted a second selection.



Structural Cover Elements

Q3. Here is a list of possible highway cover elements that include structures. After you read each one, please indicate your level of support for that element.

Based on the responses, **new buildings for affordable housing** was most favored, followed by **buildings with space for Black community organizations and programs** and **structural elements prioritized by the Black community to revitalize Albina**. A total of **288 people** responded to this question.

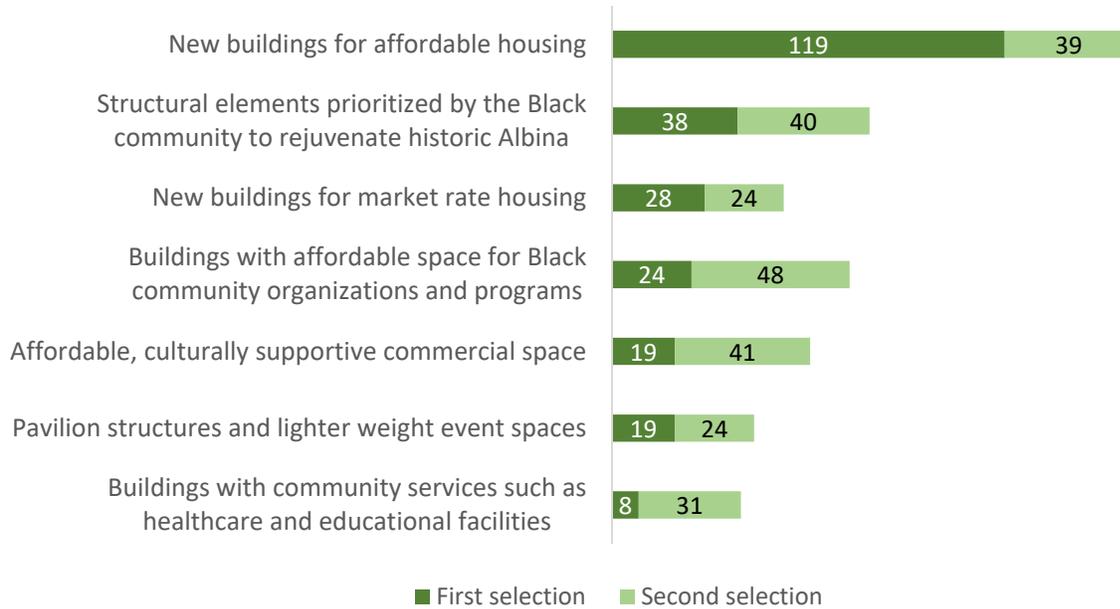


A total of **47 people** gave responses other than those provided. Key themes from the responses were:

- Proactively invest in equity and equitable approaches that are guided by and involve historically impacted groups (10).
- Do not widen the freeway or expand vehicle capacity within the project area (7).
- Opposition to the project overall (6).
- Use this opportunity to fund and/or support affordable housing (4).

Q4. Which of the above ideas do you think should be the top priorities? (Choose two.)

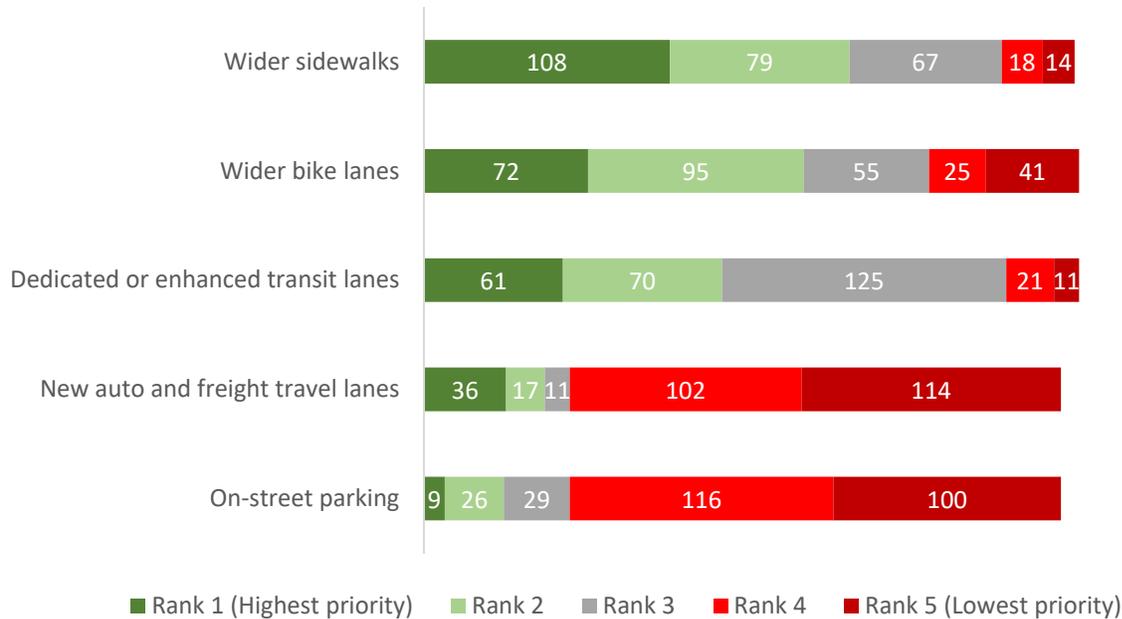
Consistent with the prior responses, a strong majority favored using a cover design that included **new buildings for affordable housing**. A total of 255 people submitted a first selection, and 247 people submitted a second selection.



