



Historic Albina Advisory Board

SUMMARY MATERIAL

Meeting 36
March 11, 2025

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HISTORIC ALBINA ADVISORY BOARD (HAAB) MEETING #36 SUMMARY

OVERVIEW AND ATTENDEES

Date: March 11, 2025

Time: 4:00 PM – 6:00 PM

Location: Online Zoom meeting

This document is a summary of the I-5 Rose Quarter Improvement Project Historic Albina Advisory Board meeting. The meeting [presentation](#) and [recording](#) are available on the project website.

Historic Albina Advisory Board Members in Attendance

- Sprinavasa Brown
- Andrew Campbell
- Joy Alise Davis
- Bryson Davis
- Keith Edwards
- Leslie Goodlow
- Kimberly Moreland
- Dr. Carlos Richard
- John Washington III

Historic Albina Advisory Board Members Not in Attendance

- JT Flowers
- Kevin Modica
- Dr. Ebony Amato-Blackmon

Presenters

- Ericka Warren, Evolucion Group, I-5 Rose Quarter Improvement Project, Strategic Advisor & HAAB Facilitator
- Dr. Steven Holt, Try Excellence, I-5 Rose Quarter Improvement Project, Strategic Advisor
- Megan Channell, I-5 Rose Quarter Improvement Project Director
- Rachael Hoy, City of Portland
- Mike Serritella, City of Portland
- John Wolf, I-5 Rose Quarter Improvement Project, Design Team

Staff and Partners

- Tiffani Penson, ODOT Urban Mobility Office Director
- Amy Nagy, Prosper Portland
- Caitlin Reff, City of Portland

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- Shawnea Posey, City of Portland
 - Sharon Daleo, City of Portland
 - Kerry Werner, I-5 Rose Quarter Improvement Project, Team Lead
 - Anne Pressentin, I-5 Rose Quarter Improvement Project Team
 - Natalie Warner, I-5 Rose Quarter Improvement Project Team, Technical Support
 - Maren Brantner, I-5 Rose Quarter Improvement Project Team, Technical Support
 - Isabelle Kennedy, I-5 Rose Quarter Improvement Project Team, Technical Support
 - Nicole Sherbert, I-5 Rose Quarter Improvement Project Team, Technical Support
 - Angela Nguyen, I-5 Rose Quarter Improvement Project Team, Technical Support
 - Benjamin Fleming, I-5 Rose Quarter Improvement Project Team, Notetaker

MEETING NOTES

Welcome, Introductions, Agenda Review

Ericka Warren welcomed HAAB members and attendees to the meeting and provided an overview of the agenda. She reminded attendees of the 7 Principles of Agreement to guide participation in the meeting.

Public Comment

No public comments were made during the meeting.

Project Updates

Ericka Warren introduced the new ODOT Urban Mobility Office Director Tiffani Penson, who introduced herself and expressed her excitement for being a part of the project.

ODOT Project Director Megan Channell provided updates on the project's funding and delivery plan:

In December, the Oregon Transportation Commission allocated an additional \$250M to Rose Quarter. Funds are currently going through the regional body at Metro to program the \$250M so construction can get started this summer and expand upon the work of the Reconnecting Communities and Neighborhoods (RCN) Grant around the highway cover.

Phase 1A: Work beginning this summer is focused on stormwater improvements and bridge preservation work. Stormwater improvements near I-405 are needed for the Rose Quarter project and for ODOT's Portland Harbor Agreement with the Department of Environmental Quality.

Bridge preservation work is focused on the I-5 mainline bridge structure at I-84. Improving the paving of the deck overlay and retrofitting safety railings on the sides of the bridges will make the structure more seismically resilient. Work is necessary for maintaining I-5 and for readying the full project for construction.

Completion of Phase 1A work will also allow for the southernmost portion of the auxiliary lane between the I-84 exit ramp and the Morrison Bridge exit ramp, allowing drivers more time and space to merge.

