

Primary Options under Development/Evaluation:

1. Rebuild (Figure 4a)

This option would remove and rebuild the existing freeway overcrossings in their current locations. Although the replacement structures would meet current design standards, this option would retain the 5-legged intersection at Vancouver and Broadway where the southbound freeway off-ramp intersects Broadway. Flint would be retained in its existing configuration.

2. Optimized Rebuild (Figure 4b)

This option would rebuild the existing freeway overcrossings at Flint and Vancouver in their current locations, with a new two-way connection between Flint and Dixon at Wheeler. Flint would be closed between Dixon and Broadway. The new Flint/Dixon connection would provide a local street connection between the Eliot neighborhood and the Blanchard area/Rose Quarter/Broadway Bridge that avoids the box. Wheeler would be signalized at Broadway as a 4-legged intersection. As Vancouver remains in place, this option would keep the 5-legged intersection at Vancouver and Broadway where the southbound freeway off-ramp lands.

3. Vancouver + Hancock/Dixon (Figure 4c)

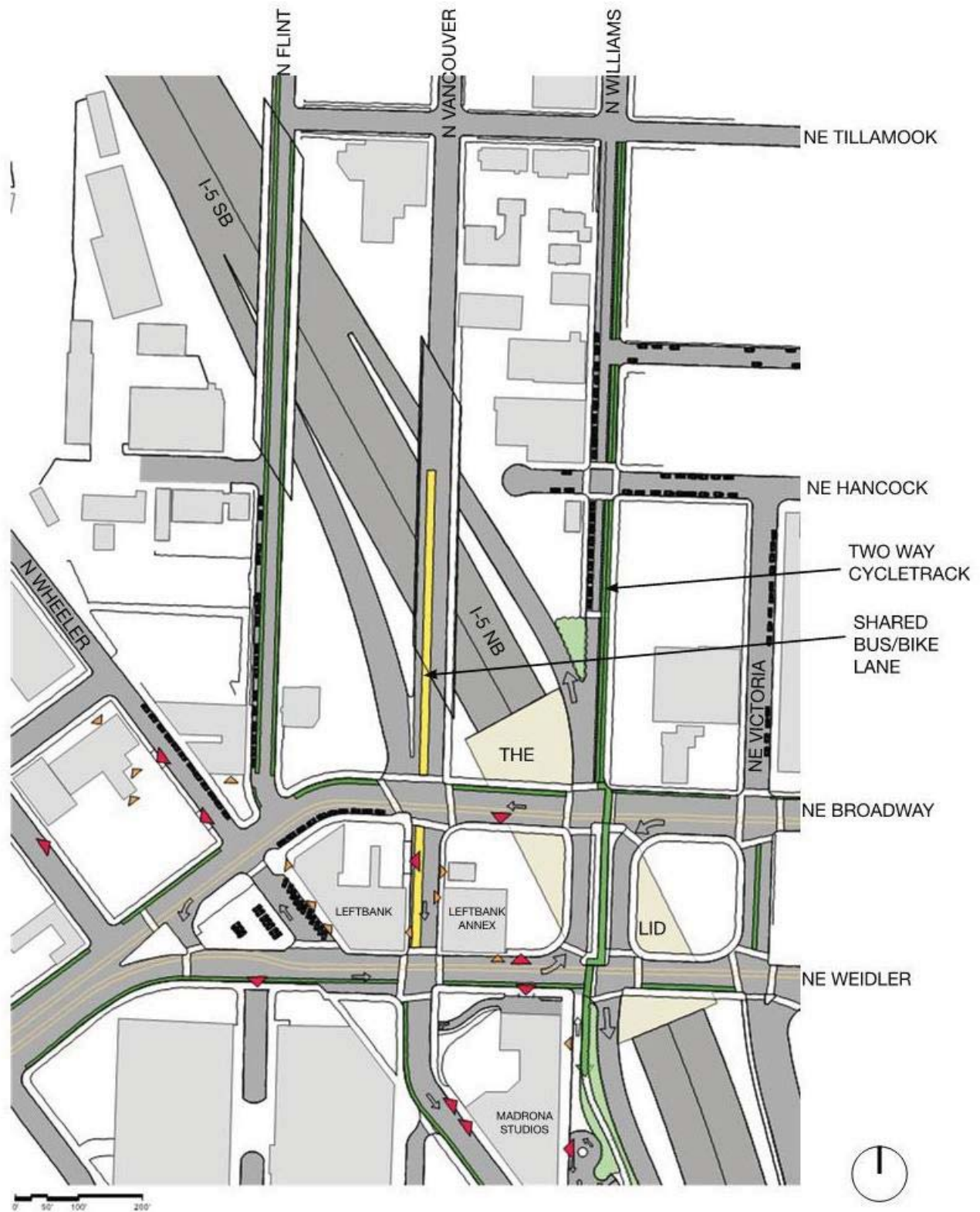
This option would remove the existing Flint overcrossing and rebuild the Vancouver overcrossing in its current location with a new east-west overcrossing connecting Hancock to Vancouver and Dixon. The Hancock overcrossing would provide a new east-west local street connection, with traffic calming measures at Williams and Hancock to mitigate any traffic impacts to the Eliot neighborhood east of Williams. This new Hancock/Dixon connection would provide a local street connection between the Eliot neighborhood and the Blanchard area/Rose Quarter/Broadway Bridge that avoids the box. With this option, a new lid could be built over the freeway extending approximately from Dixon to Weidler that could be used for open space, enhanced bike/pedestrian connections, and possibly some development. Flint would be closed between Tillamook and Broadway. Wheeler would be signalized at Broadway with options to retain the existing alignment to Weidler or connect with Flint in a north-south alignment through Weidler to Winning Way. As Vancouver remains in place, this option would not eliminate the 5-legged intersection at Vancouver and Broadway where the southbound freeway off-ramp lands.

