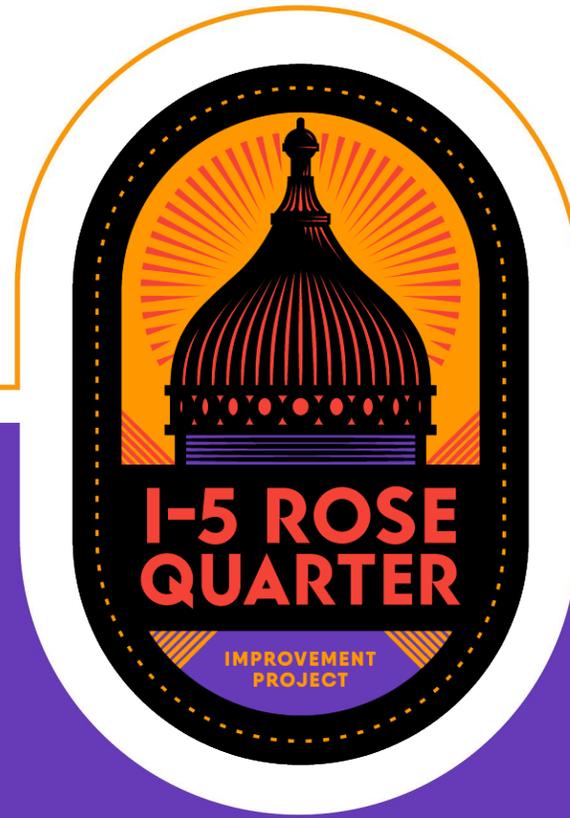


# HISTORIC ALBINA ADVISORY BOARD

## MEETING 21

*September 20, 2022*



# WELCOME!

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This meeting includes live captioning.



Please mute when you are not speaking.



When calling in by phone, mute your computer speakers to prevent feedback.



Experiencing technical difficulties? Call or text  
**503-479-8674.**

# AGENDA

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- ▶ Principles of Agreement
- ▶ Public Comments
- ▶ Project Updates
  - Director’s update
  - Community Oversight Advisory Committee update
- ▶ 2022 Public Poll
- ▶ Summer Design Survey Results
  - HAAB recommendations
- ▶ Next Steps

# 7 PRINCIPLES OF AGREEMENT

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1. Your voice matters
2. Be authentic and genuine
3. Listen for understanding
4. Deal with issues, not with people
5. Experience discomfort
6. Remain respectfully engaged
7. Expect & accept non-closure

# PUBLIC COMMENT

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- ▶ Focus comments on today's meeting topics
- ▶ Speakers have up to **2 minutes** to comment
- ▶ To provide more extensive comments reference **page 1** of your agenda

To provide comments

**Call:** 971-247-1195

**Meeting ID:** 869 3533 4143

**Passcode:** 445546

1. Dial **\*9** to raise your hand
2. After you are invited to speak, dial **\*6** to unmute



# PROJECT UPDATES



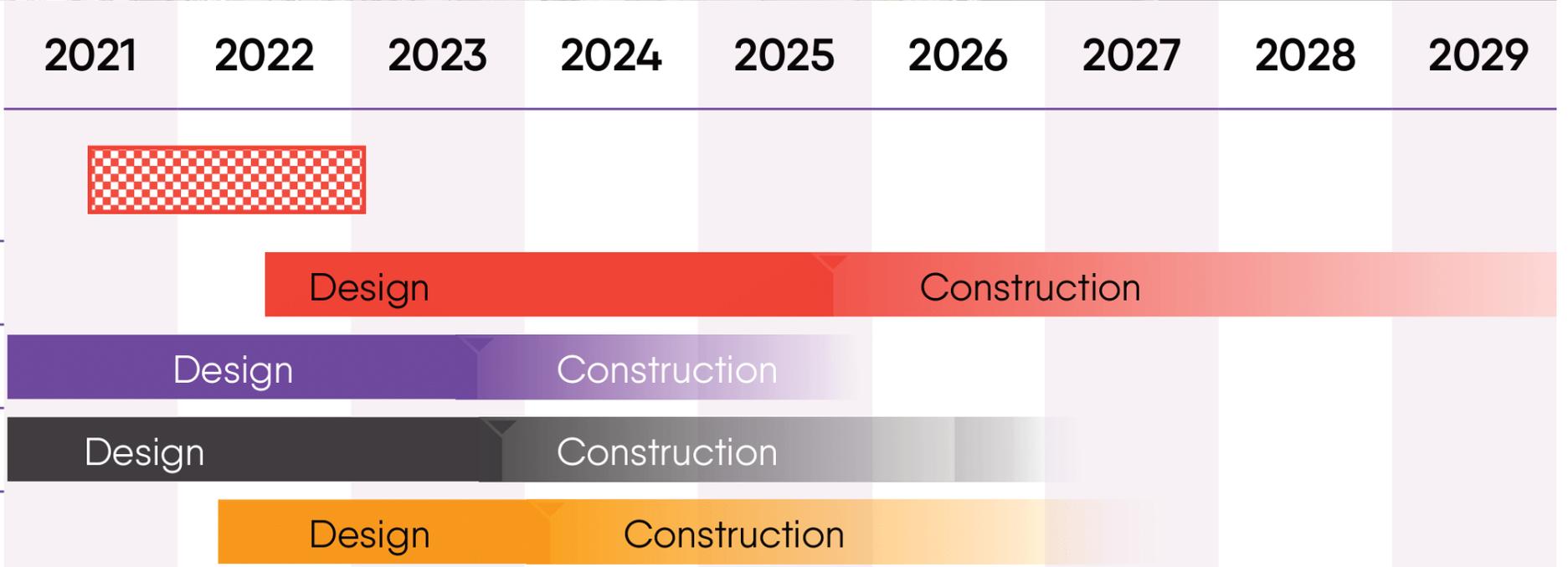
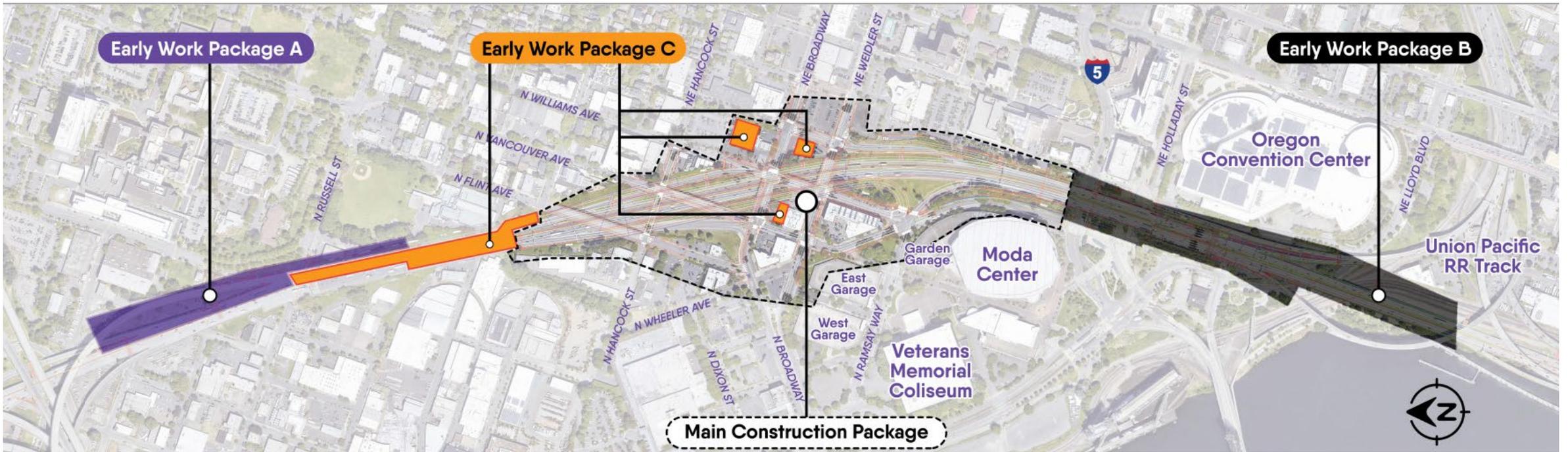
# DIRECTOR'S UPDATE

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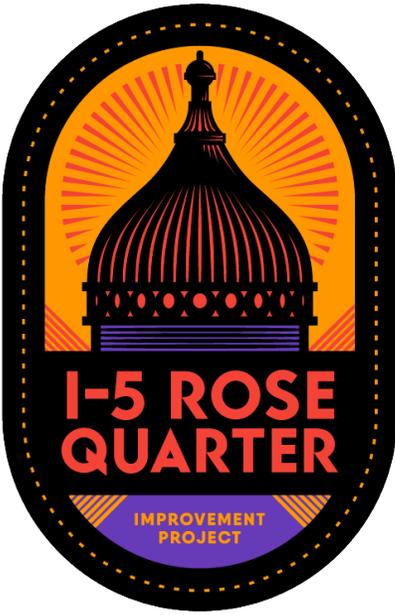
- ▶ Reconnecting Communities grant update
  - » HAAB Letter of Support
- ▶ Supplemental Environmental Assessment schedule update
- ▶ Early Work Package schedule update