Prioritization of Local Roadways

Q5. The reconnected street grid will have finite roadway widths to accommodate for a variety of potential uses. How should we prioritize the use of the local roadways in the project area? (Rank from first to last priority.)

Responses suggested support for prioritizing **wider sidewalks**, while there was significantly less interest in the prioritization of on-street parking and new auto and freight travel lanes. A total of **289 people** responded to this question.



How else should we prioritize the use of roadway widths in the project area?

A total of **127 people** responded to this question. Key themes from their responses include:

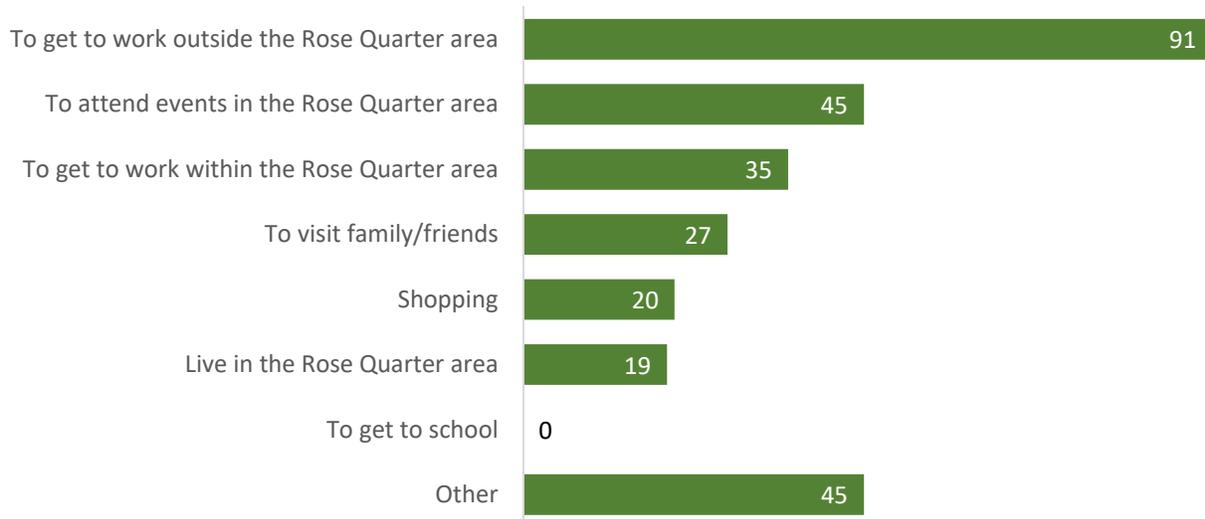
- Prioritize active transportation modes (e.g., walking, biking) when making investments (18).
- Make investments that improve safety, with a focus on bikes and pedestrian users (13).
- Limit access for single occupancy vehicles on streets with a high volume of active transportation users (12). Some commenters suggested that limitations not apply to delivery, public transit, and other essential vehicles.
- Do not make investments that expand vehicle capacity, including freight (12).
- Invest in bike infrastructure (11).
- Reduce single-occupancy vehicle roadway capacity (10).
- Provide shared greenspace (10).
- Do not complete this project (9).

Tell Us About You

Participants were asked to respond to a series of questions about how they **interact with and/or experience the project area**.

Q6. What is the primary reason you travel through the project area?

A total of **282 people** responded to this question. Most participants indicated that they travel through the area **to get to work or destinations outside the Rose Quarter area**.

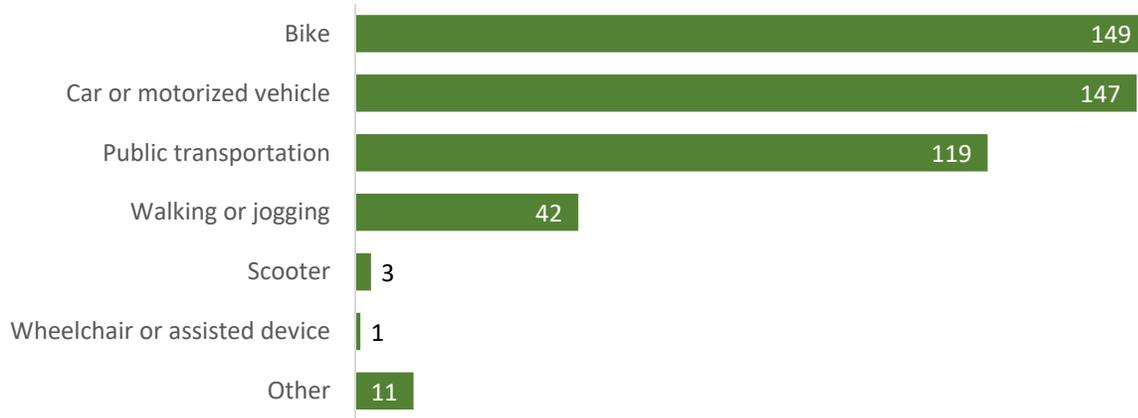


Of the responses that indicated “other,” key themes included:

- To access crucial destinations such as the airport, medical facilities, Lloyd Center, grocery stores, downtown, and North/Northeast Portland (19).
- Passing through during their regular commute (11).
- General travel (11).