4. Flint (Figure 4d)

This option would replace the existing Flint and Vancouver freeway overcrossings with a single, new overcrossing connecting Vancouver, Hancock and Flint at a three-point intersection on a lid over the freeway. The new overcrossing would provide a local street connection with Hancock to the east and west. Flint would be closed between Tillamook and Hancock. Flint would be signalized at Broadway and continue in a direct alignment through Weidler to Winning Way. Access to Wheeler from Broadway would likely need to be closed for safety and to allow Flint at Broadway to be signalized as a 4-legged intersection. As Vancouver is removed between Hancock and Broadway, this option reduces the 5-legged intersection at Vancouver and Broadway where the southbound freeway off-ramp lands to a standard 4 legs.

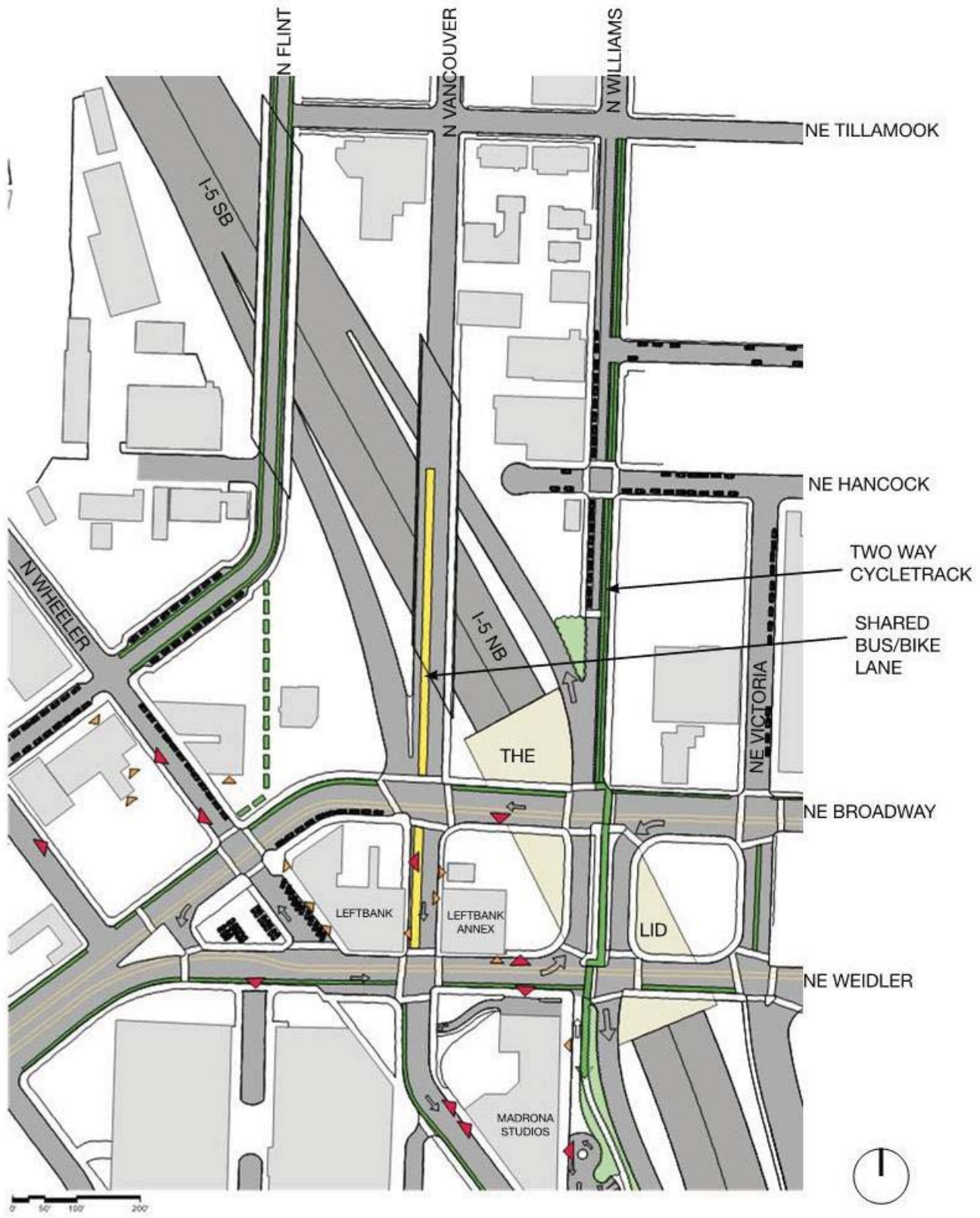
5. Dixon (Figure 4e)

This option would replace the existing Flint and Vancouver freeway overcrossings with a single, new overcrossing connecting Vancouver, Hancock and Dixon at a three-point intersection on a lid over the freeway. The new overcrossing would provide a local street connection with Hancock to the east and west and Dixon to the west. Vancouver would be closed between Hancock and Broadway. Flint would be closed to motor vehicles between Tillamook and Broadway; a pedestrian/bike connection could be retained along Flint in this segment. Wheeler would be signalized at Broadway with options to retain the existing alignment to Weidler or connect with Flint in a north-south alignment through Weidler to Winning Way. As Vancouver is removed between Hancock and Broadway, this option reduces the 5-legged intersection at Vancouver and Broadway (where the southbound freeway off-ramp intersects Broadway) to a standard 4-leg configuration.