# SUPPLEMENTAL ENVIRONMENTAL REVIEW

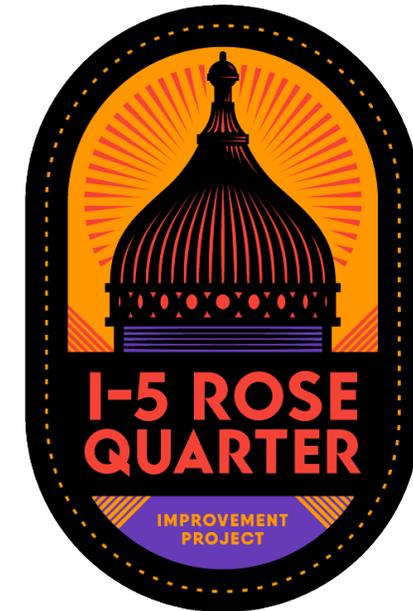




# QUESTIONS & ANSWERS



# COMMUNITY OVERSIGHT ADVISORY COMMITTEE (COAC) UPDATE

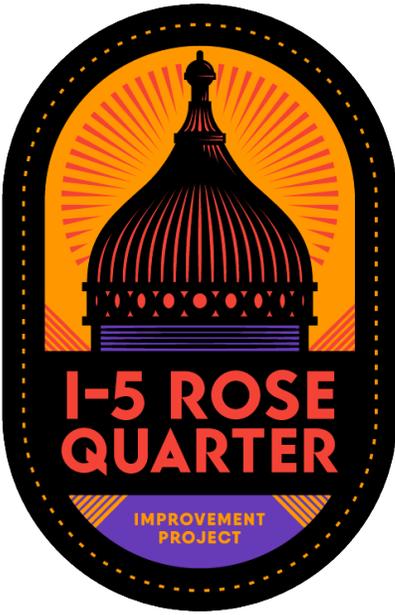


# COAC UPDATE

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- ▶ Early Work Packages A & B contract awards
- ▶ Creating job opportunities for Black community
- ▶ Growing Disadvantaged Business Enterprises
- ▶ Encouraging diverse stakeholder interactions

# QUESTIONS & ANSWERS





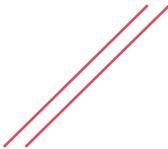
# 2022 PUBLIC POLL



# **PUBLIC ATTITUDES TOWARDS THE I-5 ROSE QUARTER IMPROVEMENT PROJECT**

**KEY FINDINGS FROM PUBLIC OPINION RESEARCH  
JUNE 2022**





# SURVEY METHODOLOGY

Strategies 360 conducted an online survey of **624 adults** in Multnomah, Washington, and Clackamas counties, Oregon.

Interviews were conducted **June 13–21, 2022**. The margin of error for a survey of **624** interviews is **±3.9%** at the 95% confidence level for each individual sample. The margin of error is higher for subsamples.

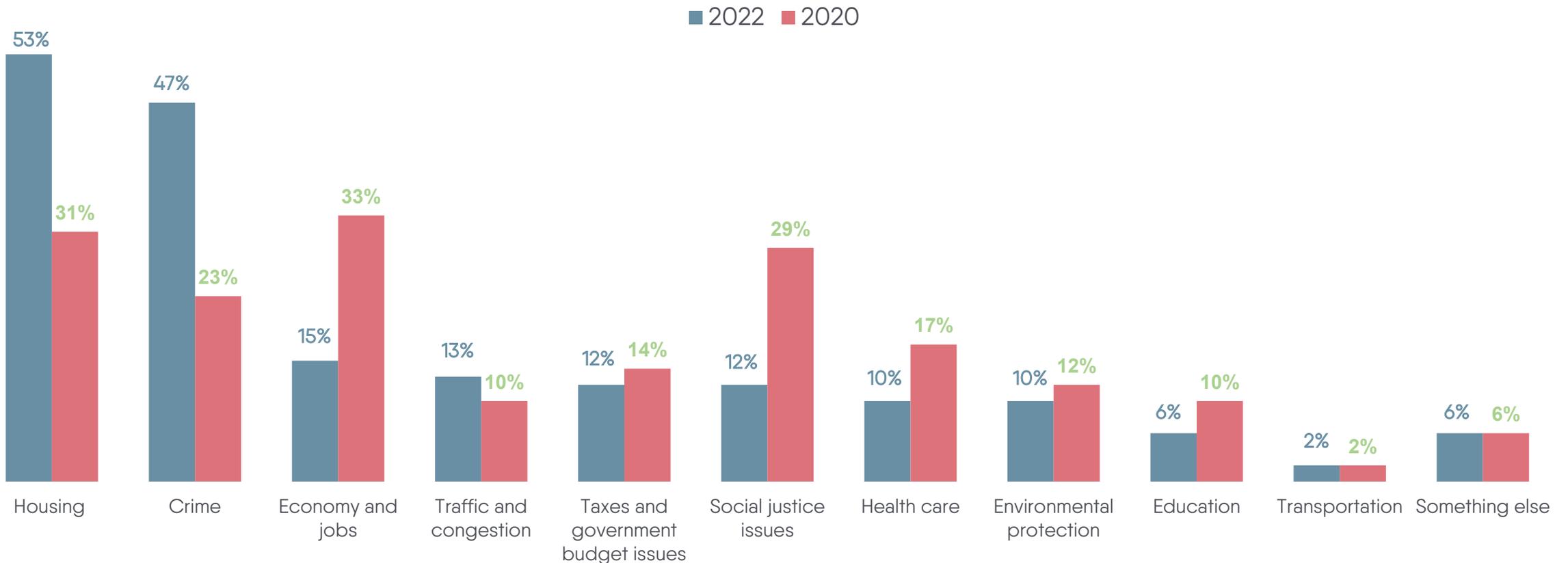
Other sources of error not accounted for by the stated statistical margin of error include, but are not limited to, question wording, question order, coverage bias, and response bias.



# LANDSCAPE

# HOUSING AND CRIME HAVE SURGED TO THE TOP, WHILE ECONOMIC AND SOCIAL JUSTICE ISSUES HAVE DECLINED IN RELATIVE IMPORTANCE

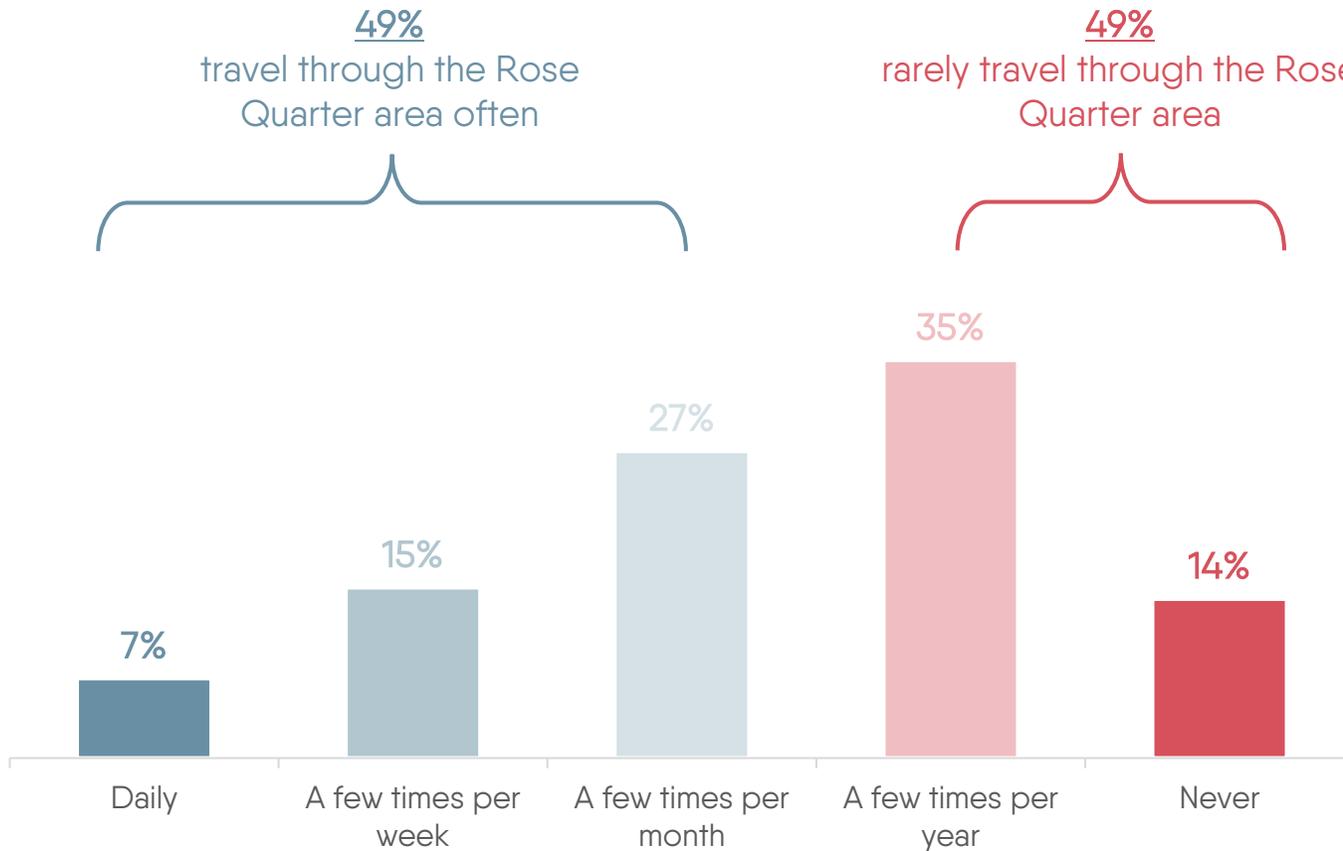
Top issues facing the Portland Metro Area\*



\*Besides responding to COVID-19, what else would you say are the most important issues facing the Portland metro area today? You may select up to two.

