

Appendix A. Figure Descriptions

Appendix A. 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	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.
2	Auxiliary Lane/ Shoulder Improvements	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 (WB) on-ramp to the N Greeley Avenue 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 Street and extends south to I-84. Figure 2 also shows the Project Area.
3	I-5 Auxiliary (Ramp-to- Ramp) Lanes – Existing Conditions and Proposed Improvements	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 Street, 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. 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.

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 Avenue, 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 Avenue 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 Street and N Wheeler east to N Williams and N/NE Hancock. Letter “G” indicates the location where N Flint Avenue would be removed beginning at N Tillamook Street 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 Street 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	Transportation Area of Potential Impact	Figure 9 shows the Project Area boundary (as shown in Figure 1) and the Area of Potential Impact (API) boundary for the active transportation study. The API includes the entire Project Area and an additional portion of N Broadway on the west. The Project Area extends west on N Broadway to N Benton. The API extends west on N Broadway to N Larrabee Avenue, which is west of N Benton.
10	Study Intersections	Figure 10 shows the API boundary from N Page Street in the north to NE Oregon Street in the south and the 13 study intersections. Ten intersections are on NNE Weidler and NNE Broadway spanning from the N Broadway and N Larrabee intersection in the west to the NE Broadway and NE Weidler intersections with NE 2nd in the east. Two intersections are on NNE Hancock at N Williams and N Vancouver. The N Vancouver and N Hancock intersection only exists for the Build Alternative. One intersection is south of NNE Weidler at N Wheeler/N Williams/N Ramsay Way.
11	Pedestrian Network Classifications – North	<p>Figure 11 shows a map of the Pedestrian area in the northern part of the Project Area. This is bounded in the north by the I-405 interchange and NE Morris Street, on the east by NE Martin Luther King Jr. Boulevard and NE Grand Avenue, on the south by NE Wasco Street and the southern Broadway Bridge approach, and on the west by the portion of the Willamette River Greenway Trail just northwest of the southern Broadway Bridge approach and the portion of N Interstate Avenue that is north of N Russell.</p> <p>Streets classified as Major City Walkways include N Interstate, N Russell from N Interstate to I-5, the Vancouver/Williams couplet, NE Martin Luther King Jr. and NE Grand, the Broadway/Weidler couplet (including N Broadway between N Ross Avenue and the Broadway Bridge), a planned Eastbank Esplanade extension north of the Broadway Bridge, the Willamette Greenway Trail, and NW Naito Parkway.</p> <p>Streets classified as City Walkways include (from west to east) N Mississippi Avenue, N Kerby Avenue, N Flint, N Russell from N Ross to NE Martin Luther King Jr., N Larrabee east of N Broadway, and N Ramsay.</p> <p>Streets classified as Neighborhood Walkways are east of N Vancouver and include (north to south) NNE Morris, NNE Knott Street, NNE Tillamook, NNE Hancock, NE Rodney Avenue, NE 2nd, NE Clackamas, and NE Wasco.</p> <p>Most of the remaining streets are classified as Local Streets except for the west-east streets between N Williams and NE Martin Luther King Jr.</p>