Option 1. Rebuild

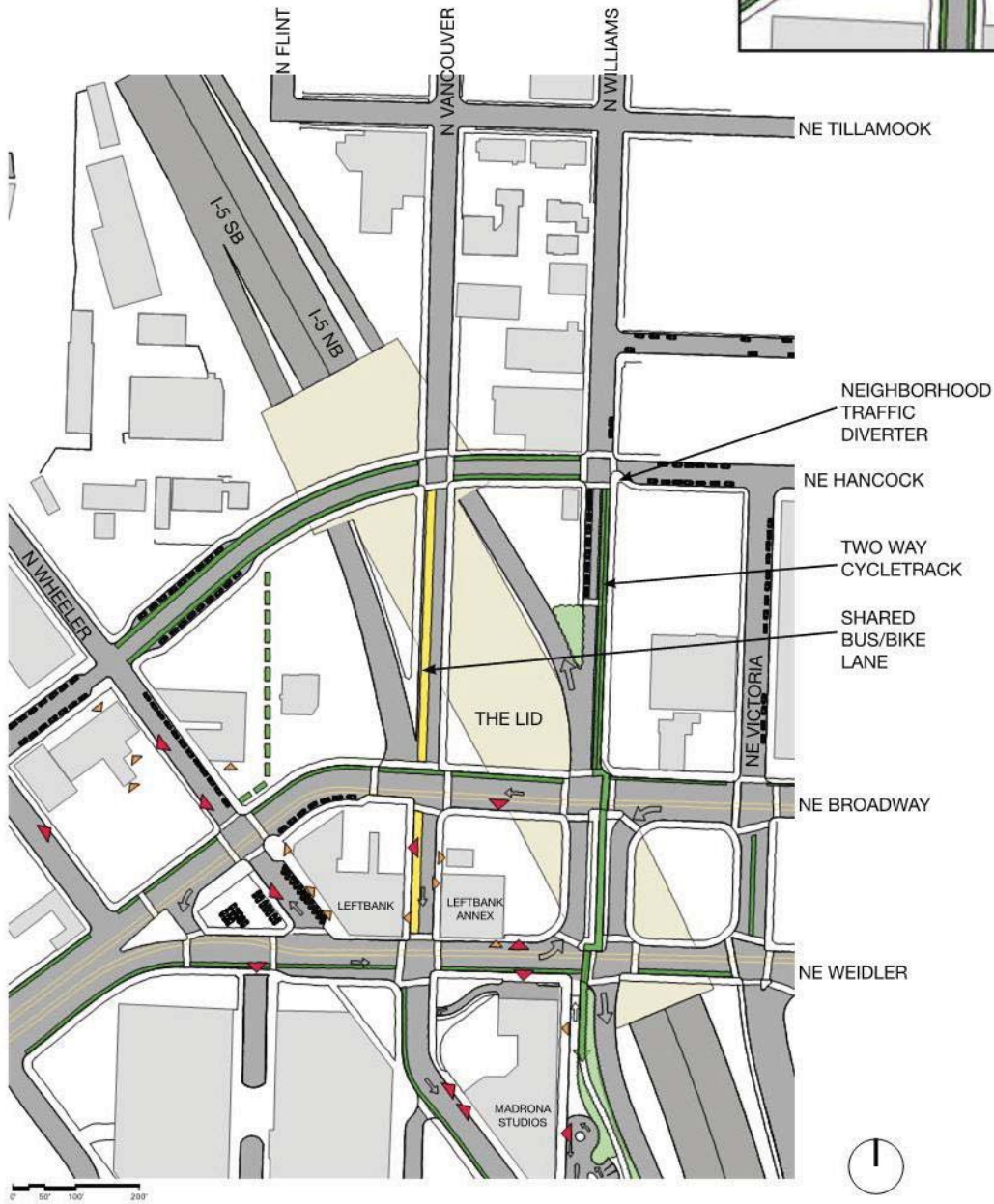
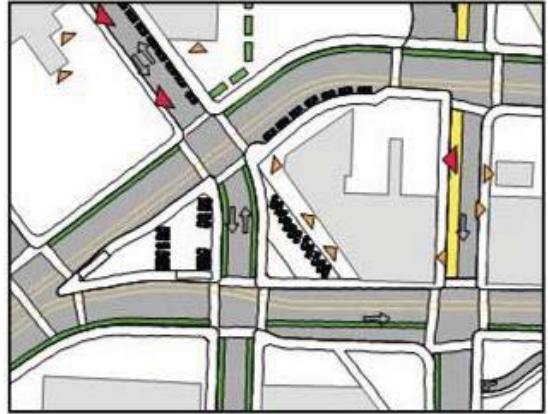
Figure 4a: North of Broadway (illustrative concept drawings)



