DECISION _
Rose Quarter

Objective:

Widen to 3 lanes from Fremont Bridge to I-84 interchange. Modify ramps between Broadway/Weidler and I-84 (both north and south bound) to eleminate congested weaving section.

Summary of Results:

Traffic

- ~~Improves AM and PM peak period Portland-Vancouver travel times by 4-8 percent for autos and trucks.~~
- ~~Reduces study area vehicle-hours of delay by 15 percent for trucks and for all vehicles~~.
- Ramp improvements reduce problem weave and merge sections, reducing conflict points and improving traffic safety.
- Traffic flow within Rose Quarter segment of I-5 would be significantly improved (compared to a No-Build condition).
- I-5 south of the Rose Quarter (from I-84 to Morrison Street) would not be improved, and would be over capacity due to congestion related to ramp traffic and weaving. Travel demands on the Banfield freeway (I-84) would also continue to be over capacity.
- No significant changes in traffic volumes on the Fremont Bridge or on local arterials.
- ~~Widening to three lanes shifts traffic from local streets to the freeway (see table below):~~

~~Projected Change in Arterial Traffic Volumes with Rose Quarter I-5 Improvements~~		
	~~AM Peak~~	~~PM Peak~~
~~NE Broadway (at Interstate Ave.)~~	~~-3%~~	~~-6%~~
~~NE Broadway/Weidler (east of Grand)~~	~~-10%~~	~~-3%~~
~~MLK/Grand (at Broadway)~~	~~-18%~~	~~-16%~~
~~Steel Bridge~~	~~-26%~~	~~-20%~~

Environmental and Land Use

- As developed for this conceptual analysis, Rose Quarter freeway improvements would displace 6 businesses.
- As developed in concept, I-5 improvements would impact City of Portland's desire to create high density pedestrian-oriented development adjacent to the existing freeway. This redevelopment strategy is intended to mitigate the current visual impacts of the freeway.

Construction Cost (2001 $): $+- 300 million