SUPPLEMENTAL TECHNICAL REPORT ERRATA

Date: November 9, 2022
Project: ODOT, K19071 I-5: Rose Quarter Improvement Project

NO	SUPPLEMENTAL TECHNICAL REPORT	SECTION	PAGE	CHANGE
1	Active Transportation	6.2.1	23	The relocation of the I-5 southbound offramp at the intersection of NE Wheeler Avenue/N Ramsay Way/N Williams Avenue (formerly NE Wheeler) & N Vancouver Avenue under the Revised Build Alternative would increase the length and complexity of crossings and reduce safety for northbound cyclists and pedestrians on N Williams Avenue south of N/NE Weidler Street compared to the Build and No-Build Alternatives. See the transportation Safety Technical Report for analysis of safety information.
2	Transit	6.2.3	27	Additionally, the increased building capacity on the cover under the Revised Build Alternative has potential to produce new transit generators (housing and potentially transit-oriented development) that could increase transit ridership in the API compared to the Build and No-Build Alternatives. The Project assumes that buildings up to three stories could be accommodated throughout the buildable area of the highway cover and buildings up to six stories could be accommodated where span lengths are shorter than 80 feet, with strict design constraints.
3	Transit	3.0	13	The 2018 City of Portland Transportation System Plan (TSP) evaluated in the 2019 Transit Technical Report was updated in March of 2020 (City of Portland 2020). There are ~~three~~ two additional projects in the updated TSP within

NO	SUPPLEMENTAL TECHNICAL REPORT	SECTION	PAGE	CHANGE
				the Project API that were not reported in the 2019 Transit Technical Report: • Project 40131 - Alternatives analysis, public outreach, planning, design, engineering, and construction for future streetcar extension from Central City to Hollywood Town Center via either Sandy Blvd or Broadway/Weidler. • Project 40130 - Public outreach, planning, design, engineering, and construction for future streetcar extension from Lloyd District to NE Portland. • ~~Project 20196 - Adjust streetcar track alignment, reconfigure lanes, and modify signals to reduce bus and streetcar delay due to freeway on-ramp queue at NE Grand & I-84.~~
4	Transit	5.3	20	Footnote: [2] Route 4-Division/Fessenden no longer ~~travels~~ traveled to Gresham in 2019 so cannot be compared directly to 2017 ridership. Ridership loss shown reflects this change in route.
5	Transit	6.2.1	22	The construction of the Revised Build Alternative would still require the temporary removal and reconstruction of all existing I-5 overcrossings in the Project Area and various short-term shutdowns and interruptions of the Rose Quarter Transit Center. As the design has progressed, more is understood about the need for shutdowns due utility impacts. These shutdown needs do not differentiate between build alternatives.
6	Transit	3.0	14	The 2018 Metro RTP includes the following projects related to transit in the API, ~~both of~~ which are on the financially constrained project list: • Project 11102 - Extend streetcar along NE Broadway/Weidler corridor to Hollywood Town Center.

NO	SUPPLEMENTAL TECHNICAL REPORT	SECTION	PAGE	CHANGE
				• Project 10921 - Address transit bottleneck at the Steel Bridge and Rose Quarter. • Project 11833 - Inner North Portland Enhanced Transit Corridors to improve bus speed and reliability for bus lines 4 and 44 (this project is also in the City of Portland TSP).
7	Traffic	4.3.2	18	Synchro software was used to supplement Vissim modeling to report the intersection v/c ratio, delay and LOS as measurements of performance. Synchro is a deterministic analysis and signal optimization tool that uses the general characteristics of an intersection to evaluate how it would operate based on the HCM methodologies. Ramp terminal intersection v/c ratios are used to compare to the OHP traffic mobility targets for the 2045 No-Build Alternative and to compare to the Highway Design Manual (HDM) design standards for the 2045 Revised Build Alternative. The intersections not associated with the highway ramp terminals are subject to City of Portland standards of LOS D for signalized intersections and LOS E for unsignalized intersections (City of Portland n.d.). As part of the adoption of the Central City 2035 Plan, the Central City which includes the intersections in this table has been designated as a Multimodal Mixed-Use Area (MMA). This designation provides flexibility for determining significant effects of land use actions, by lifting mobility standards requirements at ODOT facilities. Transportation standards such safety and multimodal access still apply.
8	Traffic	6.2.1	23	The complete closure of N Williams Avenue during construction of the new highway cover and the relocation the southbound exit ramp on N Williams Avenue would have a greater impact on transit, bicyclists, pedestrians and vehicles traveling on this section of N Williams Avenue. Construction impacts on N Russell St, NE

