



Appendix D. Figure Descriptions

Appendix D. Figure Descriptions

This appendix includes written descriptions of all figures included in this Technical Report. If needed, additional figure interpretation is available from the ODOT Senior Environmental Project Manager at (503) 731-4804.

Figure Number	Figure Title	Figure Description
1	Project Area	<p>Figure 1 shows the Project Area. The Project Area includes a 1.7-mile segment of Interstate 5 (I-5), beginning north of Interstate 405 (I-405) at milepost 303.2, extending south to the Burnside Bridge just south of Interstate 84 (I-84) at milepost 301.5. The Project Area also includes the interchange of I-5 and N Broadway and NE Weidler Street (Broadway/Weidler interchange) and the surrounding transportation network, from approximately NNE Hancock Street to the north, N Benton Avenue to the west, NNE Multnomah Street to the south, and NE 2nd Avenue to the east. Figure 1 also shows the Willamette River to the west of the Project Area and the following four bridges (from north to south): Fremont Bridge, Broadway Bridge, Steel Bridge, and Burnside Bridge. The Project Area includes segments of both I-5 and I-84.</p>
2	Auxiliary Lane/Shoulder Improvements	<p>Figure 2 shows the locations of the proposed auxiliary lanes and shoulder improvements on I-5. One new northbound (NB) auxiliary lane would be added to connect the I-84 westbound on-ramp to the N Greeley off-ramp. A new southbound (SB) auxiliary lane would extend the existing auxiliary lane that enters I-5 SB from the N Greeley on-ramp. The extent of proposed auxiliary lanes and shoulder improvements begin near where I-5 crosses over N Russell and extends south to I-84. Figure 2 also shows the Project Area.</p>
3	I-5 Auxiliary (Ramp-to-Ramp) Lanes – Existing Conditions and Proposed Improvements	<p>Figure 3 shows the existing and proposed auxiliary lane configurations from the N Greeley on-ramp extending south to the SB Morrison Bridge off-ramp. Existing conditions are shown on the left and proposed improvements are shown on the right. Existing SB conditions include two SB lanes and three on-ramps (listed from north to south): N Greeley, I-405/N Fremont, and N Wheeler and three off-ramps (listed from north to south): N Broadway, I-84, and Morrison Bridge. There are existing auxiliary lanes between the N Greeley on-ramp extending to just south of the N Broadway off-ramp, the I-405/N Fremont on-ramp and N Broadway off-ramp, and N Wheeler on-ramp and I-84 off-ramp. Existing NB conditions include two NB lanes and two on-ramps (listed from south to north): I-84 and N Broadway and two off-ramps (listed from south to north): N Weidler, I-405/N Fremont, and N Greeley. There are existing auxiliary lanes between the I-84 on-ramp and N Weidler off-ramp and between the N Broadway on-ramp and I-405/N Fremont off-ramp.</p> <p>For proposed improvements, the on-ramps and off-ramps are the same as those shown for existing conditions, and all existing auxiliary lanes remain. There is one new SB proposed auxiliary lane that results in a continuous auxiliary lane from the N Greeley on-ramp extending south to the Morrison Bridge off-ramp. There is one NB proposed auxiliary lane that results in a continuous auxiliary lane from the I-84 on-ramp north to the N Greeley off-ramp. Two additional proposed NB auxiliary lane segments also extend the existing auxiliary lane between the I-84 on-ramp and N Weidler off-ramp.</p>