# ABOUT HALF OF ADULTS IN THE AREA ARE FREQUENT TRAVELERS THROUGH THE ROSE QUARTER, MOST TYPICALLY THOSE LIVING IN MULTNOMAH COUNTY, YOUNGER RESIDENTS, AND PEOPLE OF COLOR.

Travel frequency\*

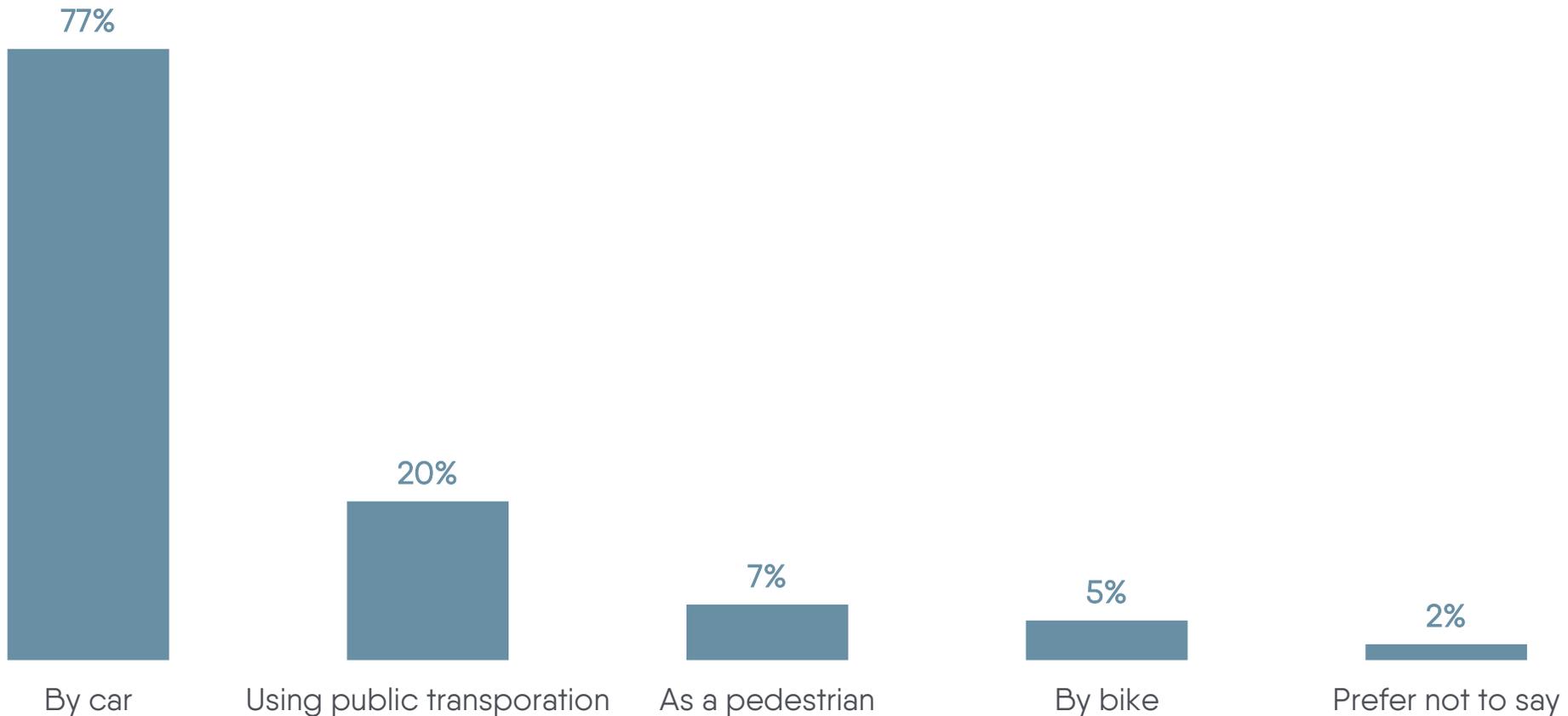


	Frequently	Rarely/Never
Total	49	49
<50	60	38
50+	37	61
White	48	52
POC	55	39
HHI <\$50K	45	52
HHI \$50-100K	50	50
HHI \$100K+	54	46
Multnomah	64	35
Washington	35	62
Clackamas	39	59
Base	54	46
Persuadable	43	53

\*How often do you drive, walk, bike, or use public transportation through the Rose Quarter area?