Option 2. Optimized Rebuild

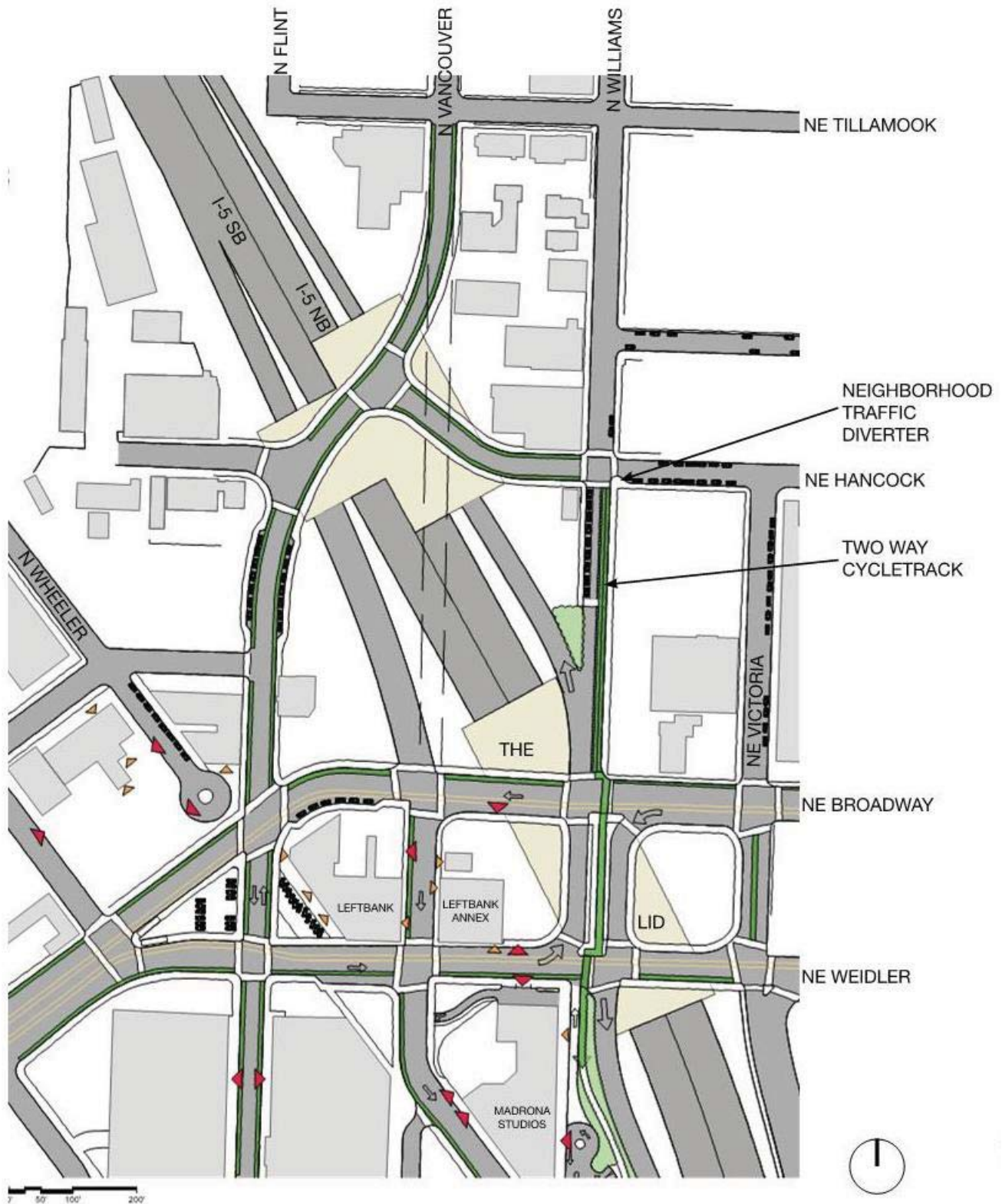
Figure 4b: North of Broadway (illustrative concept drawings)