Figure Number	Figure Title	Figure Description
12	Pedestrian Network Classifications – South	<p>Figure 12 shows a map of the Pedestrian area in the southern part of the Project Area. This is bounded on the north by NE Schuyler Street, on the east by NE 9th Avenue, on the south by W/E Burnside Street, and on the west by SW 3rd Avenue.</p> <p>On this map, streets classified as Major City Walkways include (north to south) N/NE Broadway, N/NE Weidler, N Interstate, N Vancouver, N Williams (including the former NE Wheeler), NE Martin Luther King Jr., NE Grand, NE Multnomah, NE Holladay Street, NE Oregon west of NE 7th, the Steel Bridge, NE Lloyd Boulevard, NW Glisan Street, NW Flanders Street, NE Everett Street, NW 1st Avenue, NW Naito, W/E Burnside, and NE Couch Street.</p> <p>Trails classified as Major City Walkways include (from west to east) the Willamette River Greenway Trail, the Waterfront Park Trail, the Eastbank Esplanade and a planned northern extension, and a planned Sullivan’s Gulch trail roughly parallel to NE Lloyd.</p> <p>Streets classified as City Walkways include (north to south) NE Flint, N Larrabee east of N Broadway, N Ramsay, NE Halsey Street, NE Oregon east of NE 7th, NW 3rd, and NW 2nd.</p> <p>Streets classified as Neighborhood Walkways include (north to south) NE 2nd (to NE Wasco to NE 3rd), NE Clackamas, NW Glisan, NW Davis Street, NW Couch, and SW Ankeny Street.</p> <p>The remaining surface streets shown are classified as Local Streets.</p>
13	Existing Pedestrian Facilities – North	<p>Figure 13 shows pedestrian facilities (or the lack thereof) on streets within the northern portion of the transportation API (bounded on the south by NE Wasco). All streets within the API have sidewalks on both sides except for the following locations (north to south): N Commercial Avenue lacks sidewalks on the northeast side just west of Lillis Albina City Park; N Wheeler lacks sidewalks on the northeast side from N Wheeler Place to just south of its intersection with N Dixon; and N Williams (formerly NE Wheeler) from N Ramsay to NE Multnomah lacks sidewalks on the east side.</p>
14	Existing Pedestrian Facilities – South	<p>Figure 14 shows pedestrian facilities (or the lack thereof) on streets within the southern portion of the transportation API (bounded on the north by NE Schuyler). All streets within the API have sidewalks on both sides except for the following locations (north to south): N Wheeler on either side of its intersection with N Dixon lacks sidewalks on the north side; N Williams (formerly NE Wheeler) from N Ramsay to NE Multnomah lacks sidewalks on the east side; N Williams (formerly NE Wheeler) just north of NE Lloyd lacks sidewalks on the west side; NE Lloyd between NE Oregon and NE 1st lacks sidewalks on the east side, except for a short distance directly north of the NE Lloyd/NE 1st intersection; for NE 1st between NE Lloyd and NE Oregon, the southern two-thirds of the west side lacks sidewalks; south of I-84, NE 3rd between NE Davis and NE Everett, NE Everett between NE 3rd and NE 2nd, and NE 2nd between NE Davis and NE Everett all lack sidewalks; and at the intersection of NE Grand and NE Everett, east of NE Grand, the north side of NE Everett lacks sidewalks for half a block.</p>