# MOST TRAVEL THROUGH THE AREA BY CAR, WHILE 1 IN 5 TEND TO USE PUBLIC TRANSPORTATION

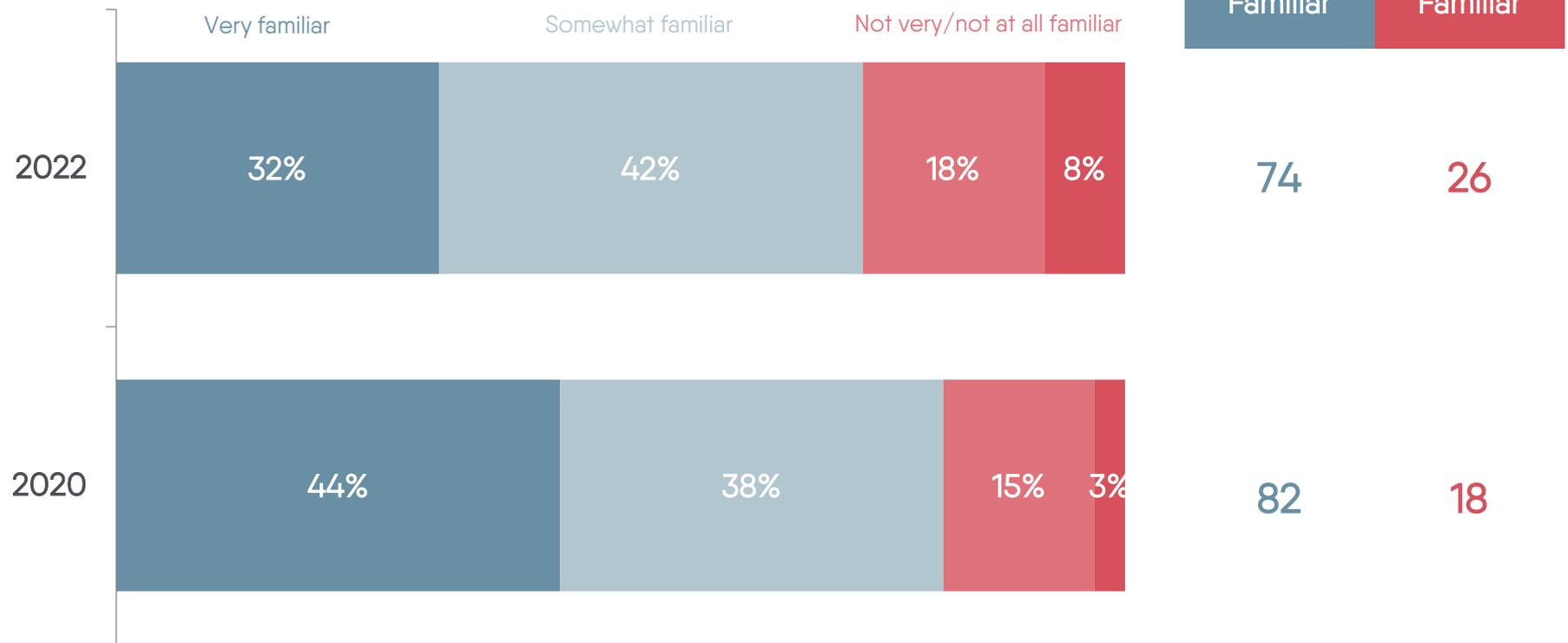
Rose Quarter travel method\*



# MOST ARE FAMILIAR WITH THE PROJECT AREA

## Familiarity with project area\*

Very familiar | Somewhat familiar | Not very familiar | Not at all familiar

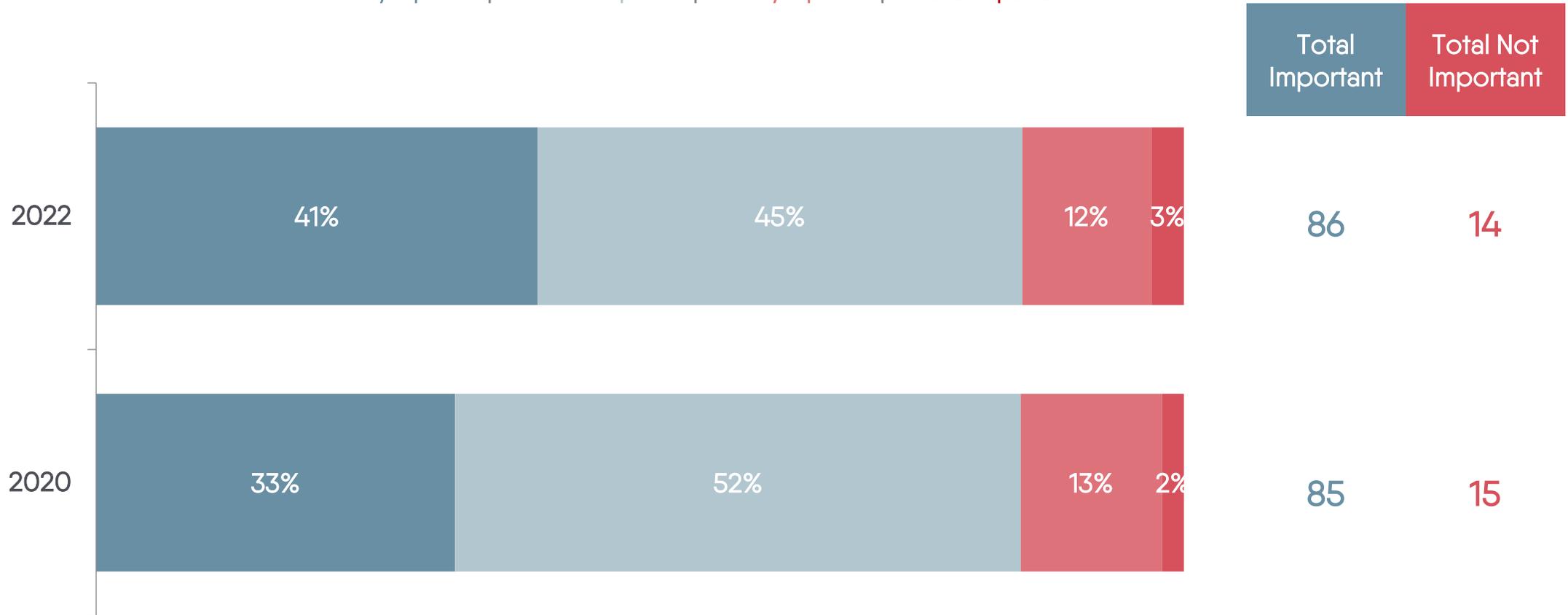


\*The dotted yellow line in the map below shows the I-5 Rose Quarter Improvement Project Area. How familiar, if at all, are you with this area?

# DESPITE FLUCTUATIONS IN FAMILIARITY, THE PERCEIVED IMPORTANCE OF A PROJECT TO ADDRESS TRAFFIC REMAINS STEADY, INCLUDING MORE PEOPLE WHO BELIEVE IT IS *VERY* IMPORTANT

