



Appendix B. Figure Descriptions

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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 N/NE Hancock Street to the north, N Benton Avenue to the west, N/NE 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 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.
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	Environmental Justice Area of Potential Impacts	<p>Figure 9 shows the Project Area, Environmental Justice Area of Potential Impact (API), and census tract boundaries in and near the 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 API follows the Project Area boundary from its northern terminus to roughly N/NE Russell. From N/NE Russell, the API extends beyond the Project Area to encompass the entire Census Tract 23.03 boundary, from roughly the midpoint of the Willamette River on the west to NE 8th to the east and south to I-84. From there, the API follows the Project Area to its southern terminus. Census Tract 35.02 overlaps a tiny sliver of the northeast corner of the API. Census Tract 22.03 is located immediately north of Census Tract 23.03; the northern portion of the Project Area and API that are north of N/NE Russell are within Census Tract 22.03. Census Tract 21 is located immediately south of Census Tract 23.03; the southern portion of the Project Area and API that are south of I-84 are within Census Tract 21. 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	Locations of Black or African American Residents and Black Businesses and Organizations	<p>Figure 10 shows the 2010 Census block boundaries with information regarding total population, Black or African population, and percent Black or African population in some select blocks, as well as Black organizations and businesses with Black clientele using 2010 data. Organizations and businesses shown are the Urban League of Portland located at the southwest corner of N Russell and N Williams, Chuck's J&S Grocery located just west of the intersection of N Williams and NE Sacramento, Terry Family Funeral Home located just south of Chuck's J&S Grocery, Billy Webb Elks Lodge located at the southwest corner of N Williams and N Tillamook, Beneficial Bank located on the northeast corner of NE San Rafael and NE Martin Luther King Jr Boulevard, and Dean's Beauty Salon and Barber Shop located on the north side of NE Hancock between NE 2nd and NE 3rd. The following areas are shown to have blocks with Black populations: south of N Russell between N Flint and N Williams, south of NE Thompson and north of NE Hancock between N Williams and NE 6th, south of NE Hancock and north of NE Broadway between NE Victoria and NE 1st, south of NE Weidler and north of NE Wasco between NE 2nd and NE 3rd, south of NE Wasco and north of NE Multnomah between NE 1st and NE Martin Luther King Jr Boulevard, south of NE Weidler and north of NE Clackamas between NE 6th and NE 8th, south of NE Hassalo and north of NE Holladay between NE Grand and NE 6th, and the area between the Oregon Convention Center and I-84.</p>
11	Low-Income Multifamily Housing in API	<p>Figure 11 shows the Environmental Justice API, the location of the Social Service Agency, and the location of low-income apartment buildings within the API. The Social Service Agency is shown co-located with Madrona Studios, a low-income apartment building, just south of N Weidler between N Vancouver and N Williams. Three other low-income apartment buildings are shown within the API: Urban Plaza Building near the northeast corner of the API at the southwest corner of N/NE Russell and N Williams, Albina Corner Apartments at the northeast corner of NE San Rafael and NE Martin Luther King Jr Boulevard, and Miracles Central Apartments at the northeast corner of NE 2nd and NE Wasco.</p>
12	Western Portion of Area of Potential Impact in 1948	<p>Figure 12 is an aerial photograph showing the western portion of the Environmental Justice API in 1948. The Broadway Bridge is shown crossing the Willamette River in the center of the photograph and numerous residences are shown where Legacy Emanuel Medical Center is now located.</p>

Figure Number	Figure Title	Figure Description
13	Interstate Avenue Widening and Bridge Access Ramps	Figure 13 is an aerial photograph showing the widened Interstate Avenue and ramps connecting it to the Broadway and Steel Bridges
14	Veterans Memorial Coliseum	Figure 14 is an aerial photograph showing the blocks of residences cleared for construction of the Veterans Memorial Coliseum. Also shown is a strip of isolated residences remaining in a strip of land between N Interstate and the railroad tracks.