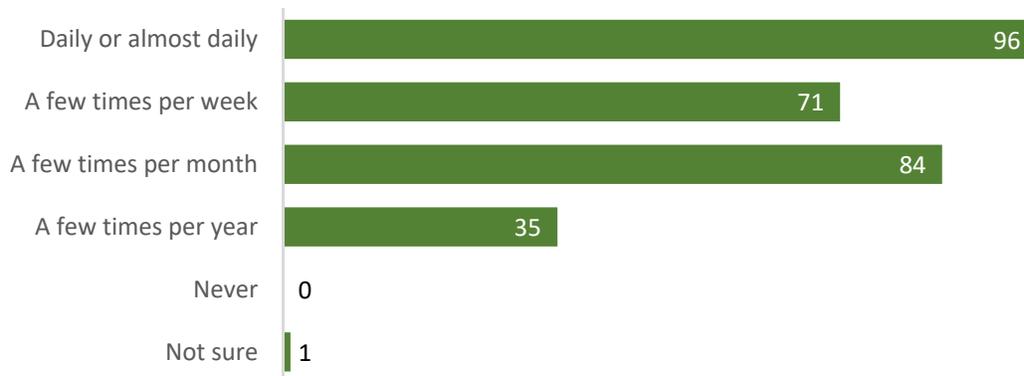
Q7. How do you typically travel through the Rose Quarter area? (Choose all that apply.)

Over half of respondents reported using bikes, followed closely by motor vehicles, as their typical mode of travel through the project area. A total of **288 people** responded to this question.



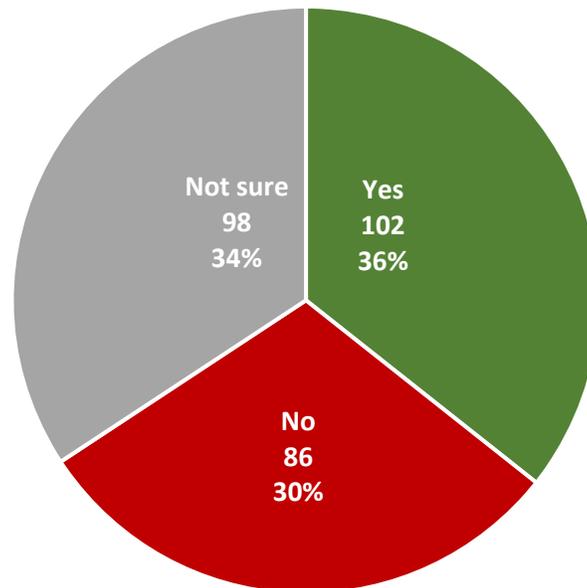
Q8. How often do you travel through the Rose Quarter area?

A majority (251) indicated that they travel through the Rose Quarter area regularly (at least a few times per month), with 96 participants traveling through the area daily or almost daily. A total of **287 people** responded to this question.



Q9. After the Rose Quarter Improvement Project is built, do you envision traveling through or visiting the project area more?

Participant responses did not imply an obvious indication of whether people would travel through or visit the Rose Quarter area more after the project is completed. A total of **286 people** responded to this question.



7 Demographics

Participants were also asked if they would answer a series of optional demographic questions. Below is a summary of the feedback received for this section.

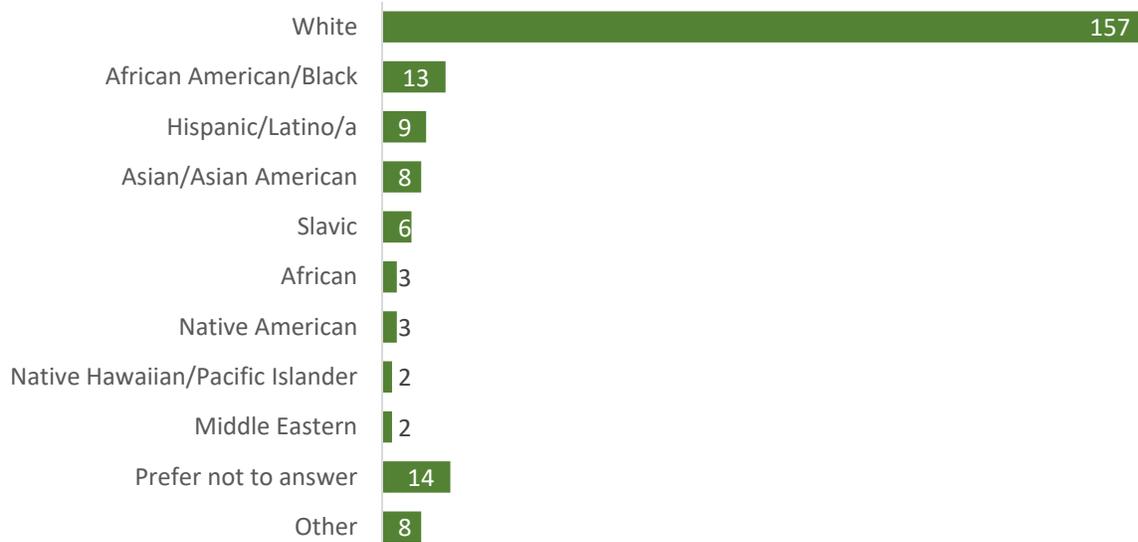
Q10. What is your ZIP Code?