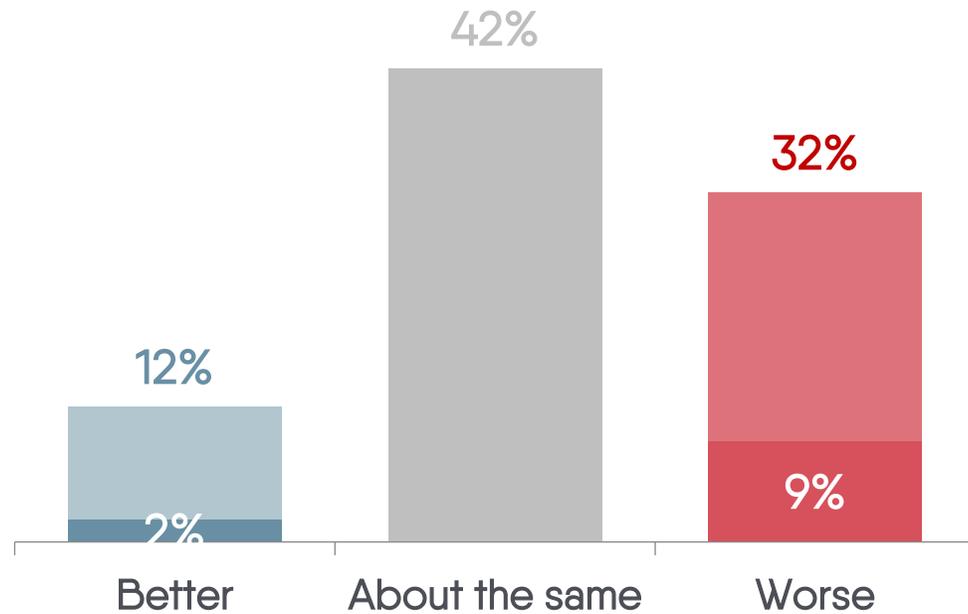
## Perceptions of project importance\*

Very important | Somewhat important | Not very important | Not at all important

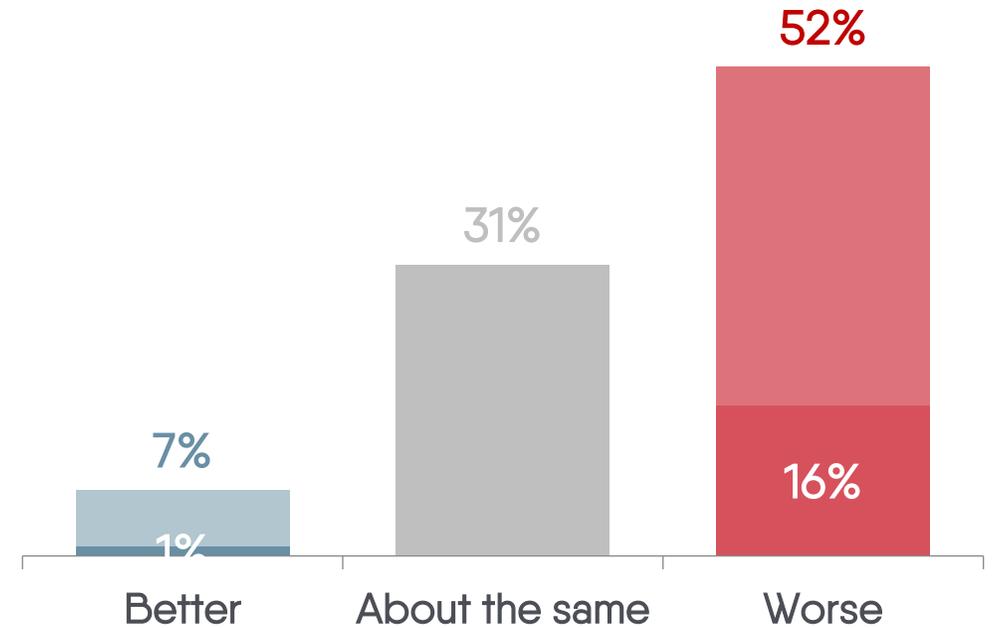


# NEARLY A THIRD SAY TRAFFIC HAS GOTTEN WORSE AND A MAJORITY BELIEVE IT WILL GET WORSE IN THE NEXT YEAR

Perceptions of traffic post-COVID\*



Traffic in the next year\*\*



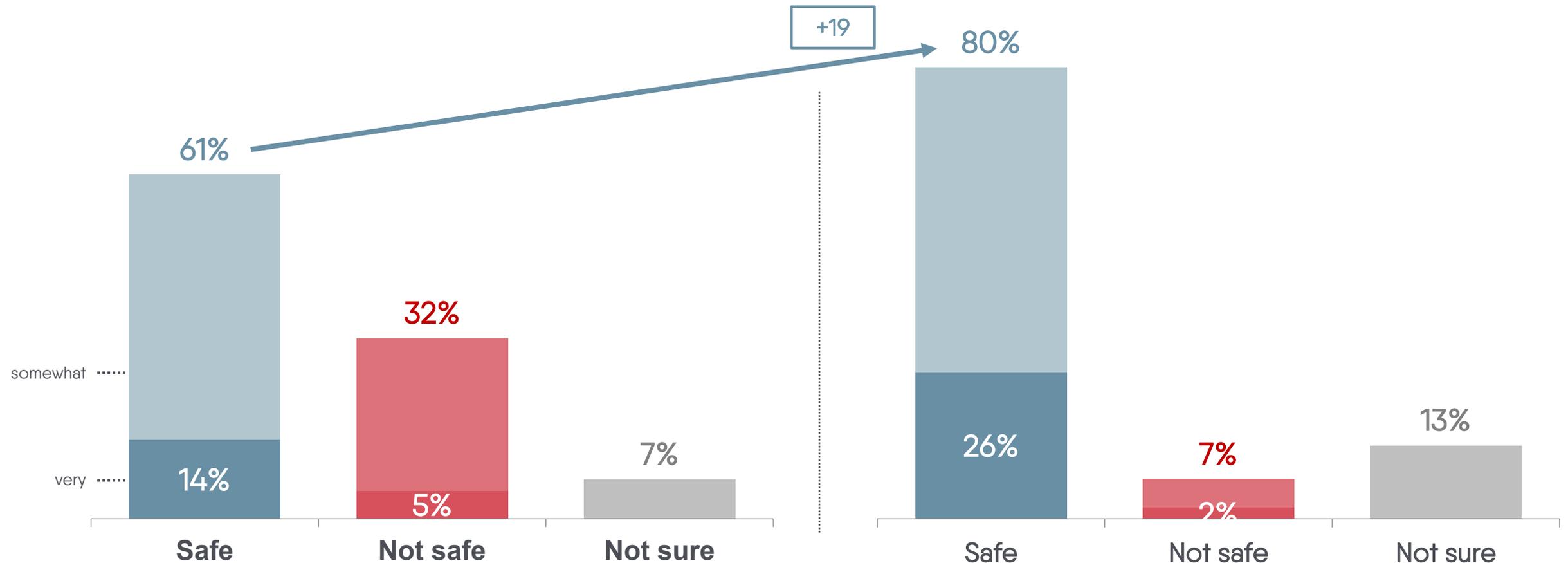
\*In your experience, is traffic in this area better, worse, or about the same now compared to before the COVID-19 pandemic?

\*\*Do you expect traffic in this area to get better or worse in the next year, or will it stay about the same?

# MOST FEEL AT LEAST SOMEWHAT SAFE DRIVING ON I-5 THROUGH THE ROSE QUARTER, THOUGH THE FEELING IS SOFT. AFTER LEARNING MORE ABOUT THE IMPROVEMENTS BEING MADE, 8 IN 10 SAY THEY WOULD FEEL SAFE DRIVING ON I-5 THROUGH THE ROSE QUARTER

Initial Perception of Safety\*

Informed Perception of Safety\*\*



\*In general, how safe do you feel when driving on I-5 to travel through the Rose Quarter area?

\*\*Here is more information about the proposed change to the I-5 through the Rose Quarter. Once these improvements are made, please indicate how safe you would feel when driving on I-5 to travel through the Rose Quarter area?

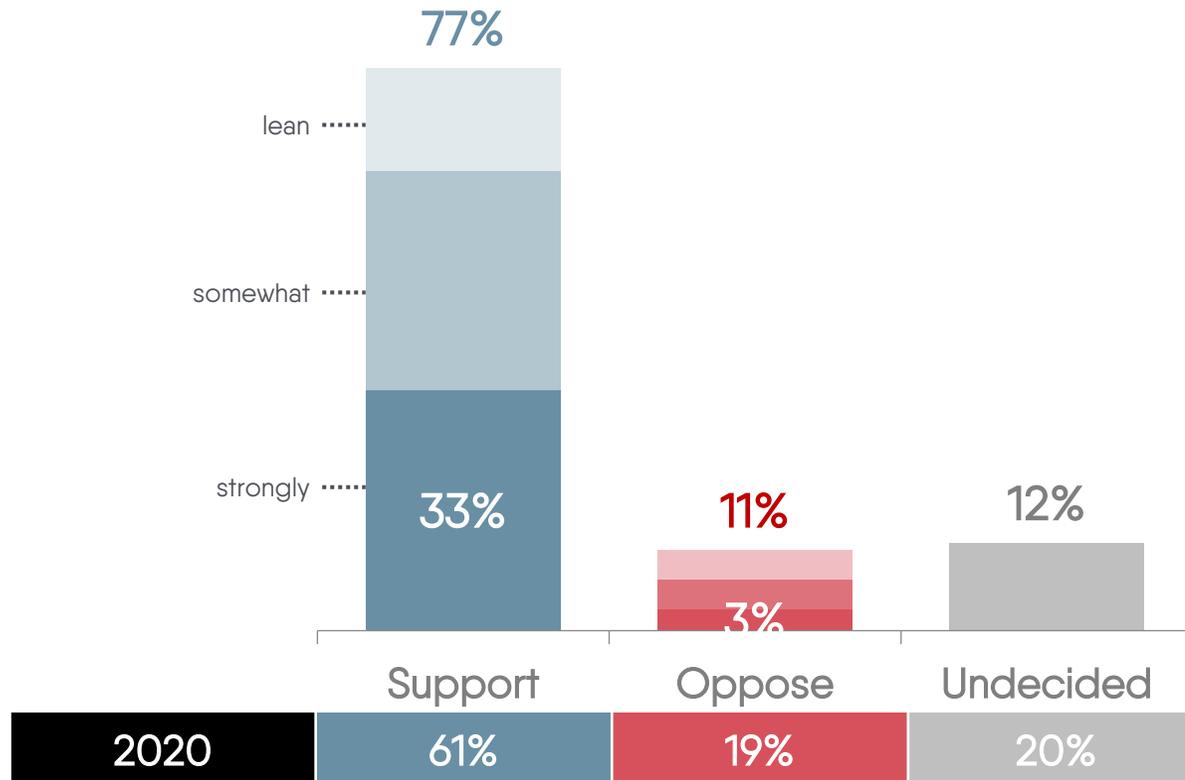


# SUPPORT FOR THE ROSE QUARTER PROJECT

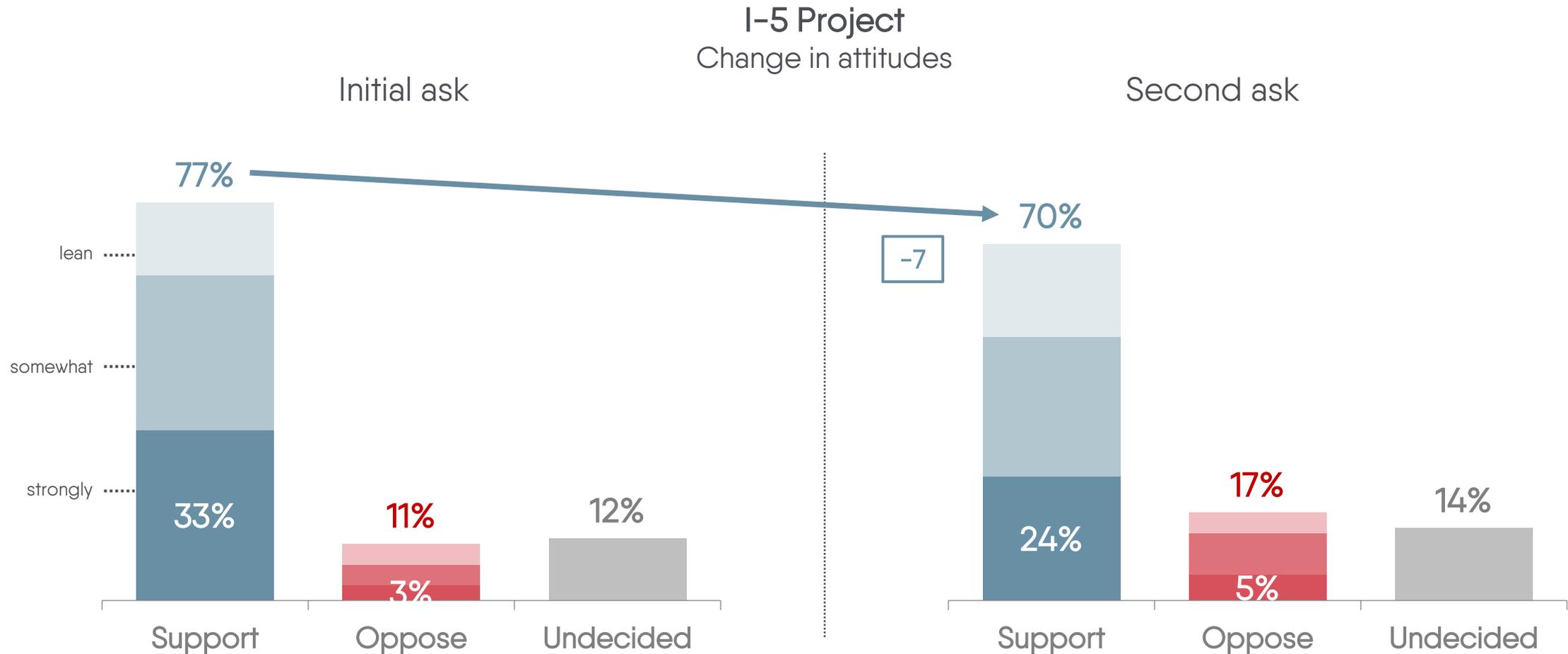
# INITIAL SUPPORT FOR THE PROJECT IS HIGH, AT 77%

## Initial Support for Rose Quarter Improvement Project

This would be a project to address traffic congestion and safety on I-5 in the Rose Quarter in Portland along a 1.8 mile stretch between I-84 and I-405. This is the State's top bottleneck and has the highest crash rate of any interstate within Oregon. The project adds new ramp-to-ramp lanes (also known as auxiliary lanes that connect one entrance ramp to the next exit ramp) and adds full shoulders to I-5 to improve traffic flow and reduce frequent crashes. This project will improve local streets and build new and wider sidewalks, offering greater visibility, protection and access to people walking, rolling and biking through the Rose Quarter area. It also will create connections across I-5 for people driving, biking, and walking, including a new highway cover with new land on top of I-5 for buildings up 3 stories, with an option for up to 6 stories for additional cost.



