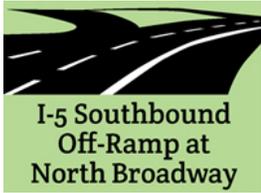


**Public Comments - ODOT/PBOT Responses**

*Updated, January 2015*

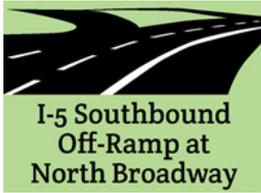
Comment	Response
<p>I'm contacting you to express my enthusiastic support for the improvements that are proposed for the roadway environment surrounding the I-5 off-ramp to at North Broadway and Wheeler, and to share a concern. I see that plans call for replacing the signal at the off ramp, and I'm hoping that this will take into account a problem with the current signal configuration. The current signal's position and louvered design gives users of the rightmost lane (bike and bus) southbound on Vancouver Avenue the false impression of a green light in their favor when it signals green for the existing off-ramp traffic. There are multiple signals sided-by-side, and the positioning of that particular signal is effectively in front of that rightmost lane. When it goes green, it appears to a person on a bike as though the left lane(s) have red while the right lane (their lane) is getting a green, when in fact that green is signaling the off-ramp traffic. Please let me know when this is being considered in the configuration of the replacement signal.</p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p> <p>The geometric constraints of the location still exist, and the lane configuration won't be changed at this point. At this time, the new traffic signal design will be looking at the use of GPL (Geometrically Programmed Louvers) which are designed to selectively limit the visibility zone. These louvers are different than the ones currently in place. GPL limit the effective cone of visibility of the signal more than the straight louvers that are currently installed.</p>
<p>Have you considered the impact of the changing (increased) population of the Lloyd District and the ingress &amp; egress of those residents?</p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p> <p>The planning process that produced the idea for this project as a near-term investment accounted for the development of the vicinity and its impact on key interchanges. Our models of future transportation system performance are based on demographic and economic forecasts. In addition, Go Lloyd is an organization that works with employers in the area to shift trips away from single-occupancy vehicles in order to sustain mobility and vitality in the area.</p>



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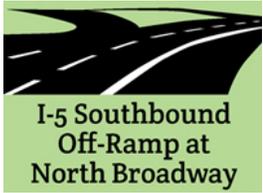
Comment	Response
<p>Project does not seem to address lane alignment crossing Broadway from Vancouver Ave. Signal times are already extremely short in duration and cause congestion enough without adding more. As a business in the area, I have concerns about the project handling a single symptom rather than the entire issue. If the money is going to be spent, and traffic further impacted during construction, why not cover all issues at once?</p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p> <p>There are not enough funds currently to cover all the improvements as proposed in the <a href="#">N/NE Quadrant Plan</a>. To provide needed improvements in the near-term, the Oregon Department of Transportation (ODOT) has secured enough funds to design the I-5 southbound off-ramp at North Broadway <a href="#">project</a>. ODOT is continuing to secure funding for the ramp re-alignment work and the City of Portland Bureau of Transportation (PBOT) will be responsible for funding improvements to their City Streets. Both the ODOT and PBOT portions of the project are currently funded for design-only and may be constructed concurrently or as separate state and local projects, depending on funding availability. Current funding constraints and uncertainty exist for the N/NE Quadrant Plan improvements, but ODOT and PBOT agree the current project scope is a priority and is the best solution to construct improvements in this area in the near term. Should construction funding become available the ODOT Community Affairs team will provide an update to the website and mailing list. Please contact Dee Hidalgo at <a href="mailto:Dee.Hidalgo@odot.state.or.us">Dee.Hidalgo@odot.state.or.us</a> if you would like to be on the mailing list for the project updates.</p>