The neighborhoods with the most responses came from Alameda/Irvington (24), Kenton (19), Sunderland/Central Northeast (16), and Buckman/Inner Southeast (15). There were no responses from individuals outside of the Portland Metro Area. A total of **199 people** responded to this question.

ZIP Code	Responses
97212 (Alameda/Irvington)	24
97217 (Kenton)	19
97211 (Sunderland/Central Northeast)	16
97214 (Buckman/Inner Southeast)	15
97215 (Mt. Tabor)	12
97213 (Grant Park/Roseway)	9
97232 (Lloyd District/Kerns)	9
97202 (Brooklyn/Eastmoreland)	9
97203 (St. Johns)	9
97209 (Pearl District/Old Town)	9
97206 (Arleta/Westmoreland)	7
97227 (Albina/Eliot/Overlook)	6
97201 (SW Hills/Downtown)	5
97218 (Cully)	5
97239 (Hillsdale/South Waterfront)	4
97220 (Maywood Park/Parkrose)	4
97210 (Northwest)	3
97286 (Creston)	3

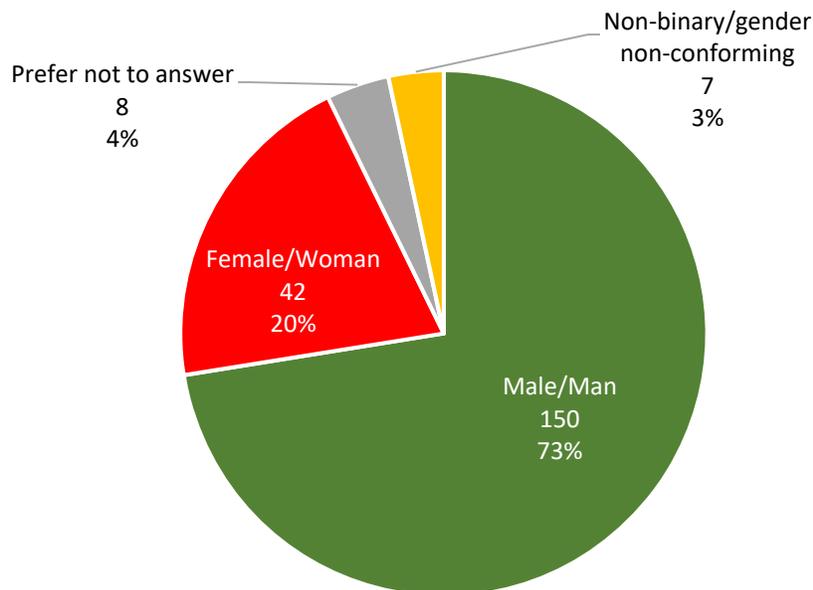
Q11. What is your race/ethnicity? (Choose all that apply.)

The majority (75 percent) of respondents answering this question identified as “white” while slightly over 7 percent of respondents identified as African or African-American/Black. A total of **207 people** responded to this question.



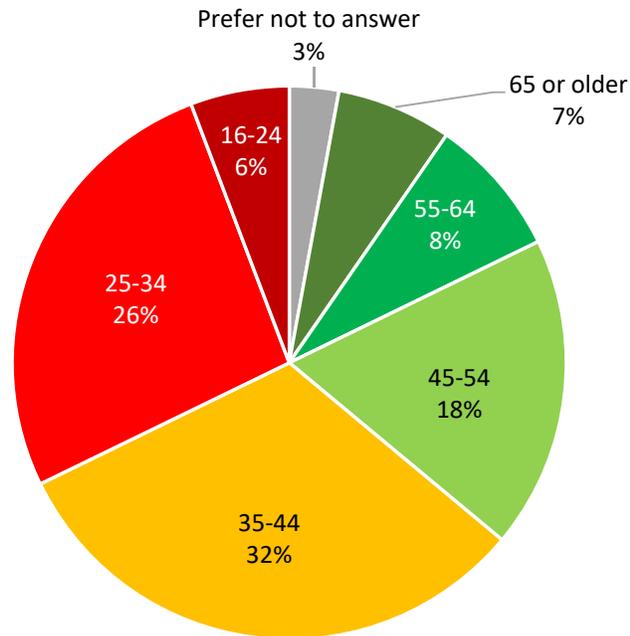
Q12. What is your gender?

Male respondents (73 percent) were significantly overrepresented by survey participants. A total of **208 people** responded to this question.