# AFTER HEARING FROM SUPPORTERS AND OPPONENTS OF THE PROJECT, SUPPORT DIPS BY 7 POINTS



**\*Supporters say** this will reduce congestion, making travel safer, more efficient, and decreasing stop and go traffic at Oregon's top bottleneck, where average speeds have dropped to below 45 miles per hour. Furthermore, the daily economic impact of delayed vehicles on regional freeways in the Portland area in 2019 was \$1.2 million. Adding auxiliary lanes to give drivers more time and space to merge and adding full shoulders for disabled vehicles and emergency responders is expected to reduce frequent crashes by up to 50% and make travel on I-5 more reliable, saving drivers nearly 2.5 million hours of travel time per year. Additionally, this project creates new connections across I-5, including a buildable highway cover that creates new land for neighborhood street connections and redevelopment opportunities. The project also maximizes contracting opportunities for small businesses owned by socially and economically disadvantaged individuals through the Disadvantaged Business Enterprise program, and will support wealth generation in the Black community. Drivers and community members will both benefit from the improved traffic flow and increased safety, connection, and business.

**Opponents say** this will increase demand and bring more cars to the area increasing greenhouse gas emissions and worsening air quality in the area. Forty percent of Oregon's carbon emissions come from transportation, and we can't meet our reduction goals without making it easier to get around without an automobile. Freeways are also massively expensive, and rob our city, region and state of the funding necessary to build better bus lanes, fix up potholed roads, and invest in more dangerous sections of highways that frequently harm and kill Oregonians biking, walking and driving. ODOT should first implement tolls or congestion price tolling on the Rose Quarter section of I-5, and invest in more frequent, reliable transit, to fix the congestion problem.

Now that you have heard from both sides, please indicate if you would generally support or oppose this project?

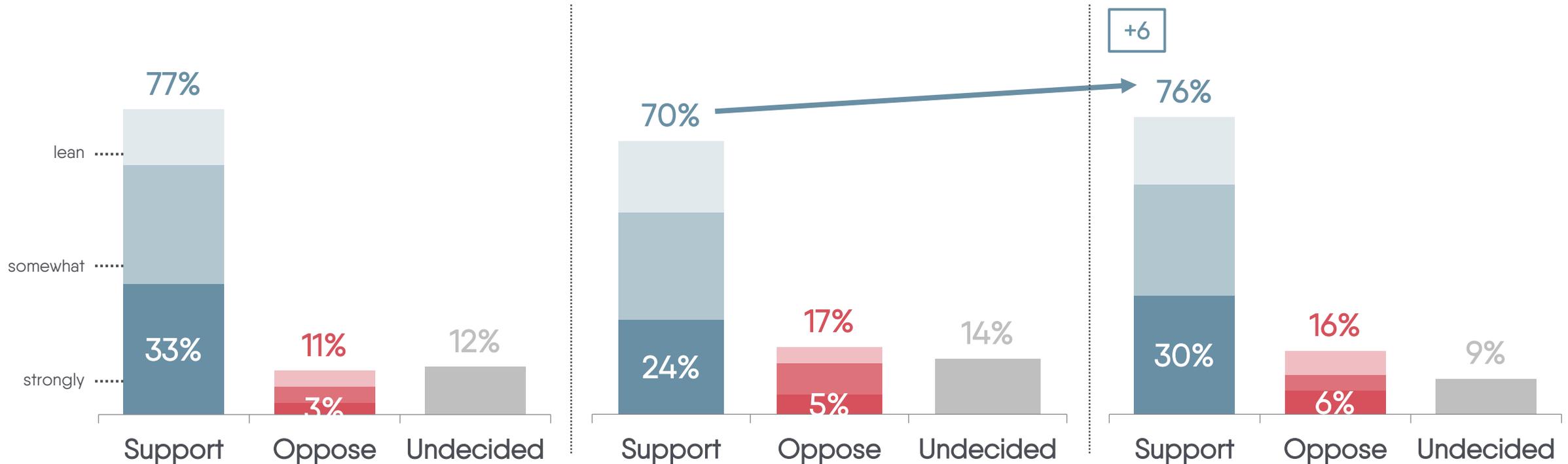
# SUPPORT FOR THE PROJECT REGAINS LOST GROUND AFTER RESIDENTS LEARN MORE ABOUT THE SPECIFIC COMPONENTS AND GOALS

## I-5 Project Change in attitudes

Initial ask

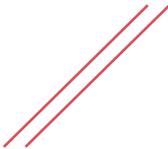
Second ask

Final ask





# PROJECT COMPONENTS



## RESPONDENTS WERE GIVEN INFORMATION ABOUT SPECIFIC ITEMS THAT MAY BE PART OF THE I-5 PROJECT

**[SHOULDERS]** Building full shoulders along I-5 for disabled vehicles to move out of traffic and for emergency responder use.

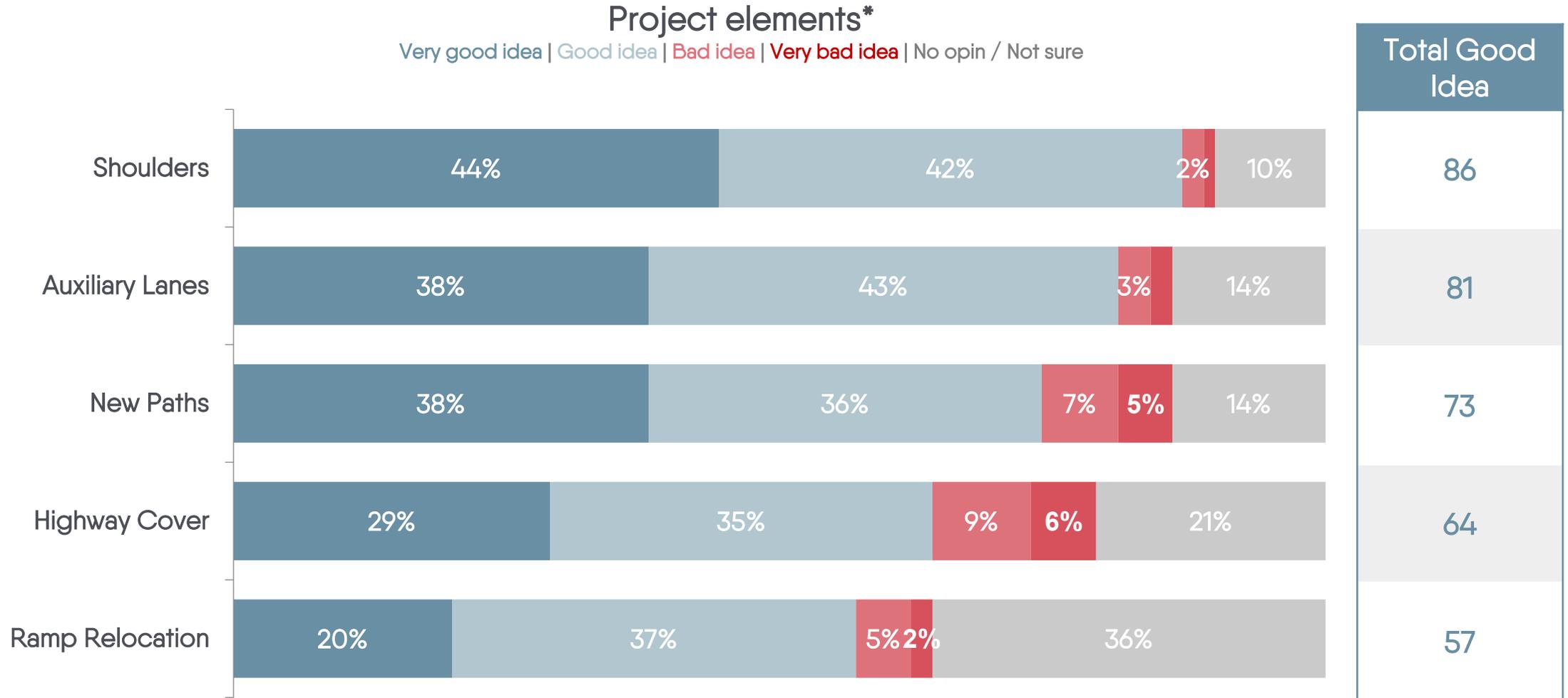
**[AUXILIARY LANES]** Building new ramp-to-ramp lanes, also called auxiliary lanes, to allow drivers to enter and exit the highway without merging through traffic.