Figure Number	Figure Title	Figure Description
15	Marked Crossing Spacing Analysis – North	<p>Figure 15 shows streets in the area bounded in the north by the I-405 interchange and NE Morris, on the east by NE Martin Luther King Jr. and NE Grand, on the south by NE Wasco and the southern Broadway Bridge approach, and on the west by the portion of N Interstate north of N Russell.</p> <p>On this map, the following streets are shown as meeting the City's crossing standards (north to south): N Kerby between N Graham and N Stanton; N Vancouver and N Williams between N Graham Street and N Morris; N Russell between N Interstate and N Ross; N Mississippi between N Interstate and N Russell; N Interstate between N Albina Avenue and N Mississippi; N Russell between N Flint and N Williams; N Williams between NE Tillamook and NE Russell, N/NE Broadway; N/NE Weidler; N Williams and N Wheeler between N/NE Broadway and N Ramsay; N Ramsay; N Larrabee east of N Broadway; NE Grand south of NE Broadway; NE Martin Luther King Jr. north of NE Morris, between NE Russell and NE Graham, either side of NE Tillamook, and south of NE Broadway; and NE Halsey east of NE Martin Luther King Jr.</p> <p>Additionally, the following streets are shown as not meeting the City's crossing standards (north to south): N Interstate; N Mississippi; N Kerby; N Russell between N Ross and N Flint and between N Williams and NE Martin Luther King Jr.; N Flint; N Vancouver except for a portion near Dawson Park and the intersection with N Russell; N Williams except for the portions between N/NE Russell and N/NE Tillamook and between N/NE Broadway and N Ramsay; NE Martin Luther King Jr. except for between NE Russell and NE Graham and south of NE Broadway; NE Grand north of NE Broadway; and NW Naito in the southwest corner of the figure.</p>
16	Marked Crossing Spacing Analysis – South	<p>Figure 16 shows streets in the area bounded on the north by NE Schuyler, on the east by NE 9th, on the south by W/E Burnside, and on the west by SW 3rd.</p> <p>On this map, streets marked as meeting the City's crossing standards include the following (north to south): N/NE Broadway; N/NE Weidler; N Larrabee east of N Interstate; N Ramsay; N Vancouver between N Broadway and N Williams; NE Halsey between NE Martin Luther King Jr. and NE Grand; N/NE Multnomah from N Interstate to NE 1st and from NE 3rd east; NE Holladay; N Williams south of NE Multnomah, N Interstate south of N Drexler Drive; NE Oregon east of NE Martin Luther King Jr.; NE Couch; E Burnside east of Martin Luther King Jr.; NE Martin Luther King Jr. and NE Grand south of NE Broadway; NE 7th and NE 9th from NE Broadway to NE Halsey and from NE Multnomah to NE Lloyd; NW Everett; NW 3rd; and NW 2nd, NW 1st, and NW Naito south of NE Everett.</p> <p>The following streets are shown as not meeting the City's crossing standards (north to south): N Interstate south to N Drexler Drive; N Williams between N Ramsay and N/NE Multnomah; NE Halsey between NE Grand and NE 9th; NE 7th and NE 9th between NE Halsey and NE Multnomah; NE Multnomah between NE 1st and NE 3rd; N Steel Bridge; NE Oregon west of N Interstate; NE Lloyd; E Burnside west of NE Martin Luther King Jr.; NW Naito north of NW Everett; NW Glisan; W Burnside between NW Naito and NW 2nd; and SW Ankeny.</p>

