

N/NE Quadrant and I-5 Broadway/Weidler Plans
DISCUSSION DRAFT Step 3 Evaluation Matrix

The Step 3 Evaluation Matrix is intended to guide the development of the recommended concepts for the North/Northeast Quadrant Plan and the I-5 Broadway/Weidler Plan. The SAC will be advising the City of Portland and the Oregon Department of Transportation on both of these planning efforts.

The matrix is divided into two columns: the left column will be used to evaluate the quadrant wide concepts and the right column will be used for the I-5 freeway alternative concepts.

The column on the left contains the N/NE Quadrant and I-5 Broadway-Weidler Plans project goals as adopted by the SAC, numbered from 1 to 8. Under each goal are related *draft* objectives derived from a number of sources including: SAC and subcommittee meetings, the Issues, Opportunities and Constraints report, the November open house and other public and agency input. Together, the goals and objectives represent what

we hope to achieve with the N/NE Quadrant and I-5 Broadway-Weidler Plans as a whole. They will guide further development and refinement of plan elements and provide a means for evaluating whether the final proposed plan, as a package, is balanced and complete and meets the aspirations and intent of project stakeholders.

The column on the right contains evaluation measures specific to the freeway interchange and related local transportation interface element of the project. Each evaluation measure is tied to one or more goal or objective. They are generally more specific or quantitative than the objectives and are tailored to the infrastructure project characteristics of the freeway planning element. They will be used to evaluate the pros and cons of the SAC recommended concepts that emerge from the screening undertaken under Step 2.

N/NE Quadrant and I-5 Broadway/Weidler Plan Goals and Objectives	Freeway Interchange & Local Transportation Interface Concept Evaluation Measures
<p>1. A diverse mix of commercial, cultural, entertainment, industrial, recreational and residential uses, including affordable housing:</p> <ul style="list-style-type: none"> a. Provide opportunities for a variety of desired land uses in the quadrant and its subdistricts b. Foster distinct and complementary subarea identities within the quadrant. c. Encourage uses that complement regional facilities including the Rose Garden, Memorial Coliseum, Convention Center and Lloyd Center, while seeking to balance the episodic nature of these attractions with additional activities. d. Foster increased residential density and improve jobs to housing ratio in the quadrant by 2035. e. Create opportunities for affordable housing. f. Preserve existing housing in the quadrant. g. Provide open space, parks and recreation opportunities. 	<ul style="list-style-type: none"> • (1.f. and 2.d.) Minimize the need to purchase property for right-of-way.
<p>2. Economic development that supports existing and new business opportunities and more job creation, especially those paying family wages:</p> <ul style="list-style-type: none"> a. Create opportunities for new employment and a variety of employment types and levels. b. Maintain or increase development potential, e.g. through zoning and creation of new parcels. c. Foster increase in future high density commercial development while supporting and encouraging industrial activities in current industrial areas. d. Retain and support existing and local businesses in the quadrant. 	
<p>3. Enhanced fish and wildlife habitat, increased access to nature, and a sustainable built environment:</p> <ul style="list-style-type: none"> a. Create opportunities for new parks and open spaces. b. Maintain and create new access points to the river. c. Enhance and create new fish and wildlife habitat, tree canopy, and green infrastructure. d. Support sustainable development goals and practices, including creation of the Lloyd Eco-District. 	<ul style="list-style-type: none"> • (3.c.) Amount of enhanced street tree canopy • (3.c.) Reduction of storm water run-off and energy use • (3.b.) Location and level of local connectivity improvements • (4.) Health and safety impacts of proposed new infrastructure <ul style="list-style-type: none"> ○ Measure air quality (emissions) ○ Measure greenhouse gas emissions (see transportation safety under 5 and 6)
<p>4. Infrastructure for healthy, livable, safe and vibrant communities (e.g. open space and parks, river access, schools, etc.) that respects and complements adjacent neighborhoods:</p> <ul style="list-style-type: none"> a. Create sensitive transitions between the more highly urban Central City and adjacent residential neighborhoods. b. Foster concepts that support high-density development in the Lloyd District and minimize their impacts on adjacent neighborhoods-Eliot, Irvington, and Sullivan's Gulch. c. Provide for amenities and services, such as parks, schools and connections, at a level appropriate to support the type and intensity of development proposed. 	

