



## N/NE Quadrant and I-5 Broadway/Weidler Plans November 2010 Open House Summary

### Overview of the Event

The November Open House was the first large public outreach event on the N/NE Quadrant and I-5 Broadway/Weidler Plans (N/NE Quadrant Project), a collaboration by the City of Portland and Oregon Department of Transportation. The N/NE Quadrant Project will update the policy framework and land use plan for the Lower Albina and Lloyd District areas of the Central City, as well as evaluate improvement options for the I-5 corridor within the area. The Open House was co-hosted with the Portland Development Commission, who presented the Draft Rose Quarter District Plan. Outcomes of the Rose Quarter process are expected to feed into and inform the N/NE Quadrant Project and the two projects share many of the same stakeholders. The co-hosted event allowed the community to provide input on both of these related projects at one venue.

All members of the community, especially those who live, work, visit or travel through the N/NE Quadrant area, were encouraged to attend. A postcard mailing went to over 2,000 addresses, including all property owners and site addresses within the N/NE Quadrant boundary and two study areas. Flyers were posted announcing the event at locations within the quadrant, and the event was posted online on the city website, as well as on several community calendars. The event was also announced via media news releases and emails to the project mailing list.

### Event Details

- **Location:** Memorial Coliseum, 300 N Winning Way (located in the Lloyd District)
- **Participants:** General public (over 127 attendees)
- **When:** November 15, 2010, from 4:30pm to 7pm
- **Format:** Open house, with a rolling PowerPoint presentation and informational display boards. There was opportunity to discuss topics with staff and other community members, and opportunity to provide comments in several different ways.
- **Intent:** To provide an interactive opportunity for attendees to learn about the N/NE Quadrant Project and provide input on the desired future of the area and issues that should be addressed in the planning process.

### Materials

There were large display boards prepared by project staff throughout the space covering the following topics: Project Overview, History of the Area, Existing Development and Growth Potential, Identifying Distinct Places and Issues, The Willamette River, The Local Transportation System, and The I-5 Freeway. A group of high school students from Catlin Gable's PLACE program (Planning and Leadership Across City Environments) also presented information about a recent study they conducted of Holladay Park, located in the Lloyd District.

## Questions Asked

Topic specific questionnaires on Land Use and Urban Design, the Riverfront, Local Transportation, and the I-5 Freeway, posed the following discussion questions:

- What Vision or goals do you have for the area?
- What do you like? Tell us what should be preserved or enhanced.
- What do you dislike? Tell us what issues should be addressed in the planning process?

Flip charts located throughout the room also gave people the chance to offer comments and ideas.

A large aerial map of the area laid out on a table, gave people the chance to offer location specific comments and ideas. These comments were recorded on sticky notes that were placed on the map. ODOT also had a comment board that asked attendees, "What issues are the most important to address as we consider improvements to the I-5 Freeway within the N/NE Quadrant?" The board listed eight issues and attendees were given four dots to "vote" on the issues they felt were the most important.

General response cards were also available for attendees to fill out and return at the open house or mail in after the event.

## Summary of Comments

Participants completed topic specific comment forms and general response forms, as well as wrote comments on flip charts, made notes on an aerial map and did sticker voting, generating more than 140 separate comments or ideas. Transportation specific comments were the most common, followed by Land Use and Urban Design and then Riverfront.

### Local Transportation

Within the local transportation comments, there was a high level of interest in making the quadrant more pedestrian and bicyclist friendly and making public transit (bus, MAX, streetcar) move available to and from the quadrant. Specific concerns about the Broadway/Weidler Couplet were brought up. Some people recommended that Broadway/Weidler be decoupled or showed interest in traffic calming. The MAX and bus system in the area was praised, while parking for residents was raised as a concern. Several comments emphasized the need for trail connections.

### I-5 Freeway

Comments on the freeway expressed significant concerns about the on/off ramp conflicts with pedestrians, bicyclists and local vehicular transportation. Many people commented that they see the freeway as a throughway, primarily for freight and other long-distance travelers, and think that use of the freeway by local traffic should be discouraged. Other suggestions included lower speed limits of the freeway, removing on/off ramps and use of tolling or congestion pricing. Noise mitigation was also raised as a need for the quadrant.

Twenty-two people participated in ODOT's sticker exercise, which asked: "What issues are the most important to address as we consider improvements to the I-5 Freeway?" Below is

a list of the eight issues and the percentage of responses that issue received, in order from highest importance to lowest importance.