Figure Number	Figure Title	Figure Description
17	Existing Bicycle Facilities – North	<p>Figure 17 shows streets in the area bounded in the north by the I-405 interchange and NE Morris, on the east by NE Martin Luther King Jr. and NE Grand, on the south by NE Wasco and the southern Broadway Bridge approach, and on the west by the portion of N Interstate north of N Russell. Each description of streets is from north to south. On this map, streets marked as Neighborhood Greenways include N/NE Morris; NE Rodney/NE 2nd; and N/NE Tillamook. Streets marked as Off-Street Paths and Trails include the Broadway Bridge and the Willamette River Greenway Trail. Streets marked as having bike lanes are N Interstate; N Tillamook west of N Interstate; N Mississippi south to N Russell; N/NE Russell between N Ross and NE Martin Luther King Jr.; N Vancouver south to N Broadway; N/NE Broadway excluding the two blocks between N Williams and NE 1st; N/NE Weidler; N Williams between N/NE Weidler and N Ramsay; and N Larrabee east of N Broadway. Streets marked as having buffered bike lanes include N Williams excluding the portion between N/NE Weidler and N Ramsay; NE Broadway from N Williams to NE 1st; N Larrabee west of N Broadway; the ramp from N Interstate to N Larrabee; and NW Naito. The ramp from N Larrabee to the Broadway Bridge is shown as a Protected Bike Lane.</p>
18	Existing Bicycle Facilities – South	<p>Figure 18 shows streets in the area bounded on the north by NE Schuyler, on the east by NE 9th, on the south by W/E Burnside, and on the west by SW 3rd. Each description of streets is from north to south. On this map, streets marked as Neighborhood Greenways include NE 2nd south to NE Multnomah (via NE Wasco and NE 3rd). Streets/structures marked as Off-Street Paths/Trails include N Steel Bridge and the Steel Bridge; the Eastbank Esplanade and its access to NE Oregon and NE Lloyd; the Willamette River Greenway Trail; and the Waterfront Park Trail. Streets marked as having bike lanes include N Interstate; N Vancouver north of N Broadway; N/NE Broadway excluding the two blocks between N Williams and NE 1st; N/NE Weidler; N Williams between N/NE Weidler and N Ramsay; N Larrabee between N Broadway and N Interstate; NE Multnomah between N Interstate and N Williams (formerly NE Wheeler); NE 7th between NE Weidler and NE Lloyd; NE Lloyd; NE Couch between NE Martin Luther King Jr. and NE 1st; W/E Burnside; NW Everett between NW 2nd and NW Naito; and NW Naito south of NW Couch. Buffered bike lanes are shown on the ramp from N Interstate to N Larrabee; N Larrabee south to N Broadway; N Williams north of N/NE Weidler; N Vancouver south of N Broadway; N Williams (formerly NE Wheeler) between N Ramsay and N/NE Multnomah; NE Multnomah between N Williams (formerly NE Wheeler) and NE 3rd; and NW 3rd. There are protected bike lanes on the ramp from N Larrabee to the Broadway Bridge; NE Multnomah from NE 3rd east; NW Naito south to NW Couch; NW 2nd; and on the NE Couch approach to the Burnside Bridge.</p>
19	TSP Bike Street Classifications – North	<p>Figure 19 shows streets in the area bounded in the north by the I-405 interchange and NE Morris, on the east by NE Martin Luther King Jr. and NE Grand, on the south by NE Wasco and the southern Broadway Bridge approach, and on the west by the portion of N Interstate north of N Russell. Each description of streets is from north to south. On this map, streets marked as Major City Bikeways include N Interstate; N Tillamook west of N Interstate; the ramp from N Interstate to N Larrabee continuing to the Broadway Bridge; N Vancouver south of N Tillamook; N Williams south of NE Hancock; N/NE Broadway; N/NE Weidler; and SW Naito. Streets classified as City Bikeways include N Mississippi between N Stanton and N Russell; N Russell between N Interstate and N Commercial; N Flint south of N Tillamook; N Dixon; NE 2nd, NE Martin Luther King Jr., and NE Grand south of NE Schuyler; N Ramsay to NE Clackamas via the new bicycle and pedestrian bridge; N Larrabee from N Dixon to N Interstate; the existing and planned Eastbank Esplanade; and the Willamette River Greenway Trail. The remaining streets south of I-405 and I-5 and south of NE Schuyler are classified as Local Streets.</p>