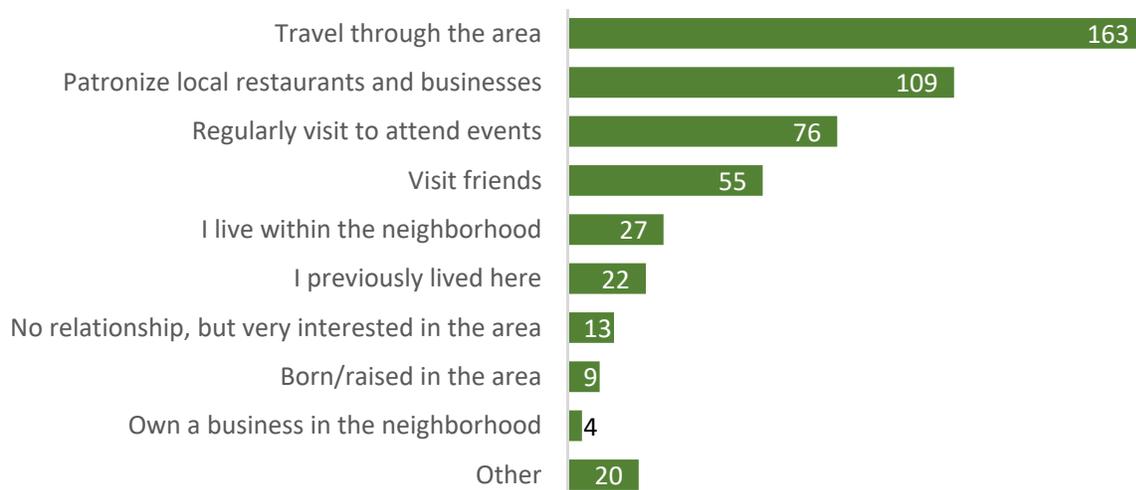
Q13. What is your age?

The largest age group was 35 to 44 years old. Roughly three quarters (76 percent) of respondents were between 25 and 54. A total of **208 people** responded to this question.



Q14. What is your relationship to the Rose Quarter/Albina neighborhood? (Choose all that apply.)

A majority of people indicated that they travel through the Rose Quarter area and visit local restaurants/businesses as their relationship to the neighborhood. A total of **208 people** responded to this question.



8 Appendix A: Open Ended Comments

1.1 Community Gathering Spaces Open Ended Comments

Responses	
1	High-rise residential and commercial development and income based housing
2	mandatory addiction/recovery programs. NOT SPENDING \$\$ on more DEVELOPMENT!!
3	public informational plaque about the local regional history
4	A park over a freeway? With all the noise/air pollution? Who would visit that?
5	Actual usable buildings
6	affordable housing
7	Affordable housing.
8	Athletics: ok if under 1/3 of total area. Amphitheater: great, if I-5 roar is muted.
9	Be able to maintain it. Most public space is overrun with trash nowadays.
10	Bike highway.
11	Bike paths!
12	buildings and sidewalk extensions
13	Buildings, homes, affordable housing that reconnects the neighborhood!
14	buildings. dense affordable housing.
15	Buildings. The highway covers should support buildings, not parks.
16	Built infrastructure to support economic dev of the neighborhood
17	canceling the project
18	Car free areas
19	Covers should be able to support mid-rise buildings
20	Decommission highway. Transfer land to Albina Com. No covers needed.
21	Dense housing.
22	Do not widen the freeway.
23	Don't build it at all!
24	Don't widen the freeway
25	Don't widen the freeway/remove the freeway
26	Don't widen the highway, just build the covers
27	Extend cover to north of Tubman. At Tubman, make playground space.
28	Freeway caps need to be able to support high rise buildings
29	Gross smelly caps are not going to cover the noise and pollution of the cesspool below
30	Hard to answer knowing that the space will be taken over by homeless camps.
31	Housing
32	Housing.
33	How about actual buildings with a coffee shop etc.?
34	I do not want any additional highway to be built at all.
35	i don't support expansion of the i-5

36	I oppose this entire project. I asked for measurable outcomes years ago and they were never sent.
37	I oppose this project altogether. Climate change needs to be taken seriously.
38	I strongly oppose the freeway widen project that is bad for health, climate and traffic.
39	I strongly oppose the widening of the highway.
40	I support housing for the highway lids
41	Include support to small businesses within the black community.
42	Infrastructure and zoning changes to support black-owned food/dining, bar/live music businesses
43	It looks like much of these areas will actually be roads, can one be for humans?
44	Keep it simple to limit costs so you all are good stewards of public resources
45	Loud and polluted partial highways covers are not desirable public spaces.
46	Make complete cap NOT discontinuous covers; covers make noisy, smelly, toxic and disconnected spaces
47	needs a complete cover w bldgs for success
48	No build option for entire project
49	No camping areas! No tents, blocked public spaces, garbage and drug needles!
50	No freeway widening or caps disguised as "covers"!
51	No need for any of it
52	No new lanes on Broadway. This whole design is dangerous. This isn't Houston.
53	NO ONE wants to hang out on a "green space" that is loud from traffic, and breathe polluted air!
54	Nobody wants to gather outdoors over a loud polluted interstate. Terrible idea.
55	None of these options is safe, healthy, or viable for people with housing with bad air quality..
56	Nothing that just becomes another homeless camp
57	off street parking and service areas to serve adjacent developments where possible.
58	Open spaces should not be on top of the freeway.
59	or - stop wasting money on freeways. this will only make traffic on I5 worse
60	Outdoor markets of ethnic communities and more
61	Pedestrian walking areas and bike paths.
62	places for people to eat, drink, shop and use the bathroom.
63	Please spend our limited tax funds wisely. Help businesses in the area grow.
64	Poor air quality, noise, and traffic from the highway & streets make outdoor space very unappealing.
65	Prevent spaces from becoming homeless camps, so the community can access and use this space.
66	Provide places for people to eat, shop, work, live, walk and bike.
67	Rip out the freeway, and then you can do any of these!
68	Site-specific air quality analysis needed at these locations; likely to be unfit for public spaces