- Pedestrian and bike travel improvements: 31%
- Impacts on quality of life: 22%
- Impacts of improvements on adjacent properties: 15%
- Economic impact on local business: 13%
- Regional economic impact: 7%
- Freeway traffic safety: 5%
- Local and street access to freeway: 5%
- Freeway congestion: 3%

### **Land Use and Urban Design**

Land Use and Urban Design comments discussed the desire for pedestrian-oriented neighborhoods built at a human scale. Several comments suggested smaller scale buildings within the Lloyd District that would provide for a variety of activities and foster a sense of community. The need for more residential development was also raised. The abundance of parking lots in Lloyd District was raised as a concern and some people provided suggestions of implementing food carts as an interim solution. Others were opposed to food carts. Russell Street in Lower Albina was mentioned as a favorable street for mixed-use and residential development.

### **The Willamette Riverfront**

The riverfront comments highlighted the public's interest in getting better access to and along the river, including ideas to relocate the railroad tracks, construct trails, create a terraced green space and encourage residential development along the riverfront. Water recreation was also highlighted with suggestions for boat docks, a marina and water taxi. The need for enhancing riverfront habitat was noted, including ideas to create habitat under bridges and to construct wetlands along the river. There was a lot of interest in the future of the grain elevators, with mixed opinions on whether they should be retained.

### **PLACE Program Study of Holladay Park**

High school students from the PLACE program received feedback on their study of Holladay Park. Attendees had a positive response to hearing youth representatives give unique perspectives about what specific improvements could be made in the park. The project was well received, with some critical feedback regarding a few specific improvement recommendations. Several people commented that the project highlighted the key role the park plays in the Lloyd District, a fact they had not thought of before.

This summary provides a rough snapshot of people's ideas at the November 2010 Open House for the N/NE Quadrant Project. For more information about comments provided on the N/NE Quadrant Project, see the attached detailed list of comments.

## Topic Specific Comments

*These comments were generated from the topic specific comments forms. The 3 questions asked on each form are listed at the top of this chart.*

Commenter	Topic	What Vision or goals do you have for the area?	What do you like?	What do you Dislike?
1	Freeway	I hope we can plan for: short term safety concerns (closing Broadway on/off ramp) and long term- do we really want a highway on our waterfront? Please analyze what we can do in 30,40,50 years.	Compared to almost any major city, we have much less traffic.	It severely disrupts walkability in an area we want to activate and all areas near off/on ramps consume significant amount of traffic and parking lots that could be developed.
2	Freeway	To deliver local freight and visitors only- not for through travel.	That the freeway is "below ground" is nice. I think that having the slow-down may encourage non-commercial drivers to select an alternative route or choose to not drive.	Places where vehicles leaving or entering the freeway conflict with pedestrians and bicyclists.
3	Freeway	1. Primary use freight. 2. Limited access to surface grid. 3. Much better bike/pedestrians accessibility.	Not much. Adding lanes is the solution.	Conflicts between surface traffic and those entering/exiting freeway reduce access to/from surface grid.
4	Freeway	Less traffic, slower traffic, less stop and go traffic.	2 lanes each way is very good. A wider freeway will only draw more traffic.	50 mph speed limit is too high. Lower it to 30 or 35 mph and you'll achieve: a more even flow of traffic, fewer accidents due to short merge/weave distances, and lower severity of accidents= less property damage and fewer serious injuries. Add a bike/pedestrians path to the 405 bridge upper deck. use the left side of the Kirby St on ramp from Cook St. to the bridge structure. Use the left shoulder across the entire bridge and south towards the Glisan overpass (on the median at turn point). Build a connecting ramp from the median to Glisan Street.