Phase 1A will maximize opportunities for Disadvantaged Business Enterprises to serve as mini-primers under the guidance of Hamilton Sundt Joint Venture and Raimore Construction.

Phase 1: Part of the \$250M will also fund Phase 1 starting in 2027. Work will focus on the first portion of the highway cover at Broadway and Weidler. Some of the \$250M will go towards the highway cover and to implement I-5 mainline improvements with the full SB auxiliary lane and a portion of the NB auxiliary lane. Combining this work is more efficient, builds more of the highway cover and reduces construction impacts.

Megan emphasized ODOT and partner commitment to complete the project in full.

Questions

- HAAB member asked if the map of the project area shows who owns right of way for land and buildings.
 - » The map shows the future potential uses for the highway cover and adjacent areas. It does not show existing or future ownership of these areas. Because highway cover land spans over I-5, it will always be owned by ODOT. Spaces on the cover will be leased for development. We are coordinating with Albina Vision Trust (AVT) around their interest in obtaining those rights.
- HAAB member asked what it means to have funded and unfunded portions of the highway cover for construction and wants to know if this means that some portions will get built and others potentially would not.
 - » The initial funded portion of the highway cover will be compatible with future remaining portions. The built portion of the highway cover will allow space for remaining portions to be constructed and tied into existing structures.
- HAAB member asked if air rights to parcels are open for public bid or if there will be a request for proposal and if AVT would be the sole developer if awarded air rights.
 - » ODOT currently has a process in place that is dictated by State regulation and administrative rules for granting air rights. OTC directed ODOT to see if AVT could be granted air rights or surplus lands; we identified that regulation would need to change to make that possible. AVT is currently leading conversations to determine the feasibility of changes to air rights regulations.
 - » HAAB member asked where these conversations are happening.
 - » Conversations around air rights are happening at the legislative level.
- HAAB member asked what the total acreage of the highway cover is and how potential parcel uses were determined.

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- » There are about four acres of developable land on the highway cover and four acres off the cover, totaling eight developable acres in the project area. Concepts for uses that could be developed on cover were determined through collaboration with AVT, HAAB members and the community over the summer. Uses have not officially been formalized in agreement.
 - » Ericka added that AVT's work over the summer to envision potential cover uses began with the Independent Cover Assessment and direct work with the community.
 - » Megan emphasized the importance of the partnership with the City of Portland and their role as the land use entity taking leadership in on-cover development.
 - HAAB member asked if there would be any remnant land adjacent to the new transportation system that could be used or sold for community purposes.
 - » Off-cover parcels leveraged for construction staging could be sites for community uses once construction is complete.
 - » Ericka added that potential uses off-cover would differ from on-cover uses.
 - HAAB member asked if we are still using dialogue driven by restorative justice when discussing the project and what is built on the cover or has that dialogue changed.
 - » ODOT's values and commitment to the project have not changed. We remain committed to acknowledging the harms that the agency was part of in the past and we remain committed to making sure that we're not repeating those in the future. Restorative justice is still an integral piece of this project.
 - HAAB member asked how we are going to arrive at restorative justice and cover the \$400M cost to build on the cover.
 - » This will be a future part of the process, and we will be leaning on our partnerships with City of Portland, AVT and community. Currently, we are focused on how to build the cover so we can create the space and future economic opportunities.

RAPP & City Engagement Update

Mike Serritella provided a summary of the Reconnecting Albina Planning Project (RAAP) kickoff event on February 27, 2025, at Harriet Tubman Middle School. A couple hundred people attended, and community leaders, elders and city staff presented. Presentations provided a cohesive look at investments happening in Albina in relation to the cover, street grid and other opportunity sites in the area, and a first look at planned public open spaces throughout the district at Larby and the Waterfront Park site.

- HAAB member described the event as well attended and insightful, particularly regarding visuals portraying the vision for the area. The HAAB member asked if there were any other opportunities to provide feedback.