Figure Number	Figure Title	Figure Description
20	TSP Bike Street Classifications – South	<p>Figure 20 shows streets in the area bounded on the north by NE Schuyler, on the east by NE 9th, on the south by W/E Burnside, and on the west by SW 3rd. Each description of streets is from north to south. On this map, streets and structures classified as Major City Bikeways include N Interstate; the ramp from N Interstate to N Larrabee to the Broadway Bridge; N Vancouver and N Wheeler; N Williams; N/NE Broadway; N/NE Weidler; N/NE Multnomah east of N Williams (formerly NE Wheeler); NE Lloyd to NE 7th; the planned Sullivan’s Gulch Trail; the existing Eastbank Esplanade and access near NE Oregon; the Steel Bridge; NW Naito; NW Flanders; W/E Burnside to NE 6th; NE Couch west of NE 6th; and NE 7th south of NE Schuyler. Streets and structures classified as City Bikeways include N Dixon and N Larrabee south of N Dixon; N Ramsay to NE Clackamas via the new bicycle and pedestrian bridge; NE 2nd north of NE Clackamas; NE 3rd south of NE Clackamas; NE Martin Luther King Jr.; NE Grand; NE 9th north of NE Lloyd; the planned Eastbank Esplanade north of the Steel Bridge; N Multnomah west of N Interstate; N Steel Bridge and the Steel Bridge; NE Oregon; NE Holladay east of N Interstate; the Willamette River Greenway Trail; the Waterfront Park Trail; NW 3rd; NW 2nd; NW Davis; NE Davis east of NE 7th; and NE Couch and E Burnside east of NE 7th. The remaining streets are classified as Local Streets.</p>
21	Primary Pedestrian Travel Routes	<p>Figure 21 is laid out like a horizontal table with a row of headings across the top, followed by a row of drawings for the No-Build Alternative and a row of drawings for the Build Alternative. The heading row across the top is divided into columns naming five bi-directional travel routes. The first row of drawings contains five columns (or panels) showing the primary routes available under No-Build Alternative conditions, and the second row shows five columns for the routes under Build Alternative conditions. Although the routes are indicated as bi-directional, the descriptions go west to east. For the Broadway Bridge to/from Williams/Vancouver corridor and Tillamook Neighborhood Greenway route (column 1), the No-Build Alternative route follows N Broadway, N Flint, and N/NE Tillamook with a branch north on N Williams off of N/NE Tillamook. The Build Alternative connects N Broadway to N/NE Tillamook via N/NE Broadway and N Williams or via a new bicycle/pedestrian bridge from N Flint to N Hancock.</p> <p>The No-Build Alternative route for the Broadway Bridge to/from Lloyd route (column 2) follows N Broadway continuing east on N/NE Weidler, goes south on NE 2nd and then east on NE Clackamas. The Build Alternative route follows N Broadway, goes east on N Larrabee, east on N Ramsay, and crosses I-5 on the new bicycle/pedestrian bridge to NE Clackamas. An alternative route option displayed with dotted lines starts at N Broadway and N Larrabee and continues on N/NE Broadway, then goes south on NE 2nd to connect to the Build Alternative route. Another dotted route option extends from the new bicycle/pedestrian I-5 crossing at NE Clackamas north on N Williams to N/NE Broadway.</p> <p>The No-Build Alternative route for the Broadway Bridge to/from Broadway/Weidler corridor immediately east of I-5 interchange route (column 3) follows N Broadway to N/NE Weidler. The Build Alternative route follows N Broadway, N Larrabee to N Ramsay, crosses I-5 on the new bicycle/pedestrian bridge, goes north on NE 2nd and east on NE Weidler. A dotted option shows the No-Build Alternative route.</p> <p>The No-Build Alternative route for the Steel Bridge/Eastbank Esplanade to/from Williams/Vancouver corridor and Tillamook Neighborhood Greenway route (column 4) comes off the Esplanade, crosses NE Oregon and continues north on N Williams (formerly NE Wheeler) with a branch heading east on NE Tillamook. The Build Alternative route is the same.</p> <p>The No-Build Alternative route for the Steel Bridge/Eastbank Esplanade to/from Broadway/Weidler corridor immediately east of I-5 interchange route (column 5) comes off the Esplanade to NE Oregon, goes east on NE Oregon, north on NE 1st, east on NE Holladay, north on NE 2nd, east on NE Multnomah, north on NE 3rd, and finally east on NE Weidler. The Build Alternative route is the same.</p>

22

Primary
Bicycle Travel
Routes

Figure 22 is laid out like a horizontal table with a row of headings across the top, followed by a row of drawings for the No Build Alternative and a row of drawings for the Build Alternative. The heading row across the top is divided into columns naming five bi-directional travel routes. The first row of drawings contains five columns (or panels) showing the routes under No-Build Alternative conditions, and the second row shows five columns for the routes under Build Alternative conditions. For the No-Build Alternative route for the Broadway Bridge to/from Williams/Vancouver corridor and Tillamook Neighborhood Greenway route (column 1), the eastbound (EB) route follows N Broadway, goes east on N/NE Weidler, north on N Williams, and branches at NE Tillamook. The WB route goes from N Russell and N/NE Tillamook south on N Flint and continues west on N Broadway. For the Build Alternative, the EB route stays the same. The WB route from N Russell and N/NE Tillamook goes south on N Vancouver, goes west on the new I-5 bicycle/pedestrian crossing at N Hancock, then follows a new path to N Broadway. A dotted line WB option does not use the new crossing but follows N Vancouver south to N Broadway and continues toward the Broadway Bridge.