**[NEW PATHS]** Creating new pedestrian and bike facilities around the Broadway/Weidler interchange, including wider sidewalks and upgraded bike lanes.

**[HIGHWAY COVER]** Building a cover over I-5 to provide space for additional roads and sidewalks, separated bike lanes, and new buildable land for community spaces.

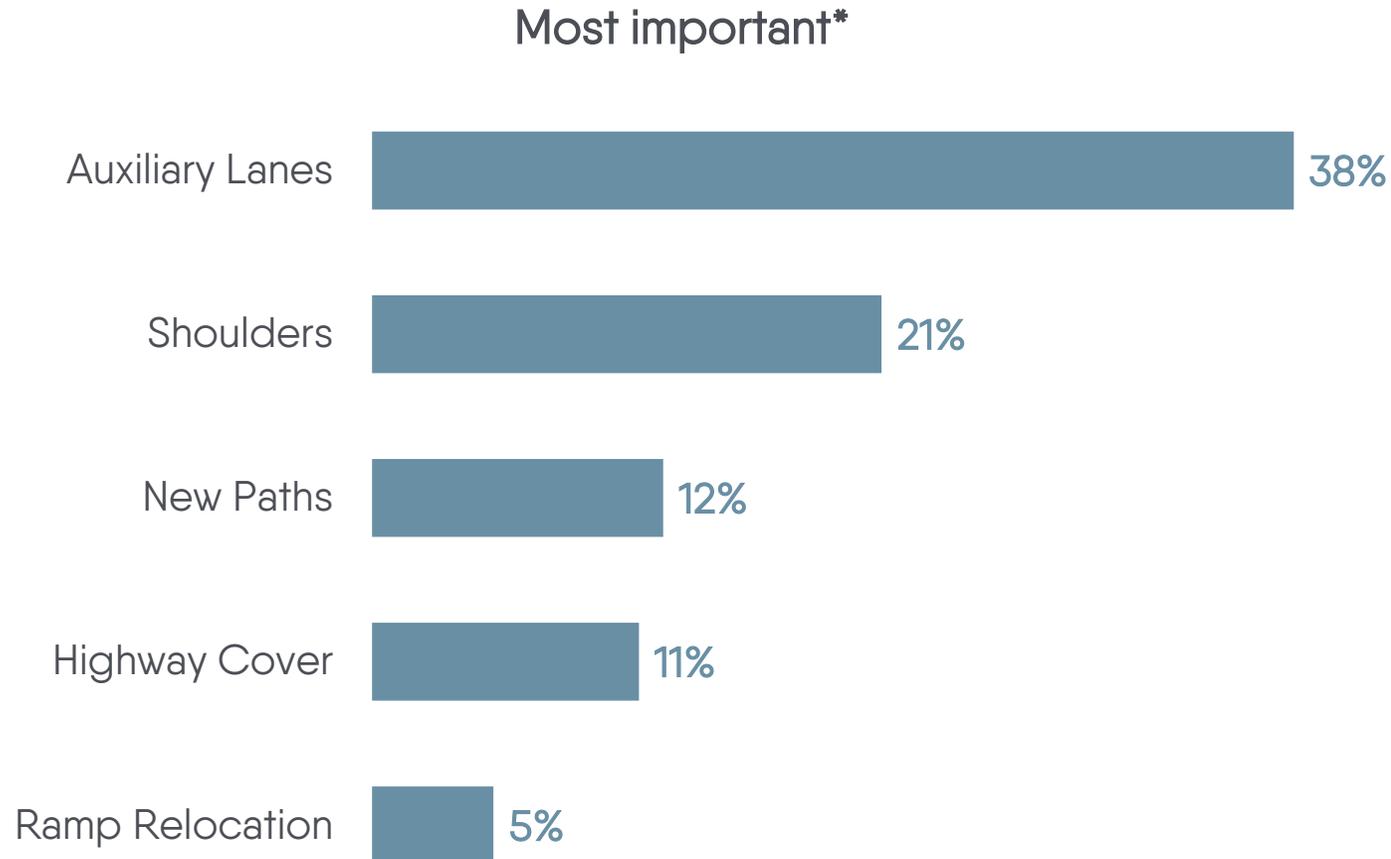
**[RAMP RELOCATION]** Relocating the I-5 southbound on-ramp from NE Broadway to NE Wheeler Avenue, which will concentrate the I-5 southbound ramps south of the Broadway and Weidler corridors.

# SPECIFIC PROJECT COMPONENTS ALL PERFORM WELL - SHOULDERS AND AUXILIARY LANES ARE THE MOST POPULAR



\*Here is a list of specific items that may be a part of the I-5 Project. Regardless of how you feel about the Project, please indicate whether you believe that each one is a very good idea, a good idea, a bad idea, or a very bad idea.

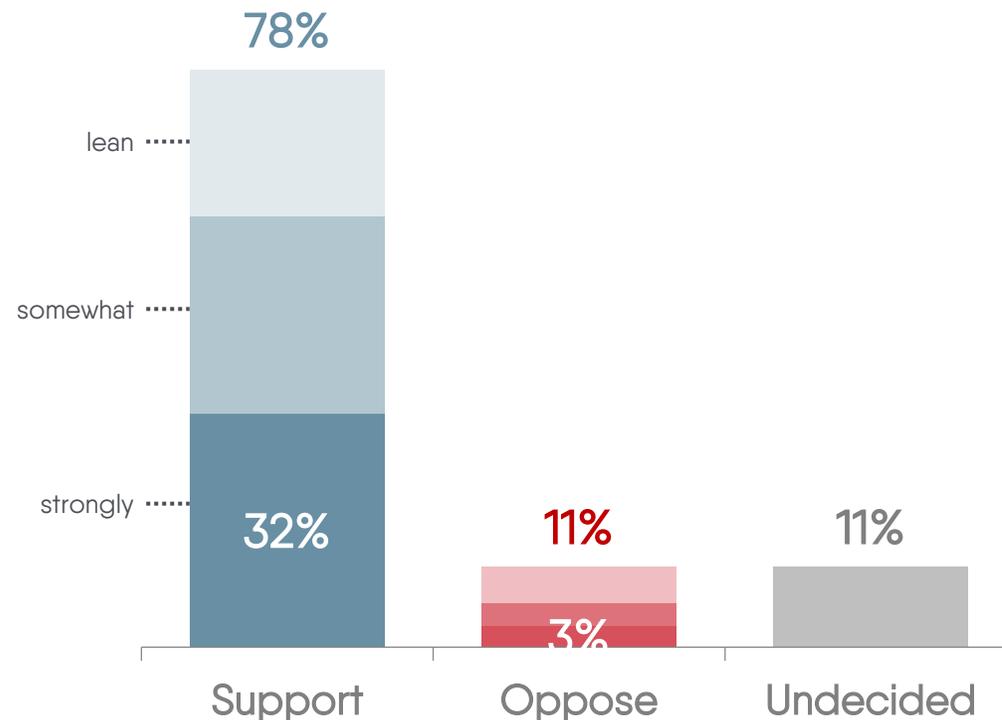
# WHEN ASKED TO CHOOSE THE TOP PROJECT COMPONENT, AUXILIARY LANES EDGE AHEAD OF WIDENING SHOULDERS