Commenter	Topic	What Vision or goals do you have for the area?	What do you like?	What do you Dislike?
5	Freeway	See this by 2011!: Reduce vehicle lanes on city streets to 12 feet and allocate the extra space to bike lanes. See example on rear for Williams Ave between Weidler/Broadway.		
6	Freeway	You'll hate me for this, but I want fuel costs so high that the freeway gets very little use.	I drive it occasionally and haven't gotten killed yet. I have no problem with slow freeway speeds.	can you address the usual freeway damage> Splitting neighborhoods, limiting access from local street to otherwise nearby local street cries to be remedied. Figure out how.
7	Freeway	As a benefit to the local Neighborhood and the region	Freeway access works well right now from a local standpoint.	Noise from freeway has not been mitigated like other portions of town.
8	Freeway	Preferably for I-5 not to exist in 2035. But if not, then to have as minimal impact as possible on both adjacent land and streets feeding it. Make Broadway pedestrian friendly and focus energy here for Rose Quarter area.	I like that I-5 is only 2 lanes in each direction. Please keep it that way.	The Box and especially the ramps at Broadway/Weidler. Barrier qualities of I-5. Excessive traffic, fast traffic on streets leading to I-5. Max station under I-5. Noise of I-5. I see more potential in Broadway than the Rose Quarter superblock. Would prefer improving N. Broadway at the expense of Winning Way (as far as traffic is concerned). Consider moving ramps to Winning Way and Clackamas to free up Broadway (I-5 southbound on ramp already exists).
9	Land Use and Urban Design	Linear commercial corridor along N. Broadway featuring restaurants that will be popular pre-and post- Rose Quarter events but also outside of and independent of Rose Quarter events that also rely on traffic going by on Broadway. Tame "the box", de couple Broadway and Weidler, traffic calm streets, move I-5 on/off ramps at Broadway/Weidler.	Fine grain historic buildings. Pedestrian- oriented neighborhoods. Mixed-use buildings. Tree-lined streets.	Excessive auto traffic. The box, I-5 ramps. Wide streets. One-way streets. Single/isolated uses. Lack of vibrancy. <b>Do these Preliminary subarea boundaries make sense?</b> Extend #5 down Broadway to Broadway Bridge to include all of the Broadway corridor. Have #1 and #4 end at Broadway (#1 north of Broadway and #4 south of Broadway).

<b>Commenter</b>	<b>Topic</b>	<b>What Vision or goals do you have for the area?</b>	<b>What do you like?</b>	<b>What do you Dislike?</b>
<b>10</b>	Local Transportation	(In 2035) A majority of all trips are made by non-SOV modes. The area is known as a bike and pedestrian friendly district. It's easy to get around without being on loud, fast moving streets.	MAX and bus service is great. The Vancouver/Williams corridor is fast and safe for biking.	There's an over abundance of parking- both surface and structured. The interstates (I-5, I-405, I-84) negatively impact quality of life. They are unpleasant to be around.
<b>11</b>	Local Transportation	No highway widening that tears out buildings. "Tinkering" ok.	I-5 will always be too busy!	Hope that Broadway Bridge can handle all the uses like streetcar.
<b>12</b>	Local Transportation	Move residential influence- encourage the need for essential public service needs such as parks and schools	Increase mass transit/regional hub	Parking- the existing policies and planned development are in conflict with each other. Want more residential but restrictions on existing users.
<b>13</b>	Local Transportation	Increase the number of bikes, pedestrians, public transportation, commuters and visitors- reduce the number of drivers! Improved residential development will only be possible with improved parking for residents!	MAX and bus great, strengthen and improve public transportation, pedestrian and bike access. Ask freight to use Interstate/Greely to access I-5 and I-84.	Lack of street parking for residents in the district. I would like a permit program for residents.
<b>14</b>	Local Transportation	1. Either decouple Williams/Vancouver or consider reversing direction on Williams/Vancouver. It would make access to I-5/I-84 much safer as well as enhance bike/pedestrian access. 2. Decouple Broadway/Weidler- It would make the neighborhood businesses much more accessible to all modes as well as slow down traffic.		
<b>15</b>	Local Transportation	Be able to get from point A to point B on my commuter vehicle- bicycle- without fearing for my life or resorting to riding on sidewalks.	Vancouver/Williams north or Broadway	Getting here from Portland State Office Building. Miserable. And no bike racks here for open house. Are we actually being considered?
<b>16</b>	Local Transportation	Restore fine grain grid. More sidewalk connectivity.	Not much	Emphasis always seems to be on automobile throughput. This must be revisited. 1st priority should be bike/pedestrian.