Alternate route through the box at N Wheeler



Option 3. Vancouver + Hancock/Dixon

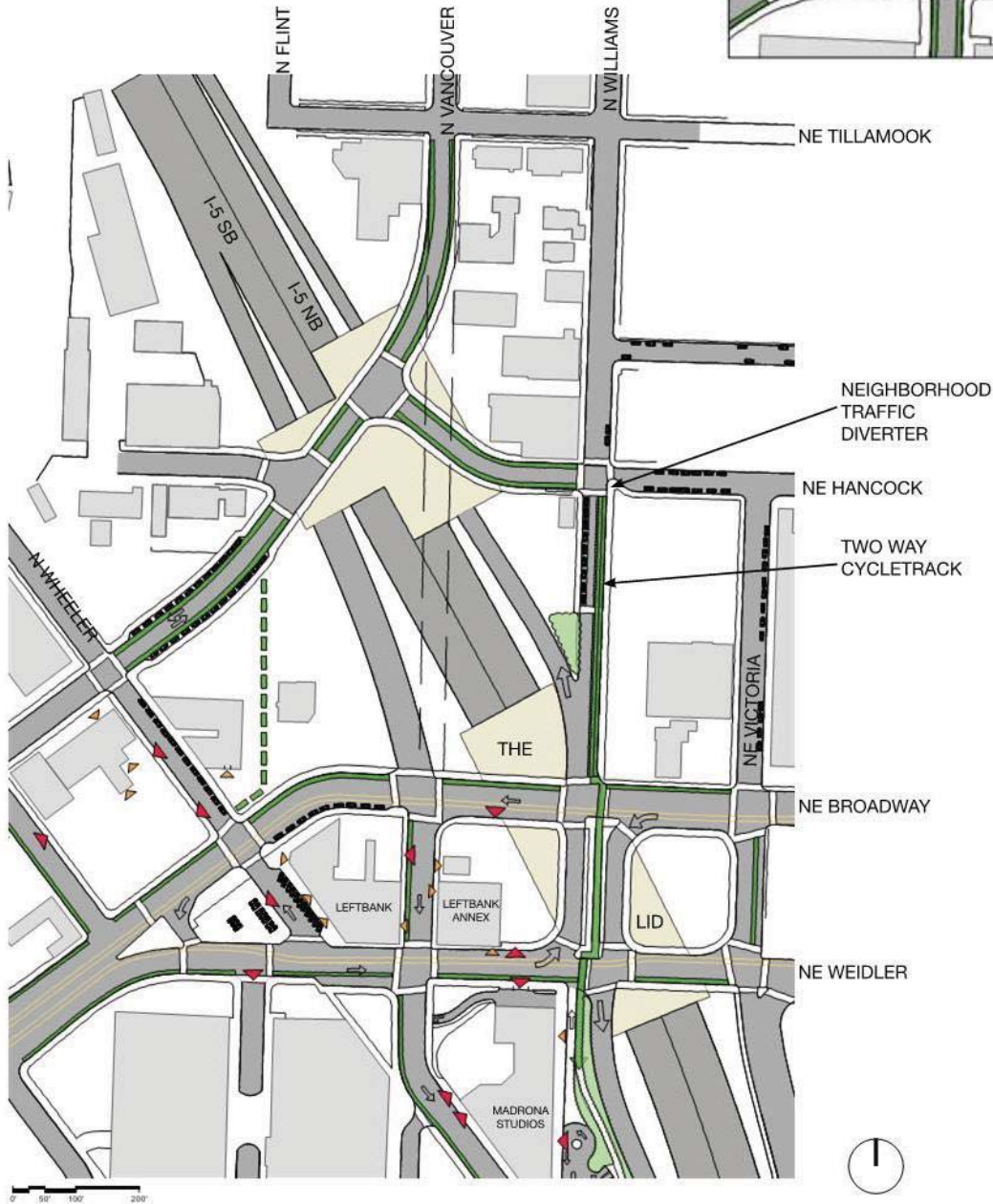
Figure 4c: North of Broadway (illustrative concept drawings)



Option 4. Flint

Figure 4d: North of Broadway (illustrative concept drawings)

Alternate route through the box at N Wheeler



Option 5. Dixon

Figure 4e: North of Broadway (illustrative concept drawings)

Joint ODOT/City Discussion and Criteria on Options North of Broadway

The project team will continue to refine and evaluate these options and bring a recommendation for SAC consideration to the May SAC meeting. SAC guidance is appreciated on what information and analysis will help the SAC make an eventual recommendation.

Criteria to Be Considered:

- Impacts to existing businesses and residents.
- Connectivity: Increase or maintain the connectivity, quality, and safety of the surface street system for all modes between and within the N/NE Quadrant and its adjacent districts.
- Developability and placemaking: Maintain or create development parcels that accommodate and facilitate the proposed land use, density and character of the district.
- Open Space: Expand the role and use of open space as a district system amenity.
- Opportunities: Leverage improvements to capitalize on district opportunities to improve livability in nearby sub-districts.
- Estimated capital costs of the options.

NEXT STEPS

The next SAC meeting is May 10th; at this meeting, project staff will present recommendations on the remaining two elements which are being refined further (the Clackamas Overcrossing and the options for North of Broadway).