Figure Number	Figure Title	Figure Description
4	I-5 Cross Section (N/NE Weidler Overcrossing) – Existing Conditions and Proposed Improvements	Figure 4 shows a cross section comparison of existing and proposed conditions of I-5 south of the N/NE Weidler overcrossing within the Broadway/Weidler interchange area. Existing conditions are shown on the top and are the same for NB and SB traffic and include an inside and outside shoulder of varying width and two 12-foot lanes. Proposed lane configuration is shown below the existing conditions and is the same for NB and SB traffic and include an inside and outside shoulder, two through lanes, and one auxiliary lane. All shoulders and lanes are 12 feet wide.
5	Broadway/Weidler/Williams and Vancouver/Hancock Highway Covers	Figure 5 shows a rendering of the Broadway/Weidler/Williams and Vancouver/Hancock highway covers. The Broadway/Weidler/Williams cover appears as a green space that spans east-west across I-5, extending from immediately south of N/NE Weidler to immediately north of N/NE Broadway. The entire block between N/NE Weidler, NE Victoria, N/NE Broadway, and N Williams is all shown as a green space covering I-5. The Vancouver/Hancock cover is located farther to the north and appears as a smaller green space extending northwest and southeast from N Vancouver at its intersection with N/NE Hancock. Proposed bike lanes are also shown along N/NE Weidler, N Williams, N Vancouver, N/NE Broadway, and N/NE Hancock.
6	Broadway/Weidler Interchange Area Improvements	Figure 6 shows locations of improvements to the Broadway/Weidler interchange between I-5, the interchange, and the local street network. Improvements are labeled with letters A through H. The Broadway/Weidler/Williams cover spans east-west across I-5, extending from immediately south of N/NE Weidler to immediately north of N/NE Broadway. The Vancouver/Hancock cover is located farther to the north and appears as a smaller green space extending northwest and southeast from N Vancouver at its intersection with N/NE Hancock. Both covers are indicated by the letter “A.” Letter “B” is located near the bottom of the figure and shows how the I-5 SB on-ramp would be relocated by having it begin one block farther north at N/NE Weidler instead of N Ramsay Way, where the existing ramp begins. Letter “C” located near the middle of the figure shows the segment of N Williams between N Ramsay and N Weidler that would be closed to private motor vehicles. Letter “D” located near the middle of the figure shows the location of where traffic flow on N Williams between N/NE Weidler and N/NE Broadway would be converted to a reverse traffic flow two-way street with a 36-foot-wide median. Letter “E” shows the location of the proposed Hancock-Dixon crossing that extends from the intersection of N Dixon and N Wheeler east to N Williams and N/NE Hancock. Letter “G” indicates the location where N Flint would be removed beginning at N Tillamook and extending south to N Broadway. Letter “H” shows the location of the proposed Clackamas bicycle and pedestrian bridge, located south of N/NE Weidler to connect NE Clackamas with N Williams. The Project Area boundary and proposed auxiliary lanes and shoulders are also shown on the figure.
7	Conceptual Illustration of Proposed N Williams Multi-Use Path and Revised Traffic Flow	Figure 7 shows a rendering of the proposed N Williams multi-use path and reverse traffic flow. The foreground in the bottom half of the rendering shows the multi-use path as an extension of the sidewalk to the west (left) of N Williams. The top half of the rendering shows two SB traffic lanes to the east (right) of the multi-use path/median and two NB traffic lanes to the west (left) of the multi-use path/median. The Broadway/Weidler/Williams cover is shown as green space to the east (right) of N Williams SB traffic lanes.
8	Clackamas Bicycle and Pedestrian Crossing	Figure 8 shows a rendering of the Clackamas bicycle and pedestrian crossing. The crossing is shown as a curved elevated path crossing I-5, connecting NE Clackamas on the east side of I-5 to N Williams on the west side of I-5. Green bicycle lanes are also shown on either side of N Williams, located just west of I-5.

Figure Number	Figure Title	Figure Description
9	Land Use Area of Potential Impact	<p>Figure 9 shows the Project Area and Land Use Area of Potential Impact (API). The Project Area encompasses a 1.7-mile segment of I-5, beginning north of I-405 at milepost 303.2, extending south to the Burnside Bridge just south of I-84 at milepost 301.5. The Land Use API follows the Project Area boundary at the northern end until the Fremont Bridge, at which point the API follows the Fremont Bridge west to the east bank of the Willamette River and then follows the bank of the river south to the southern terminus of the Project Area at the Burnside Bridge. On the eastern side, the Land Use API follows N/NE Stanton east to NE 7th Ave and follows NE 7th south to I-84 where it veers west and meets the Project Area boundary. At that point, the Land Use API follows the Project Area boundary to its southern terminus. Figure 9 also shows the Willamette River to the west of the Project Area and API and the following four bridges (from north to south): Fremont Bridge, Broadway Bridge, Steel Bridge, and Burnside Bridge. The Project Area includes segments of both I-5 and I-84.</p>
10	Existing Land Use	<p>Figure 10 shows existing land use near I-5, bounded by I-405 to the north and I-84 to the south. The area west of I-5 from I-405 south to N Broadway is primarily industrial with a few blocks of commercial land use located just south of I-405 and just north of N Broadway. Between N Weidler and I-84, land uses are primarily public, associated with Veterans Memorial Coliseum and the Moda Center, with some industrial uses along the Willamette River. On the east side of I-5, land uses are more variable, with some public land uses associated with Legacy Emanuel Hospital and Harriet Tubman Middle School and two parks located between approximately N/NE Morris and N/NE Thompson and the Oregon Convention Center located farther south near I-84. East I-5 between approximately I-405 and NE Hancock is a mix of commercial, multifamily, and single family residential, with a few parcels of undeveloped areas. East of I-5, but farther south, land use is primarily commercial, with some multifamily residential land uses scattered throughout. On the west side of the Willamette River, land uses are primarily commercial with some multifamily and park uses.</p>