Commenter	Topic	What Vision or goals do you have for the area?	What do you like?	What do you Dislike?
17	Local Transportation	Connections to the River! Easier to walk and bike. Easy connection between neighborhood and Rose Quarter. Traffic calmed on Broadway/Weidler.	Not much	Right now the SOV is the priority not people. Make people the priority.
18	Local Transportation	Use small size buses operating on alternative fuels or solar. Maintain charge stations for electric cars. Make ticket sales easy and close to the platforms of stations.	Clean electric energy used by light rail. Improve- Maintain neighborhood parking lots in the city to access light rail without walking more than a mile. I would use the Hollywood station much more if I could park near.	See #1. Put parking areas in the neighborhood, not huge lots (Gateway) ripe for crime. I know people who will not use the parking for fear of crime. Credit the inventor of 3rd rail, monorail and trolley at the coliseum/convention center area- Granville T. Woods.
19	Local Transportation	More pedestrian oriented and friendly. Less dominated by auto traffic. Separated cycle tracks and multi-use paths. More LRT and Streetcars down NE Broadway to Hollywood and up MLK to Alberta and down Alberta. Better bus system. Keep passenger rail on the west side and at Union Station including high speed rail.	Streetcar and MAX. Local buses.	Decouple and traffic calm MLK/Grand and Broadway/Weidler. Max speed over Steel Bridge- fix bottleneck on bridge. MAX station under I-5. Consider consolidating MAX stations between Rose Quarter and Lloyd Center to speedride. The box- dangerous and avoided by peds and bikes.
20	Riverfront		If the grain elevator and ship dock did not already exist by steel bridge, I think the concept of a terraced park from the Rose Garden/VMC down to the river sounds great. I can understand that the grain elevator blocks the view of the city from VMC. But Portland has done a fabulous job of saving historic structures.	Downtown. Why would the city consider eliminating these historic grain elevators? They reflect the bounty of the whole Willamette Valley and Portland's agricultural and port history. And seeing huge grain ships practically downtown is simply amazing. How many other cities can say they have this? Please don't remove the grain elevators! (Even if they are not economically viable as working grain elevators, maybe they could be repurposed?) There is a lot of other riverside parkland already in place.

Commenter	Topic	What Vision or goals do you have for the area?	What do you like?	What do you Dislike?
21	Riverfront	Lively pedestrian-oriented waterfront thronged with people. So much of the waterfront near downtown Portland is empty and underutilized even including Waterfront Park. Dock space for boats. Mixed use neighborhood directly on the water- something like a greatly improved River Place would be great in this area.	Grain silo- vestige of working waterfront. I also like seeing industry on the water and industrial traffic traveling by river- ships and barges.	Moving the railroad tracks toward Interstate Ave to free up waterfront. Steep topography between Interstate Ave and river. Dock Space for boats- big to small.



## General Comments

*These comments were generated from the yellow general comment forms, the 3 flipcharts, and sticky notes on maps.*

Commenter	Topic	Open Comment about the N/NE Quadrant Project
1	Freeway, Land Use, and Riverfront	Reserve area above I-5 for high speed rail- already publicly owned- from north cross Willamette by the Fremont Bridge (or tunnel). Realign Union Pacific tracks to be adjacent to light rail. Build plaza above (from Larrabee to Steel Bridge) with development above. Build multipurpose Willamette River Greenway Trail adjacent to river in wide pullouts. Access in commercial- coffee shop(s), restaurants adjacent to trail.
2	Land Use	It was suggested to have more food vendors at the parking lot of the Lloyd Theater across the street from Holladay Park. I am very much against food handlers. I think it makes the city cheap looking and takes away from the restaurant people who have to provide seats/tables/ restrooms/ADA etc. I think parking lots full of vendors is terrible- there are so many vacant storefronts and closed restaurants because some of them cannot compete with the street food vendors. I don't see vendors in the Pearl District! So why downtown Portland?
3	Land Use and Freeway	Reserve the Blanchard site plus enough land (zoned) for an expandable AAA baseball stadium/outdoor concert venue. Only spend enough for the land set aside (make it a temp. park for now with baseball diamond field where the permanent diamond will be (think ahead). Slowly move South to North with zoning to encourage breweries, pubs, dining, hostels and hotels, residential. Make Lower Albina with alleyways (very British or Victoria like) people friendly. Plan for high speed rail after I-5 is moved to an underground configuration after 30 years (I-5 curves to the east to line up with 8th/10th). High speed rail could then possibly use the former I-5 land (maybe trains below a eastside park corridor). Plan the subway station now.
4	Land Use and Urban Design	Should we be looking at moving the freeway away from the riverfront?
5	Land Use and Urban Design	Too many surface parking lots in Lloyd
6	Land Use and Urban Design	Re-align Union Pacific tracks across from Rose Garden (straighten out S curve) Move tracks east and bury/tunnel. Build terrace and development above light rail and UP- connect Rose Garden/Coliseum with River. Build multipurpose trail (16'-20' wide) along the river.
7	Land Use and Urban Design	Balanced policies which respect long time residential uses and need for more residential development in the area. Don't ignore the R zoned properties on parking issues.
8	Land Use and Urban Design	Freeze renewals to expired PDC URA's (5) fives!
9	Land Use and Urban Design	Public funds 20% of structure the public expects 20% of net profit e.g. medal on NFL Green bay
10	Land Use and Urban Design	Land use and urban design and all public/private partnerships including parks
11	Land Use and Urban Design	Convention Center and Lloyd center: mixed use development and human scale!