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- HAAB member appreciated the food that was provided at the event and recognized that the project map is growing in Albina and is pushing into the Soul District, creating a lot of opportunities to connect different communities.
 - » The RAAP and this event mostly focus on near-term work but will serve as an anchor for the greater Albina district in honoring its history and the way we frame the work moving forward.
 - HAAB member noted that spaces presented at the event were reminiscent of connected communities they saw in Maui where community of all ages and abilities can enjoy and navigate the space safely.

Next steps for the RAPP include processing feedback from the event and sharing a report summarizing takeaways. This summer, the RAPP team will be connecting with broader group at events like Good in the Hood and Juneteenth.

Rachael Hoy shared details about the upcoming City-led joint HAAB and COAC meeting in April. The purpose of the meeting is to build upon work that HAAB and COAC produced with AVT over the summer including:

- Reviewing land uses and urban design in the footprint of Phase 1 cover construction.
- Reviewing transportation elements in relation to Broadway/Weidler main streets, N Williams Ave streetscape and public realm, and parking and parcel access.

Questions

- HAAB member reminded the project team of conversations about recognizing Williams Ave as the divider of the district – a lot of traffic and development is driven towards Williams Ave. Part of that conversation was making sure that MLK Boulevard is not neglected in terms of eventual traffic direction and economic investment.
- HAAB member asked if a parking structure is being considered given serious parking restriction in the area.
 - » Most conversations about parking have been related to what happens at the curb of new streets, remnant properties and properties on the cap. We have not yet considered parking structures but will keep that in mind for the session in April.
 - » HAAB member is concerned about culminative impacts to businesses in the area with increased traffic direction and lack of parking.

Design Update

John Wolf shared updates on 30% design progress for the main construction package.

The HAAB previously provided input on design decisions related to the highway cover, cover offsets, and local street circulation. Remaining design decisions that will be influenced by HAAB input include pedestrian and bicycle bridge aesthetics, tunnel portal

aesthetics, interim cover use, and street design. Additional opportunities for input will occur through RAPP and Lower Albina Streetscape outreach.

SB Williams Ave Ramp Design Option:

Previously evaluated ramp design options include the 2-way Ramsay and 2-way Wheeler concepts. Further exploration with project partners identified the SB Williams Ave ramp design which is the recommended local circulation reflected in 30% design. This design:

- Maintains the flyover ramp to eastbound Weidler Street which serves most ramp traffic.
- Allows local trips and event circulation to use SB Williams Ave to enter the area.
- Avoids circulating additional ramp traffic into the Broadway and Weidler corridor and near new community orientated development.
- Does not require event traffic control changes to Ramsay Way.

Questions

- HAAB member asked if you take the flyover exit, do you need to turn right onto Weidler or can you go straight through to Victoria?
 - » You must turn right onto Weidler if taking the flyover exit. The NB ramp provides the option to go north onto Victoria or turn right onto Weidler.
- HAAB member asked if you're going into the Pearl District from I-5, would you go down around the Mota Center and then back up to the Broadway Bridge?
 - » In this new configuration, you most likely would be using 405 to get to the Pearl District instead of coming down to this area unless you were looking to enter somewhere very localized. In that case, you could use SB Williams to cross the Steel Bridge or circulate back up to Broadway by way of Interstate Ave.
- HAAB member asked how far north the SB Williams Ave ramp design will go before it is changed to a 2-way street.
 - » There is no change to Williams Ave. The SB Williams Ave ramp design option does not require a change from a 1-way street like previous design options did. Williams between Ramsay and Multnomah would remain as SB only for automobiles and SB or NB for buses. There will be no change to the way Ramsay is circulating. The main change will be the direct access point to Ramsay instead of Broadway when traveling SB on I-5.
- HAAB member asked if there is any impact to pedestrian movements by the transit center.
 - » Currently, crosswalks in this area have 2-phase signals where turning vehicles need to yield to pedestrians. With the new ramp design, it will be a 3-phase signal with a pedestrian crossing phase to separate vehicle from pedestrian traffic.
 - » HAAB member asked if there will be one signal just for pedestrians at the Wheeler/Multnomah intersection.

