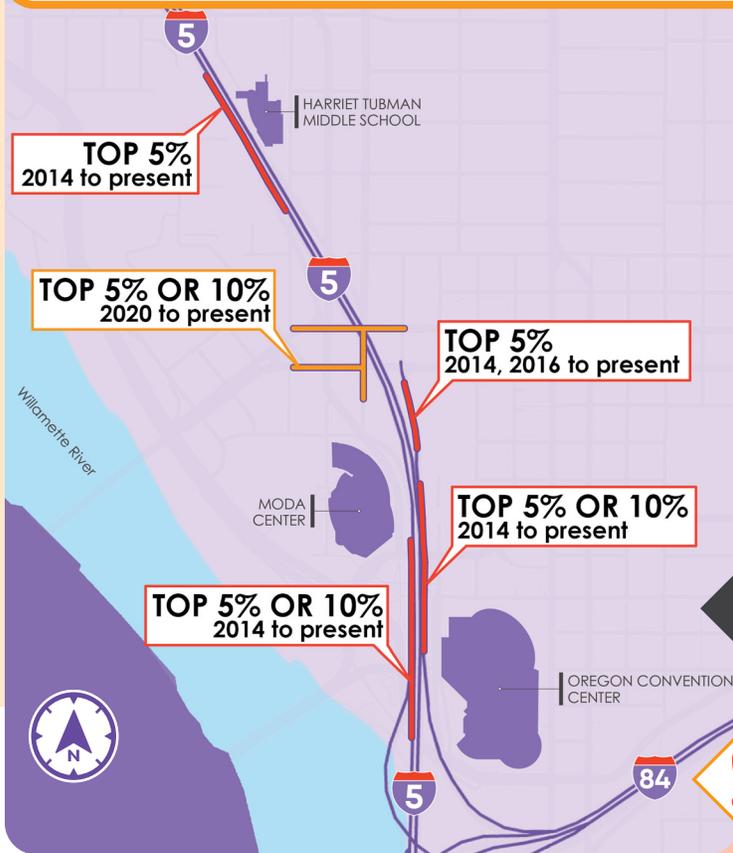


# I-5 ROSE QUARTER IMPROVEMENT PROJECT



## IMPROVING TRAVEL SAFETY ON I-5 IN THE ROSE QUARTER

We are improving safety and reducing congestion where three major interstates converge and reconnecting the Albina neighborhood with a cover over I-5 and multimodal street improvements.



### CRASH RATES

Each year, ODOT carefully evaluates the state highway system using the Safety Priority Index System (SPIS), which ranks sites based on existing crash rates, frequency and severity and prioritizes locations that are most likely to benefit from safety improvements.

Sites in the project area experience:



**3.5x**

higher crash rates than similar urban interstates in Oregon and

**RANK TOP**

**5-10%**

in the SPIS for crash rates, frequency and severity

**37%**

of the project area is categorized as a **priority in ODOT's Safety Priority Index System**

### SAFETY BENEFITS

The completed Project will yield the following safety benefits on I-5:



**50%**

reduction in crashes on I-5

- ▶ **30% reduction** in fatal crashes
- ▶ **27% reduction** in injury crashes
- ▶ **23% reduction** in property-damage-only crashes

### PLANNED I-5 IMPROVEMENTS

- ▶ **New auxiliary lanes:** About one-third of I-5 drivers will avoid merging into through-lanes to keep traffic flowing and reduce conflicts
- ▶ **Wider shoulders:** Space for emergency responders to reach crashes more quickly and for disabled vehicles to move out of the way of traffic
- ▶ **Increased seismic resiliency** to reduce vulnerability to earthquakes





# CONGESTION ON I-5 AT THE ROSE QUARTER

Portland has the **fourth worst congestion** and the **17<sup>th</sup> worst traffic** among 49 major metro areas nationally.



I-5 at the Broadway/Weidler interchange experiences some of the highest traffic volumes and congestion in Oregon:

**121,400**  
average annual  
daily trips

**12 hours**  
per day of  
congestion

**top traffic  
bottleneck**  
in Oregon

**27<sup>th</sup> worst freight  
bottleneck**  
in the nation



## COST OF CONGESTION

The annual cost of congestion:

**\$250 million**  
regionally

**38 hours**  
per driver

▶ Congestion affects the region's economy, resulting in reduced economic competitiveness because businesses are unable to reliably move their goods and services.



## FREIGHT MOVEMENT

**11,700**  
average trucks per day  
travel through the  
Rose Quarter corridor

**10%**  
of average daily traffic  
consists of trucks

**\$115 million**  
in commodities are  
transported through the Rose  
Quarter corridor per day

I-5 is the main north-south corridor for long-haul freight movement connecting to the transcontinental rail system, deep-water shipping and barge traffic on the Columbia River, the Ports of Vancouver and Portland, and most of the area's freight consolidation facilities and distribution terminals. Trucks are the main link in the system, connecting businesses throughout the state to the global marketplace and providing the "last mile" connection to inter-modal facilities.



## I-5 ROSE QUARTER IMPROVEMENT PROJECT CONGESTION AND FREIGHT BENEFITS

Operations (speed and travel time) on I-5 would improve in both the AM and PM commute periods.

▶ **2.5 million hours**  
of travel time saved by travelers on I-5 each year

Reductions in congestion and delays on I-5 would have beneficial effects on the regional economy by improving the movement of goods and people.

▶ Over the next thirty years, the estimated value of time saved as a result of decreased congestion and increased mobility of goods and services is over

**\$236 million**  
for auto passengers



**\$11.5 million**  
for truck drivers

◀ I-5 pm congestion just north of Broadway/Weidler interchange

### WANT TO LEARN MORE?

Scan the QR code or visit us at [i5rosequarter.org](http://i5rosequarter.org) for project updates!