Figure Number	Figure Title	Figure Description
11	Comprehensive Plan Designations	<p>Figure 11 shows City of Portland Comprehensive Plan designations, the Central City 2035 Plan Area, and City of Portland Transportation System Street Plan Classifications near I-5, bounded by I-405 to the north and I-84 to the south. The figure extent includes area south of N/NE Morris to the Burnside Bridge and the eastern bank of the Willamette River extending east to NE 9th.</p> <p>The Central City 2035 Plan Area includes area east of I-5 between I-405 and N/NE Schuyler and all areas within the figure extent that are south of N/NE Schuyler.</p> <p>The following City of Portland Transportation System Plan Street Classifications are shown: I-5, I-405, and I-84 are shown as “Urban Throughway”; N/NE Broadway, NE Martin Luther King Jr. Boulevard, and NE Grand are shown as “Main Civic”; N Interstate, N Thunderbird, and N Weidler on the east side of the Willamette and NW Naito on the west side of the Willamette are shown as “Corridors – Civic”; N/NE Holladay, NE Lloyd, and NE 9th on the east side of the Willamette River and NW Everett on the west side of the Willamette River are shown as “Corridors – District/Neighborhood”; N Russell, N Williams (north of NE Russell), NE Multnomah, NE 7th, and NE Couch (west of NE 6th) are shown as “Main – District/Neighborhood”; and N Vancouver (north of N Broadway) and N Williams (north of N Russell) are shown as “Corridors – Community.”</p> <p>The following City of Portland Comprehensive Plan designations are shown. West of I-5, from the northern extent of the figure south to approximately N Broadway, is primarily “Industrial Sanctuary” with some areas of “Central Employment” and “Central Commercial”; east of I-5 south of N Broadway is primarily “Central Commercial” with some areas of “Open Space” and “Industrial Sanctuary.” East of I-5 from the northern figure extent south to NE Schuyler is variable with designations including “Industrial Campus”; “Open Space”; “Urban Commercial”; “Mixed Use – Urban Center”; “Multi-Dwelling 1,000, 2,000, and 5,000”; “High Density Residential”; “Central Residential”; and “Mixed Use Dispersed.” South of NE Schuyler to I-84 is almost entirely “Central Commercial,” and south of I-84 is “Industrial Sanctuary” and “Mixed Use – Urban Center.”</p>
12	Land Converted to Transportation Use	<p>Figure 12 shows land to be converted to transportation use by the Project overlaid with existing land uses near I-5, bounded by I-405 to the north and I-84 to the south. A thin portion of land along the western edge of the Harriet Tubman Middle School property would be converted from public/semi-public land use to transportation land use. Northwest of the N Broadway off-ramp, parcels of commercial, multifamily, and industrial land uses would be converted to transportation use. Immediately west of I-5 between N Broadway and N Weidler, two areas of commercial land use and one undeveloped area would be converted to transportation land use. Just east of I-5 between N/NE Broadway and N/NE Weidler, two parcels would be converted from commercial land use to transportation land use. Just east of I-5 and south of N/NE Weidler, a thin portion of commercial land use and undeveloped area would be converted to transportation land use. A triangular parcel north of N Ramsay Way and east of N Center Court would be converted from public/semi-public land use to transportation land use. One rectangular area just east of I-5 and northwest of NE Clackamas as well as a thin sliver of land east of I-5 extending south past NE Wasco Street would be converted from commercial land use to transportation land use.</p>