For the No-Build Alternative route for the Broadway Bridge to/from Lloyd route (column 2), the EB route follows N Broadway to N/NE Weidler, goes south on NE 2nd, then east on NE Clackamas. The WB route goes west on NE Clackamas, north on NE 2nd, and west on N/NE Broadway to the Broadway Bridge. The EB Build Alternative route follows N Broadway, goes east on N/NE Weidler, south on N Williams to the new I-5 crossing, then east to NE Clackamas. A dotted option is the same as the No-Build route (EB stays on NE Weidler and goes south on NE 2nd). The WB Build Alternative route goes west on NE Clackamas, crosses I-5 on the new crossing, and continues on N Ramsay, N Larrabee, and N Broadway to the bridge. The dotted WB option is the same as the No-Build route (NE Clackamas, NE 2nd, N/NE Broadway to the bridge). A separate WB dotted option picks up just after the I-5 crossing and goes north on N Williams to the dotted option on N/NE Broadway.

For the No-Build Alternative route for the Broadway Bridge to/from Broadway/Weidler corridor immediately east of I-5 interchange route (column 3), the EB route from the bridge follows N Broadway to N/NE Weidler and goes east. The WB route follows N/NE Broadway to N Broadway to the bridge. The Build Alternative routes are the same for both travel directions.

For the No-Build Alternative route for the Steel Bridge/Eastbank Esplanade to/from Williams/Vancouver corridor and Tillamook Neighborhood Greenway route (column 4), the NB route leaves the Esplanade and crosses NE Oregon to continue north on N Williams (formerly NE Wheeler). The NB route continues up N Williams with an EB branch at NE Tillamook. The SB route on N Vancouver joins with the WB route from N/NE Tillamook and continues south on N Vancouver, N Williams (formerly NE Wheeler), crosses NE Oregon and continues to the Esplanade. For the Build Alternative, the NB route is the same. For the SB route, WB NE Tillamook traffic would go south on NE Rodney, west on NE Hancock, then south on N Williams to the Esplanade. The SB route on N Vancouver uses the new I-5 crossing at N Hancock to continue south on N Williams to the Esplanade.

For the No-Build Alternative route for the Steel Bridge/Eastbank Esplanade to/from Broadway/Weidler corridor immediately east of I-5 interchange route (column 5), the EB route from the Steel Bridge leaves the Esplanade and continues east on NE Oregon, goes north on NE 1st, east on NE Multnomah, north on NE 3rd and continues east on NE Weidler. The WB route on NE Broadway goes south on NE 2nd to NE Multnomah (via NE Wasco and NE 3rd), then south on N Williams (formerly NE Williams) and crosses NE Oregon to access the Esplanade. A dotted line EB No-Build Alternative option goes from the Esplanade access at NE Oregon north on N Williams (formerly NE Wheeler) and continues north on N Williams until going east on N/NE Weidler. The Build Alternative EB route from the Steel Bridge leaves the Esplanade, crosses NE Oregon, goes north on N Williams (including the former NE Wheeler), crosses I-5 at the new bicycle/pedestrian crossing at NE Clackamas, goes east on NE Clackamas, north on NE 2nd, and east on NE Weidler. There are two dotted EB options. One starts at NE Oregon, goes east on NE Oregon, north on NE 1st, east on NE Multnomah, north on NE 3rd, then east on NE Weidler. The second picks up on the west side of the I-5 crossing at NE

Figure Number	Figure Title	Figure Description
		<p>Clackamas, continues north on N Williams, then east on NNE Weidler. The Build Alternative WB route starts on NE Broadway, goes south on NE 2nd, west to cross I-5 at the new NE Clackamas crossing, then proceeds south along N Williams (formerly NE Wheeler) to NE Oregon, enters the Esplanade and continues to the Steel Bridge. A dotted route option picks up at the intersection of NE 2nd and NE Clackamas and continues south to NE Multnomah (via NE Wasco and NE 3rd), then goes west on NE Multnomah, south on N Williams (formerly NE Wheeler), crosses NE Oregon to the Esplanade and continues to the Steel Bridge.</p>