69	Spaces which are not overwhelmed with noise and emissions from the freeway.
70	The above options all require more continuous highway coverage to create successful active spaces
71	The crossing should become a public asset-similar to the park in Seattle over the freeway.
72	The disconnected "green space" if this section isn't fully covered will be noisy, unusable wasteland
73	The partial caps only create loud and unpleasant public spaces. Need to be fully covered.
74	The replacement crossing from Hancock to Dixon is seriously flawed.
75	The small area of the caps, noise, pollution will not make effective open space
76	This entire project should be scrapped, it's what the community and elected officials have stated.
77	This is a freeway widening project - stop lying to us.
78	This is another neo-liberal ploy to subsidize car industry and the rich elite
79	this must be a full cap, not a cover. The proposed covers will not create usable/desirable spaces
80	This project is being pushed against the community's will and this "outreach" is a sham
81	Transit-only lanes for bus and streetcar on Weidler/Broadway.
82	Use the cap money to build an elevated bike expressway to connect downtown to East Portland.
83	Why would anyone want to be in plazas enclosed by busy streets, studded by freeway exhaust holes?

2.1 Structures Open Ended Comments

Responses	
1	A mix of market-rate and affordable housing with shops below would be good.
2	Aesthetic appeal and safety
3	Affordable housing uses should take priority over parks.
4	AFFORDABLE HOUSING!!! with commercial spaces rented to Black owned businesses on the ground floor.
5	Air quality above the freeway is a concern precluding housing or schools.
6	Bike lanes!
7	Bike lock-up and bike repair.
8	Caps must be buildable and must be prioritized for use by area's historic Black community
9	Caps need to support high rises
10	Completely covered and buildable lid.
11	Decommission highway. Give Albina Land + \$s to develop above w minority contractors
12	Do not widen the freeway.
13	Don't build it.
14	Don't widen the freeway
15	Don't widen the freeway/remove the freeway

16	Don't widen the highway, just build the covers
17	Elevated express bikeways that connect people to places, jobs, and housing.
18	Expensive development space so not right location for affordable housing
19	Financially resilient buildings
20	Having buildings on the caps increases costs too much
21	I do not want any additional highway to be built at all.
22	i don't support expansion of the i-5
23	I oppose this entire project. I asked for measurable outcomes years ago and they were never sent.
24	I oppose this project altogether. Climate change needs to be taken seriously.
25	I strongly oppose the freeway widen project that is bad for health, climate and traffic.
26	I would prioritize commercial or office space. Who would want to live right above a freeway?
27	I'm serious about the coffee shop
28	If a cap is built instead of a cover, then a mix of residential and commercial would be appropriate
29	If you rip out the freeway, you can do any of these!
30	Invest in transit and non-car alternatives and stop widening freeways.
31	Is space limited to Black folks constitutional?
32	Major League Baseball
33	MLB arena
34	must be a complete cover. close roadway ramps
35	Need market rate housing! Should not cater to only one race.
36	ODOT should recommit to getting Albina Vision Trust back on board by actually listening to them.
37	Only if the caps fully cover the freeway and fully reconnect the street grid.
38	or - stop wasting money on freeways. this will only make traffic on I5 worse
39	Poor farms for no income individuals to transition to wage life
40	PPS proposal for Center for Black Student Excellence and workforce training facilities
41	The new Hancock overpass is a dangerous visual imposition to entrance north traffic.
42	This entire project should be scrapped, it's what the community and elected officials have stated.
43	This whole freeway widening disguised as Rose quarter improvement should be defunded
44	What are "structural elements"? Are they different from buildings?
45	When you are specifically dedicating public dollars to a specific race, you are racist.
46	whites kicked out the blacks long ago, u r using race as a scam
47	Why do you have to be racist by limiting items to the BLACK community? Take color and race out.