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- » It is an existing signal that will add a new phase. Depending on which movement is active, the pedestrian crossings will also be active. Anytime there is a turning conflict against a crosswalk, it will not run while a pedestrian crossing is active.

Pedestrian and Bicycle Bridge Update:

The pedestrian and bicycle bridge serves as a safe and comfortable connection for multimodal travelers to cross I-5 away from busy street traffic. It also serves as an important connection to the City of Portland's Central City Green Loop strategy.

Originally, this path was intended to touchdown in the green triangle, an open landscape space between Wheeler, Ramsay and Center Court. Challenges have been identified with this configuration due to modifications needed on Ramsay Way and its functionality as a primary connection.

The team refined the western connection for 30% design by extending the connection to Weidler Street and the Broadway Corridor and including a staircase to the green triangle for Moda Center event access. This refinement better integrates with the Lower Albina Streetscape Project, making Broadway and Weidler a more attractive space for people to navigate through all modes of transportation while still providing primary event access.

HAAB Lookahead

Ericka Warren provided an update on upcoming engagement:

- **April 28:** In-person or virtual City-led RAAP Session for HAAB and COAC members with invited guests.
- **May (Official date TBD):** In-person or virtual joint HAAB and COAC Meeting
- **June 10:** Virtual HAAB Meeting

Questions

- HAAB members recommended the World Forestry Center and University of Oregon facilities in the Soul District for upcoming meetings and engagement.
- HAAB member expressed the importance of the May meeting being in person and potentially extended because of the significance of HAAB and COAC coming together for a major discussion.
- HAAB member mentioned they will not be able to attend or will be late to the meeting if held on May 13.

Adjourn

Dr. Steven Holt welcomed Tiffani Penson and provided closing statements emphasizing this critical moment for the project and thanked Megan Channell for confirming that the values of the project haven't changed.

HISTORIC ALBINA ADVISORY BOARD PUBLIC COMMENTS

March 11, 2025

CHRISTINE WATTS (3/5/2025)

Email from Christine Watts about HAAB Public Comment (RQ-8309)

Subject: Comment for the next meeting

I'm concerned that ODOT is continuing to push the Rose Quarter expansion when there is a one billion dollar deficit that has been reported in the news. Wouldn't it make sense to cancel the project and use that to fill the funding gap? I feel that every dollar that ODOT spends and plans to spend needs to be accounted for and available for the general public to view, especially since this is taxpayer money you are spending. Funds received from the state, or federal government are ALL from taxes collected from the working class, and we want transparency.

[Signature]

CHAT TRANSCRIPT

MAIN MEETING		
Time	From	Message
15:48:05	RQ Team Ericka Warren to Everyone	Back in 5
16:05:15	HAAB Joy Alise Davis to Everyone	Sorry I am late 😊
16:13:51	HAAB Sprinavasa Brown to Everyone	Congratulations on the new role Tiffani and welcome! we are honored to have your presence and experienced leadership
16:13:51	City/PBOT Mike Serritella to Everyone	Reacted to "Congratulations on the new..." with 👍
16:13:51	HAAB Andrew Campbell, RQ Team Ericka Warren and HAAB Kimberly Moreland to Everyone	Reacted to "Congratulations on the new..." with 🙌
16:13:51	HAAB Joy Alise Davis to Everyone	Reacted to "Congratulations on the new..." with ❤️
16:14:29	HAAB Andrew Campbell to Everyone	Welcome onboard Tiffani
16:14:29	RQ Team Dr. Steven Holt to Everyone	Congratulations Tiffani.
16:15:07	ODOT Tiffani Penson to Everyone	Thank you All! I look forward to connecting with all of you!
17:24:26	HAAB Joy Alise Davis to Everyone	Thank you