NO	SUPPLEMENTAL TECHNICAL REPORT	SECTION	PAGE	CHANGE
				Multnomah St, and NE Lloyd Blvd are the same as those described in the 2019 Traffic Report.
9	Traffic	6.2.2.2	30	It should be noted that there are limitations with modeling separate bike and pedestrian only phases in Synchro, and that the analysis does not consider surrounding congestion or the full impacts of signal progression and queue spillback between intersections. Vissim analysis results below considered effects of queuing and congestion of adjacent intersections. No mitigation is proposed as the design is prioritizing pedestrian access and safety. By providing a protected pedestrian phase, westbound and northbound approaches would have reduced green times and delays are anticipated. City has also indicated that this section falls within the MMA designation and therefore pedestrian safety and access would be prioritized over mobility standards.
10	All	2.4	Varies	As part of the Project, ODOT anticipates programming interim uses on the highway cover for the time period between Project completion and when the City-led development process would be implemented. Upon Project completion, the added surface space created by the highway cover over I-5 could provide an opportunity for new and modern bicycle facilities, transit stops, making the area more connected, walkable and bike friendly.
11	Land Use	5.0	11	The additional Project Area shown on Figure 2 is nearly all within public right of way; however, the Project Area labeled as area B, located at 1225 N Thunderbird Way, is a new potential construction staging site located on a private parcel currently paved as a surface parking lot, with no vertical development or buildings.
12	Land Use	6.4.2	22	The Revised Build Alternative includes a new potential staging site southwest of the Memorial Coliseum at 1225 N Thunderbird Way (See area B on Figure 2) that is also designated

NO	SUPPLEMENTAL TECHNICAL REPORT	SECTION	PAGE	CHANGE
				with the River Overlay Zone, River General, as well as a Design Overlay.
13	Right of Way	6.2.2	26	~~As an interim measure, ODOT would provide xxx facilities on the highway cover with the completion of construction.~~ This interim cover use would be maintained by ODOT until the future development is initiated under the Community Framework Agreement.
14	Traffic Analysis	4.3.2	18	Add after paragraph 3. As part of the adoption of the Central City 2035 Plan, the Central City which includes the 13 intersections analyzed in this report has been designated as a Multimodal Mixed-Use Area (MMA). This designation provides flexibility for determining significant effects of land use actions, by lifting mobility standards requirements at ODOT facilities. Transportation standards such safety and multimodal access still apply.
15	Traffic Analysis	6.2.1	23	Add at the end of Paragraph 1: Construction impacts on N Russell Street, NE Multnomah Street and NE Lloyd Boulevard are the same as those described in 2019 Traffic Report.
16	Traffic Analysis	6.2.2.2	30	Add to second paragraph: No mitigation is proposed as the design is prioritizing pedestrian access and safety. By providing a protected pedestrian phase, northbound approach would have reduced green time and vehicle delays are anticipated. City has also indicated that this section falls within the MMA designation and therefore pedestrian safety and access would be prioritized over mobility standards.
17	Traffic Analysis	6.2.2.1	26	Add after first paragraph: The inside shoulder width is reduced in the Revised Build alternative in segments between I-84 and I-405 when compared to the Build Alternative with the median lateral clearance on I-5 under the Revised Build Alternative varying from 4 feet to 8 feet. Freeway capacity calculations were performed using HCM methodologies. According to the "HCM 7th Edition: A Guide for

NO	SUPPLEMENTAL TECHNICAL REPORT	SECTION	PAGE	CHANGE
				Multimodal Mobility Analysis," median clearances of 2 feet or more on the left side of the travel lanes generally have little impact on traffic. Therefore, no adjustments to reflect the reduced left-side lateral clearance from the left travel lane edge are available in the analysis. As a result, the freeway mainline capacity was assumed to be the same with the proposed median shoulder width under the Revised Build Alternative.
18	Climate Change	6.2.1	24	Table 8 presents the estimated 2045 annual operational emissions of the Revised Build Alternative in comparison to the No-Build Alternative and existing conditions. The future condition (2045) under the No-Build Alternative and the Revised Build Alternative would have lower operational GHG emissions by approximately 20 percent and 19 percent relative to the existing conditions (2017). The difference between the annual GHG emissions in 2045 under the Revised Build and No-Build alternatives is small and within the level of variability of modeling results.