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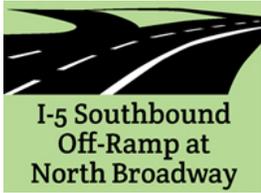
Comment	Response
<p>This plan also needs to address the problem with traffic on Vancouver Ave., crossing Broadway. The bus lane forces traffic on Vancouver Ave. to change lanes in the intersection at Broadway, because of the addition of the “bus only” lane a few years ago. This is an <u>unsafe</u> intersection for traffic and increases accidents at the intersection. Some people ignore the lane changes, while others obey the lane change striping (which is hard to see) especially at night. Adding the bus lane increased traffic back-up on Vancouver Ave. the day it started. This problem is compounded by the short duration that the traffic light allows Vancouver Ave. traffic to cross Broadway. It is only on for a few seconds (literally a few seconds). This causes traffic to back up Vancouver Ave., all the way to Tillamook, sometimes.</p>	<p>This project is not addressing queuing on North Vancouver. The traffic signal timing will be assessed as part of the signal phasing modification (adding the overlap phase for the right-turn) and queuing issues will be addressed as appropriate. The existing bus/bicycle lane provides a significant benefit for the bus travel times on North Vancouver. City policies support balancing modes within the transportation system. The queuing on North Vancouver is considered a trade-off that allows the City to achieve the improvement of transit travel times. This project will not modify the lane configuration on North Vancouver to address the queuing. The guidance stripes in the intersection are intended to define which lanes the approaching traffic can move into as they cross the intersection. They were installed to reduce the lane changing that occurred due to the “right turn only” lane in the block between Broadway and Weidler.</p>
<p>Thank you for initiating the I-5 southbound off-ramp at N Broadway project. All the proposed modifications are sorely needed. As a frequent bike rider and car driver through this area, I believe that it will result in improved safety for all. My only feedback is this: is there anything that can be done through this project or through follow up work to address the pattern of rush-hour traffic exiting I-5 here and then cutting through to the southbound I-5 on-ramp at the Coliseum to avoid freeway backups? This clogs city streets and causes severe back ups. Couldn't ODOT or the City of Portland use traffic cameras to remotely enforce a prohibition on this behavior? You could have two cameras, one at the off-ramp and one at the on-ramp. Cars using both within a fixed time period could be automatically ticketed and mailed a fine?</p>	<p>Thank you for your feedback on the I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>. We appreciate your interest and look forward to providing the safety improvements for all modes of transportation in this area. To answer your question about the traffic pattern during rush-hour exiting I-5 at North Broadway and cutting through to the southbound I-5 on-ramp at the Coliseum, these driving patterns are legal movements so it is not possible to enforce through use of cameras or by other means. I hope this answers your question. Please let me know if you have additional questions. Thanks again!</p>



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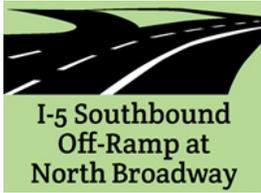
Comment	Response
<p>I just wanted to share one request with all the improvements that will be made near I-5 and Broadway. It would be really great to have a crosswalk at Broadway and Williams. I work in the neighborhood and it makes walking places more of a hassle because I can't safely cross here. Thanks!</p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p> <p>This intersection is outside the project area and is not included in the current project scope. As a result, this project will not be making improvements there. The reason there is no crosswalk at this location today is due to the intersection being over capacity and that crosswalk always having a traffic movement over it other than the bike signal phase, which is likely a shorter amount of green time than what would be required for the crosswalk timing. To install a crosswalk given those constraints would require taking time away from one of the vehicular movements, which would increase queueing and may spill back into/through adjacent intersections. Typically a crosswalk is prohibited when there are dual turn lanes. It would require adding pedestrian heads, constructing an ADA ramp on the NW corner, and adding a marked crosswalk. The ADA ramp may be challenging due to the structural sidewalk. This was evaluated during the Eastside Streetcar project and the "curb extension style ADA ramp" was designed this way because of the structural sidewalk. ODOT reviewed the plans at this intersection during both the Eastside Streetcar and North Williams projects.</p>



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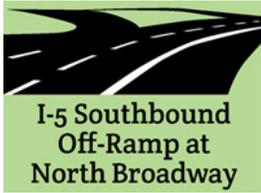
Comment	Response
<p>This whole area terrifies me. I’m an all-season bike commuter and I work only a half mile away (state office building). I don’t ride that short distance to Upright Brewery in the Left Bank Building and I love the place and the beer. I only cross Broadway, I don’t ride down it. I did tonight because I forced myself to come to this. All of which is to say that I support this project. I have to trust the professionals to do the best that any unchangeable circumstances allow. Please, change what you need to make this area safe – and maybe even comfortable – for vulnerable road users. Make my fears unreasonable. Thank you.</p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p>
<p>I am writing to fully express my 100% support for the proposed changes at southbound I5 NE Broadway off ramp. This intersection is congested, dangerous, and encourages unsafe driving behavior. The changes will help to make our roads safer.</p> <p>We need to account for human error in all of our traffic engineering, and design roads so that errors do not cause injury and death.</p> <p>Thank you.</p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p>
<p>This will be a huge improvement that saves lives. Can’t be put in soon enough.</p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p>
<p>Great project! Will improve safety for peds and bikes.</p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p>
<p>New re-aligned off-ramp – right turn lane should be signed “no right on red” to protect pedestrians crossing that terminus of exit.</p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p>
<p>Please do all of this! I’ve lived at the Paramount [Apartments] for 3 years. The pedestrian crossing and bike lanes need great help, especially during Rose Quarter events. It will help increase safety and peace of mind.</p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p>