# SUPPORT IMPROVES AFTER LEARNING MORE DETAIL ABOUT A POPULAR COMPONENT OF THE PROJECT

## Auxiliary Lanes Impact\*

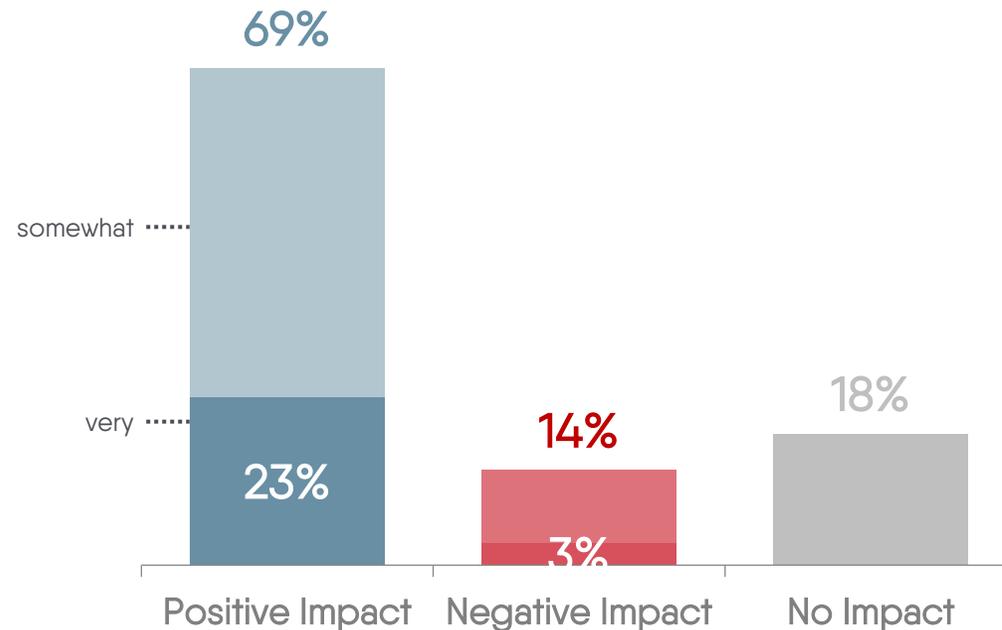
Let's focus on another specific part of the I-5 Rose Quarter Improvement Project – the auxiliary lanes. As a reminder, auxiliary lanes are new ramp-to-ramp lanes that connect highway on and off ramps so drivers can enter and exit the highway without merging into through traffic. The dense urban environment of the I-5 Rose Quarter Improvement Project area makes it costly and impractical to widen by adding more through-lanes. The Oregon Department of Transportation knows Portland can't build its way out of congestion. As Portland's population grows, road-use will grow as well. Auxiliary lanes are a cost-effective solution that creates better traffic flow with minimum use of additional land. The auxiliary lanes can be built on land primarily owned by ODOT.



# AFTER LEARNING ABOUT THE HIGHWAY COVER, MORE THAN 2 IN 3 BELIEVE IT WILL HAVE A POSITIVE IMPACT ON THE SURROUNDING COMMUNITY

## Highway Cover Impact\*

Let's focus more on one specific part of the I-5 Rose Quarter Improvement Project – the highway cover. Highway covers are concrete and steel platforms that span over the street that lies below it (in this case, I-5). Highway covers create more usable area around the streets where there is no land today. A highway cover re-connects the surrounding street grid that was broken up by the initial construction of the highway, providing developable space for buildings and creating a more continuous neighborhood. It creates opportunity for community activity spaces.



\*Based on this information and what you may already know, how do you believe that a highway cover will impact the communities surrounding the I-5 Rose Quarter Project, will it have a...?



# PROJECT GOALS



# RESPONDENTS WERE SHOWN 7 SHORT STATEMENTS ABOUT THE GOALS OF THE I-5 ROSE QUARTER IMPROVEMENT PROJECT

**[MOBILITY FOCUSED]** Improve safety, manage congestion, improve travel time reliability, provide multiple transportation options, and connect communities and job centers across the region.

**[TRANSPARENCY]** Make decisions in an open and inclusive way that meets communities where they are. Bring together diverse backgrounds and expertise to provide input and ensure the Project addresses current and future transportation needs.

**[GREENHOUSE GAS EMISSIONS]** Transportation emissions are Oregon's largest single source of greenhouse gas emissions. The Rose Quarter Improvement Project is one part of a statewide plan to reduce greenhouse gas emissions and toxins that are harmful to the environment and health of the surrounding communities by improving traffic flow and reliability on the highway and increasing transportation options for bicyclists and pedestrians.

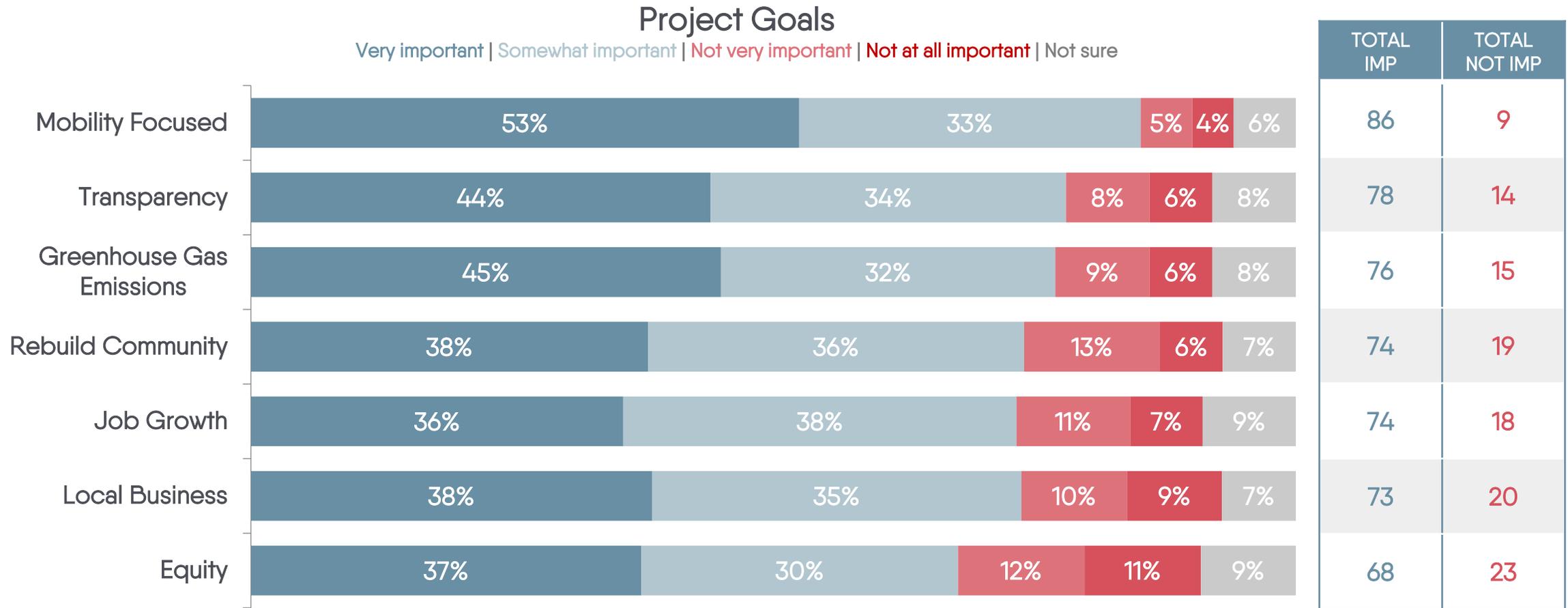
**[REBUILD COMMUNITY]** Rebuild and strengthen a sense of community in the Historic Albina and Rose Quarter areas, supporting local businesses to grow and thrive and encouraging former residents to return to the area.

**[JOB GROWTH]** Expand new job opportunities for disadvantaged business enterprises and a diverse workforce, through an estimated \$250 million in contracting opportunities.

**[LOCAL BUSINESS]** Support local businesses and those looking for work by investing in development opportunities that prioritize Black-owned businesses and create employment opportunities.

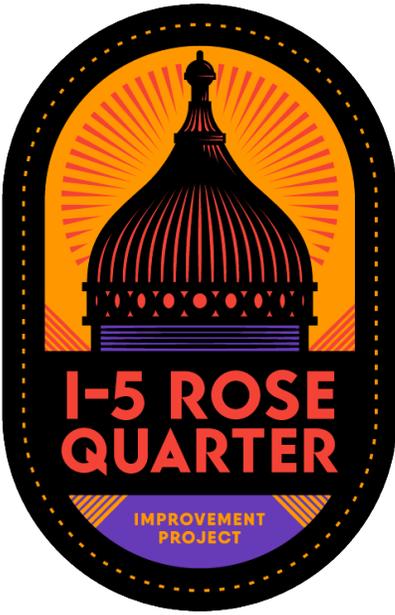
**[EQUITY]** Acknowledge current and historic harm done to Portland's Black community by centering the project on Black voices and working collaboratively with the Historic Albina Advisory Board and other partners to create a rejuvenated and reconnected neighborhood.

# EACH GOAL IS WELL-RECEIVED, BUT MOBILITY IS THE MOST IMPORTANT, FOLLOWED BY TRANSPARENCY AND REDUCING GREENHOUSE GAS EMISSIONS



\*Here are a few short statements about the goals for the I-5 Rose Quarter Improvement Project. After you read each one, please indicate how important that goal is in your opinion.

# QUESTIONS & ANSWERS





# SUMMER DESIGN SURVEY RESULTS



# RESULTS AND RECOMMENDATIONS

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- ▶ Summary of summer design survey results
- ▶ Design decisions for the HAAB

# NEXT STEPS

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## ▶ Fall/Winter 2022

- » Submit Reconnecting Communities grant
- » Hold Supplemental EA public comment period
- » Update Diversity & Subcontracting Plan

## ▶ Spring 2023

- » Decision document anticipated from Federal Highway Administration

## ▶ Mid-2023

- » Finalize early work package design

# THANK YOU!

Website: [www.i5rosequarter.org](http://www.i5rosequarter.org)

Email: [i5rosequarter@odot.oregon.gov](mailto:i5rosequarter@odot.oregon.gov)

Phone: 503-470-3127