<b>Commenter</b>	<b>Topic</b>	<b>Open Comment about the N/NE Quadrant Project</b>
12	Land Use and Urban Design	Food carts: at NE corner of convention center near MAX station
13	Land Use and Urban Design	Food carts: in Rose Quarter and Memorial Coliseum plazas
14	Land Use and Urban Design	Russell Street favorable zoning for mixed use/housing/etc.
15	Land Use and Urban Design	Concern about traffic impacts/congestion generated by light rail infrastructure and now streetcar. Just making it harder to get around.
16	Land Use and Urban Design	Concerns about URA expenditures to property owners who may not need it, and not getting enough public benefit in return
17	Land Use and Urban Design	No 'there there' in the Lloyd, why would anyone want to build residential development there or even live there?
18	Land Use and Urban Design	Interest in lower, mid-rise development or building types in the Lloyd, maybe taking a break from the high rise stuff
19	Land Use and Urban Design	The overriding goal must be human scale and community. The streets (all of them) must feel good for walking and have adequate and safe cycle ways. Mixed development of a local community feel for the area. This would allow people to choose to live near their job and contribute to the development of a local community feel for the area. On the surface use of the automobile should be discouraged. This would cause visitors to the area to arrive, park and use other means of mobility in the neighborhood.
20	Land Use and Urban Design	The walk able character must include and link from the Lloyd center to the convention center an on to the Rose Quarter. MAX and trolley must feel like they fit the local surroundings so that they are an easy option for short hops. Day tickets for tourists and regional visitors should include use of both without multiple tickets.
21	Land Use and Urban Design	Finally the plan needs to include development of the Sullivan's Gulch bike path and the North Willamette Greenway. In addition to being major daily links to the area these would develop into significant tourist amenities with development of Gateway Green and easy access to Kelly Point Park.
22	Local Transportation	Freeway entrances clog local traffic at prime commute times- slowing commuter and local traffic. Is there a way to address this?
23	Riverfront	Keep the grain elevators by the steel bridge
24	Riverfront	What is the future of the grain silos? Is the city going to buy it?
25	Riverfront	Access to the river
26	Riverfront	Water recreation
27	Riverfront	Greenways/trails/paths
28	Riverfront	Amphitheater
29	Riverfront	Constructed wetlands along the river
30	Riverfront	Create habitat under bridges/esplanade
31	Riverfront	Create better connections between Albina and Lloyd/Rose Quarter