3.1 Roadway Prioritization Open Ended Comments

Responses	
1	Active transportation has to be the priority.
2	Aesthetically pleasing
3	Auto travel lanes should be 1 in each direction. Give space to freight transit peds bikes
4	Balance between autos bikes and pedestrians
5	barrier separated bike lanes
6	barrier separated bike lanes
7	Better crossing areas that accommodate more people at intersections.
8	Bicycles
9	Bicycles and feets ... Don't build for shipping
10	Bioswales when possible
11	Build pocket parks in the roadway, eliminate free parking
12	Build protected, raised bike/scooter/micro mobility infrastructure.
13	Build separated bike paths with intuitive connections! Also strong bus paths as well!
14	Bus rapid transit. Expanding bike lanes in a city where it rains half the year is idiotic.
15	by not expanding the freeway
16	Cancel the new Hancock overpass.
17	car-free, bike-only streets
18	Consistent with vision zero practices
19	creating more space for cars creates induced demand, i do not support expansion of the i5
20	Decrease automotive travel lanes and parking, increase bike/bus travel lanes
21	Dedicate more ROW to bikes and pedestrians than motor vehicles.
22	Dedicated left turn lanes
23	Delivery, Parade Floats, Emergency (Fire & Ambulances) & Wide-Load Transport Vehicles
24	do everything except adding additional vehicle lanes
25	Do not widen the freeway
26	Don't build it.
27	don't build this project, it's a monstrosity. take out freaking i5 and build back albina for real
28	Don't prioritize vehicles. Prioritize pedestrians and bikes.
29	Don't throw away money by widening the freeway in the first place
30	Don't widen I-5 below the neighborhood.
31	Don't widen the freeway
32	Don't widen the highway, just build the covers
33	Dont narrow lanes, keep traffic flowing
34	Elevated bikelanes
35	Festival street
36	Food vendors and other startup incubators
37	For community use. Ex, Black portlanders utilize transit at higher than avg rates
38	For pedestrians, bikes, and transit
39	Home owners in the area are tired of single lane streets!!! You people have ruined PDX!!

40	I don't want to see wider highways which will undermine progress on climate change.
41	I oppose this entire project. I asked for measurable outcomes years ago and they were never sent.
42	I oppose this project altogether. Climate change needs to be taken seriously.
43	I strongly oppose the freeway widen project that is bad for health, climate and traffic.
44	If there's room left over, add street trees
45	If you're trying to greenwash a FREEWAY EXPANSION PROJECT, more vehicular lanes above is lunacy!
46	Implement congestion pricing and stop widening freeways.
47	Incentives to employers to allow remote work to reduce traffic, cost a lot less than this project.
48	Include congestion pricing to reduce traffic volumes and support climate friendly policies.
49	Include trees for shade and plants for barriers between active uses and automobiles
50	Increase deceleration lane lengths. Freight priority lanes.
51	Just close the Broadway ramps, they ruin the urban fabric. Tighten the intersection radii
52	Less cars, more opportunities for equitable options like bicycles and public transportation
53	Let's get some transit only/car-free areas.
54	make it walkable
55	Make them as wide as possible
56	minimize vehicular traffic
57	More *efficient* bike routes - as direct as N Flint Ave.
58	narrow road widths, close Broadway ramps, smaller radii for curbs, rebuild Flint
59	Narrow roadway lanes to provide more space for biking and walking.
60	No added on street parking, no new auto or freight lanes. We are in a climate emergency.
61	No changes instead repave them. To many pot holes and crack
62	No extra for cars and freight. Less lanes. Induced demand would make it a waste of money.
63	No new auto and freight lanes
64	No new lanes for I-5. No additional on-street parking or auto lanes. No one wants these things
65	No new parking
66	No Rose Quarter Project. Defund this project. Reject.
67	Non-motorized lanes that protect vulnerable road users such as cyclists and pedestrians.
68	Non-automobile related uses to partially offset the damages inherent in the widening
69	Not destroying the beloved Flint St bridge
70	Not for cars at all.
71	only allow auto/commercial vehicle use where req'd-keep the space for ped, bike and alternate uses
72	Pedestrian priority
73	Pedestrian refuge islands. Large canopy street trees. Green stormwater management.
74	peds/bikes/transit.
75	People scale and safety, comfort of pedestrians and kids, families people 100% only priority
76	Physically separate the bicycle path from the travel lane.

77	Physically separated bicycle lanes
78	Please consider adding expanded and protected bike infrastructure.
79	Please create a walkable space which means trees and sidewalks.
80	Please minimize # of auto lanes and lane widths to support safer speeds and turning movements.
81	Please, please make a safe protected bike lane so that I can ride with my children.
82	please stop the freeway expansion, no more expensive freeway lanes
83	Prioritize bike routes on N Williams Ave and N Vancouver Ave
84	Prioritize everything except cars and trucks.
85	Prioritize non-auto uses. Reduce traffic
86	Prioritize people, not cars. More car infrastructure=more car use=less livability.
87	Prioritize right-side protected bicycle lanes & build transit islands.
88	Prioritize roadway use for humans and lower carbon methods of transportation. No single cars
89	prioritize walking, biking, and bus lanes over car infrastructure
90	Prioritizing transit, cycling, and walking should be the priority.
91	Project is being run disgracefully. Listen to the people in the affected community not freeway users
92	Protected bike lanes and dedicated transit lanes.
93	Protected bike lanes, wider sidewalks
94	Protected/Integrated bike lanes
95	Reduce auto and freight capacity
96	Reduce vehicle travel lanes on city streets.
97	Remove all the street parking and do not add any additional travel lanes.
98	Remove unnecessary car traffic throughways wherever possible.
99	sidewalks, bike lanes, and GREEN infrastructure/street trees
100	slower, close ramps, tighter radii
101	Space for quality tree planting
102	Street trees where they are sustainable (not on built structures)
103	street trees!
104	The creation of couplets and dedicated areas to plant large trees to provide an urban canopy
105	The current design of the local street network is really hostile to pedestrians
106	The flint avenue bridge must be preserved it is a vital biking and pedestrian link
107	The square footage of space in this city should not increase for vehicle usage.
108	This entire project should be scrapped, it's what the community and elected officials have stated.
109	This is a bad idea, a waste of money, and this survey seems to miss the point.
110	This is already documented in the City's modal hierarchy.
111	Toll the bridges and don't do this project in the first place.
112	Transit first, then people, then cars
113	Trees, green space, open space