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<p>5. A full multimodal transportation system that addresses present and future transportation access and needs, both locally and on the freeway system:</p> <ul style="list-style-type: none"> a. Improve multi-modal transportation accessibility and connectivity within and through the quadrant. b. Encourage the use of transportation modes other than single occupancy vehicles and reduces auto gas emissions. c. Improve circulation for all modes in the Rose Quarter Transit Center. d. Accommodate present and future access needs of the quadrant. e. Improve freight access from freeway to industrial areas and major destinations. f. Increase safety within the quadrant for all modes. g. Provide a street hierarchy system that supports the quadrant's desired urban form, land use and livability goals. h. Provide parking and transportation demand management strategies that better support the needs of the quadrant. 	<p>(5.a., 5.f. and 6.f.) Provide pedestrian and bicycle infrastructure and minimize pedestrian and bicycle conflicts with motor vehicles:</p> <ul style="list-style-type: none"> • Increase quality (comfort/safety) of bicycle freeway crossing opportunities • Increase quality (comfort/safety) of pedestrian freeway crossing opportunities • Provide direct pedestrian and bicycle connections to and from the following key locations: <ul style="list-style-type: none"> ○ Broadway Bridge ○ Steel Bridge ○ Rose Quarter/Transit Center ○ Oregon Convention Center ○ Lloyd Center ○ Vancouver/Williams Corridor north of Hancock ○ Broadway/Weidler Corridor east of I-5 • (6.c.) Improve weaving LOS on I-5 at Broadway/Weidler • (6.f.) Lower likelihood of collisions on I-5 between Broadway and I-84 • (6.c.) Mainline through traffic performance • (5.e., 6.c. and 6.f.) Minimize conflicts between freight traffic and other modes • (6.d.) Improve local circulation and freeway crossing opportunities • (5.a. and 6.d.) Maintain or improve local traffic operations in the vicinity of the Broadway/Weidler Interchange • (6.a. and 6.e.) Refer to 9.b. below: • (6.g.) Refer to 1. above and 8 below:
<p>6. Improve the local circulation system for safe access for all transportation modes within the quadrant and at freeway interchanges.</p> <ul style="list-style-type: none"> a. Provide affordable range of multimodal transportation solutions. b. Connect regional trail system. c. Improve freeway operations for freight and auto. d. Improve local access across freeways and rail crossings via improved, safer crossings and additional separated facilities. e. Provide affordable and cost-effective range of multimodal transportation solutions. f. Seek to reduce accident potential. g. Minimize local land use impacts. 	
<p>7. Equitable access to community amenities and economic opportunities:</p> <ul style="list-style-type: none"> a. Avoid/minimize/mitigate involuntary displacement of quadrant residents and jobs. b. Provide for a broad array of employment types and encourage living-wage jobs. c. Provide for diversity of housing types that meets the needs of all income-levels and a variety of household types and lifestyles. d. Provide for amenities and services, such as parks, schools and connections, at a level appropriate to support the type and intensity of development proposed. e. Increase the capacity of existing residents and business owners to share in the benefits from growth in the quadrant. f. Ensure that the plan compliments economic development and housing strategies to build capacity for existing area residents and businesses. g. Ensure that infrastructure improvement do not have disproportionate public health impacts. h. Ensure that plan proposals address the needs of local residents and businesses while recognizing the importance of the quadrant's region-serving facilities and infrastructure. i. Ensure the plan broadly supports the equity objectives established through the Portland Plan process. 	<ul style="list-style-type: none"> • (7.g.) Health and safety impacts of proposed new infrastructure (see 4.(air quality), 5. and 6. (safety) above).
<p>8. Protection and enhancement of the cultural heritage of the area and its sub-districts:</p> <ul style="list-style-type: none"> a. Preserve, enhance and celebrate historic and cultural resources. b. Avoid/minimize/mitigate demolition of historic and cultural resources. c. Avoid or minimize adverse impacts on cultural or high priority community sites. 	<ul style="list-style-type: none"> • (8.b., c.) Measure impacts to existing historic and culturally significant structures
<p>9. Additional Criteria:</p> <ul style="list-style-type: none"> a. Ensure plan proposals are practical, implementable and cost-efficient. b. Ensure capital costs within project limits. c. Ensure plan proposals are consistent with relevant adopted local, regional and state land use and transportation goals and policies. d. Ensure plan concepts and proposals are consistent with relevant goals and objectives of the Portland Plan and Central City 2035 processes. 	<ul style="list-style-type: none"> • (9.b.) Develop Broadway/Weidler Interchange and Local Transportation Interface cost estimates