Commenter	Topic	Open Comment about the N/NE Quadrant Project
32	Riverfront	Paul Allen should display his yacht collection along the riverfront at Thunderbird site. The public could pay to see the yachts.
33	Riverfront	Let's make the grain elevators an interesting focus of this working neighborhood- how about developing a walking tour with plaques with info about the shipping, the steel and Broadway bridges, the rail and water industry. Have it be something folks want to go and see- with viewpoints from bridges and from the memorial coliseum.
34	Riverfront	Please "no" Jumptown (it's the Lloyd District) It could change into junk town
35	Riverfront	Bury the railroad track to get rid of the curve and free up land
36	Riverfront	What can we learn from Pittsburgh?
37	Riverfront	Access and transportation and paths/greenways (marinas, water taxis)
38	Transportation	Is there space for a potential high speed rail line (through this space)?
39	Transportation	Decouple Broadway/Weidler- it would greatly enhance business as well as make it more accessible for neighbors
40	Transportation	Reverse directions on Vancouver/Williams couplet
41	Transportation	Parking for residential uses is a problem- we need permits! Yes!
42	Transportation	The box area is such a problem that my company will no longer deliver using company trucks
43	Transportation	Bike lanes from Rose Quarter MAX to Vancouver/Williams need to be wider and better timed signals. Two "bike lanes" wide where possible
44	Transportation	Williams from Weidler to Hancock needs to be 2 bike lanes wide, same with Wheeler from Multnomah to Winning Way
45	Transportation	Better signal timing- now you need to stop at every light from Broadway to Oregon (on Vancouver/Wheeler)
46	Transportation	Turn for bike lanes from East Broadway to Flint (its silly to add bikes into the I-5/Broadway interchange when you can reroute them around it).
47	Transportation	Bike traffic has quadrupled since 2000- you need to add capacity throughout and at the next open house can you add bicycle traffic growth to the display board?
48	Transportation	Reduce I-5 speed limit to 30 mph from 405 to Marquam Bridge- reduce number of collisions and severity
49	Transportation	Bicycling can be scary
50	Transportation	Bike Boulevard/Cycle Tracks would be good to connect neighborhoods and Lloyd District
51	Transportation	Steel Bridge: Close Steel Bridge to car traffic? High congestion pricing?
52	Transportation	West side of Steel Bridge: Stockholm style inner city toll charge
53	Transportation	Rose Quarter Transit Center: Move/reconfigure MAX tracks to create new developable parcel
54	Transportation	Remove parking meters from NE 1st Ave north of Multnomah and make it permit only. Issue parking permits to residents.
55	Transportation	Make the parcels around the East side of the Broadway Bridge developable
56	Transportation	frequent driveway placement on Weidler is hazardous to bicyclists and pedestrians. Minimize driveways especially for drive thus.
57	Transportation	Move freeway ramps away from Broadway/Weidler. Move to new bridge connection at Clackamas St/Winning Way

Commenter	Topic	Open Comment about the N/NE Quadrant Project
58	Transportation	Decouple Broadway/Weidler- major bike and vehicular flows eases traffic and increases bike safety
59	Transportation	Interest in more transportation mode clarity in the system: add more ped/bike corridors through the area, but then also remove them from the busier corridors like Broadway/Weidler
60	Transportation	Further development of the freeways must be done in a minimalist way with priority given to the through movement of traffic. Priority needs to be given to the through movement of traffic. This could involve creation of separate through lanes, or timed closure of certain ramps when their use would impede the general flow of traffic. This plan needs to be linked in a realistic way to the effects that the development of the CRC will have on flow through the area. without building monolithic roadways we need to make realistic plans for the movement of commerce. Specific attention must be directed to the flow from the north onto Broadway and Weidler. the volume and speed of this flow has a major negative impact on the human scale of the area, and is a specific block to comfortable ingress into the Rose Quarter area.
61	Urban Design and Local Transportation	1. Consider a car-free zone in the Lloyd District. 2. There is a lot of large scale architecture in the N/NE Quadrant. More human scale design would vastly improve quality of life here. 3. Minimize drive through. 4. The highways are noisy, stinky, ugly and hard to get over/under. Mitigating this would be a true success for the plan.
62	Transportation	Sherwin Williams Paint store - corporate won't deliver because of traffic queues - don't own property if ROW is needed, owner gets money - like location - get certain amount of pass-by/drop-in customers
63	Transportation	Tough to get bikes through Wheeler/Williams intersection
64	Transportation	Weaves on both NB I-84 to Weidler and SB Wheeler to I-84 are difficult
65	Transportation	I-84 traffic is often backed up onto I-5
66	Transportation	Close Wheeler to I-84 and force those vehicles to MLK / Grand on ramp
67	Transportation	Add an extra lane from I-405 to I-84 Southbound
68	Transportation	There is too much traffic on Broadway - need to make bike / ped environment
69	Transportation	Pedestrians trying to get to Rose Garden for events park east of I-5 (free) and then have trouble walking over Broadway/Weidler with all the traffic also trying to get to Rose Garden
70	Transportation	Broadway Weidler intersection is a nightmare with traffic backing up on through streets
71	Transportation	Encourage green streets and shops under I-5, on Multnomah. Create pedestrian friendly environment
72	Transportation	Consider lowering the posted speed to 35 mph for those merging onto I-5
73	Transportation	When is ODOT going to remove I-5?
74	Transportation	Conflict between off ramp traffic and bikes/peds at the convergence of Vancouver and Broadway ramp
75	Transportation	Traffic on I-5 has forced me to avoid the interstate as much as possible and use local streets. If traffic in the area continues to increase, I may consider moving business
76	Transportation	Tolling/congestion pricing should be considered