114	trees/landscaping.
115	turn only middle lanes have worked well in SE to keep traffic flowing
116	Use as little new roadway width as possible, prioritize small streets and short crosswalks.
117	Use Portland's Transportation Hierarchy and allocate space accordingly.
118	Vehicle traffic only
119	Vehicle transit focus in the most important consideration.
120	Walk, Bike, Transit > car storage
121	Walkable and greenery/trees
122	Walkable streets
123	We should prioritize ending this project and use the \$ to end fossil fuels
124	Well designed bicycle parking that doesn't cut into pedestrian space.
125	Widen them.
126	x
127	You should reduce roadway widths dedicated to personal cars.

4.1 Primary Travel through Rose Quarter Open Ended Comments

Responses	
1	Constitutional exercise walks across the Broadway Bridge.
2	Airport
3	Appointments
4	Bicycle and car transit
5	Bicycle commuting
6	biking to downtown or inner se
7	Formerly for work, but now general travel.
8	I deliver to the businesses in the project area nightly
9	I don't
10	I live in Kerns, so frequently pass through for all travel reasons.
11	I oppose this entire project. I asked for measurable outcomes years ago and they were never sent.
12	I pass through the project area to run various errands
13	I pass through the Rose Quarter, if one of its bridges are convenient; it's never my destination
14	I strongly oppose the freeway widen project that is bad for health, climate and traffic.
15	I study in that area.
16	I travel through to run errands
17	I use that area to bike to medical offices and visit friends.
18	It's my community
19	medical visits
20	No reason for me to go there. The highway, arenas and parking lots are inhuman.
21	On the way to Washington State

22	Passing through on bike or bus.
23	Passing through to get home from variety of other destinations, and vice versa
24	Recreation
25	Recreational bicycling
26	Rideshare driving
27	shopping at Lloyd Center and area restaurants
28	shopping at Lloyd Center and area restaurants
29	Social and errand travel
30	To drop off/pick up child at dance class
31	to get downtown on my bike
32	To get to the freeway.
33	To get to/from downtown from NE pdx
34	To go elsewhere in the city
35	To make deliveries
36	To reach destinations in N/NE Portland by bicycle
37	to travel to and from areas on either side of the rose quarter
38	To visit restaurants in the Albina area
39	Travel North, South and access to East 84
40	travel through for a range of reasons on freeway and NE Broadway
41	Travel to downtown on bike
42	travel to Janzen beach area or going to Vancouver
43	Travelling through to destinations on either end
44	Usually just traveling through it as there isn't much there there right now.
45	visiting area attractions and shopping

9 Appendix B: Online Open House Webpage

Get Started: About the project ▶



Thank you for participating in our online open house! We know things have changed so we have been busy making adjustments this year. You will see this reflected in our project values and our approach to working with the community. We look forward to hearing your thoughts!



Your feedback helps us

Your feedback, combined with work with our advisory committees, the Independent Cover Assessment, and ongoing conversations with our partners and stakeholders will help us understand community expectations, inform future design decisions, and ensure we deliver on our commitment to reconnect historic Albina. We want to build community relationships to develop a transformative project that reduces congestion, improves safety and re-establishes community connections that lead to economic opportunities, especially for our African American communities and neighbors.

Equity is at the center of our work

The Project and ODOT are committed to engaging and communicating with the community in a way that is equitable, intentional, culturally responsive, addresses barriers, and delivers information through trusted channels. The project team is committed to open and inclusive engagement and will be held accountable for doing so, specifically with the African American community and other communities of color.

We want to hear from you

What are your thoughts about the I-5 Rose Quarter Improvement Project at this early phase of design? Review the information in the following stations, then [take our survey](#) and share your ideas. The online open house and survey will be available through December 6.

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

Если вы хотите чтобы информация об этом проекте была переведена на русский язык, пожалуйста, звоните по телефону 503-731-4128.

如果您想瞭解這個項目，我們有提供繁體中文翻譯，請致電：503-731-4128。

如果您想瞭解這個項目，我們有提供簡體中文翻譯，請致電：503-731-4128。

Select Language ▼

Powered by Google Translate

Stations



1. About the project

What is the project and how will it benefit the region



2. Our vision and values

Learn about our vision and values for the project.



3. Project Timeline

How did we get to where we are today and where are we going?



4. Learn more and stay involved

Take a short survey and learn where we go from here and how can you stay involved.