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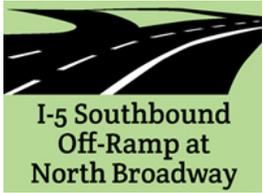
<b>Comment</b>	<b>Response</b>
Good plan. Very happy with the work done to get this accomplished.	Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a> .
Great project. Look forward to helping to support it any way we can.	Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a> .
Go Lloyd has already written a letter of support in earlier stages of this project. We're very pleased to see the issue – with the slip lane and pedestrian crossing addressed.	Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a> .
The Eliot Neighborhood Association is very supportive of the changes proposed here. There are probably other follow-on projects to finish the job when the time comes.	Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a> .
Betsy Reese, as co-owner of Paramount Parking LLC has asked me to provide some written support of ODOT's project for this intersection. I would support the changes recommended by ODOT, especially realigning the Broadway slip ramp. The current intersection has well documented safety issues for pedestrians and bicyclists and anything ODOT can do to mitigate this issue will be a positive step. I applaud Betsy and her dedication to making this a safer intersection for all concerned including a safer flow for traffic and streetcar.  Thank you for your time.	Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a> .
I reviewed the materials and having paid a lot of attention to these intersections over the past 5 years, working with community activists, PBOT and ODOT, I would like to extend my full support and appreciation for taking on these changes as proposed. It will undoubtedly make the area safer for all modes. Thank you for your commitment to improving the safety of this area.	Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a> .



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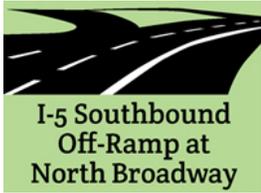
Comment	Response
<p>Seeing that the open house is tonight and I'm unable to attend, I am writing to you to show my support for the planned changes at N. Broadway/Flint/Wheeler.</p> <p>Although I consider myself to be a relatively bold cyclist, I have always felt uncomfortable riding through the area in its current configuration. Thus, I have made it a point to avoid riding through the area whenever possible. While I would have liked to see the slip lane removed altogether rather than relocated, I believe that the planned changes are a step in the right direction. I'll definitely be using the route more often after the changes have been implemented.</p> <p>Thank you for your hard work on this project. Good luck.</p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p>
<p>I can't make it to the open house tonight, but I agree with your comment on the bikeportland article: this proposal from ODOT seems a substantial safety increase to this complicated intersection and area. I especially like the pedestrian hybrid beacon signal for crossing N Broadway.</p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p>
<p>I am the new owner of Paramount Apartments. I am unable to attend your meeting but I want you to know that I am in full support of improving the safety of the streets around Paramount. We have approximately 40 residents who have bikes and about 30 who have cars or trucks.</p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p>
<p>I have been following the discussions around the changes to the I-5 SB Off-Ramp at N Broadway for quite a while. I don't ride my bike through this section often now, although I did for about 2 years (and I have seen ambulances responding to crashes involving car-on-bicycle several times). I think the changes will help significantly improve safety in this location. I will not be able to attend the open house for this project but I would like to provide my comments in support of the changes listed in the fact sheet here: <a href="http://www.oregon.gov/ODOT/HWY/REGION1/Pages/I-5-Southbound-Off-Ramp-at-North-Broadway-Project.aspx">http://www.oregon.gov/ODOT/HWY/REGION1/Pages/I-5-Southbound-Off-Ramp-at-North-Broadway-Project.aspx</a></p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p>



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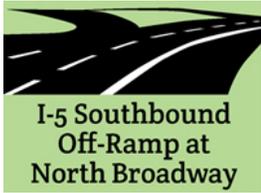
<b>Comment</b>	<b>Response</b>
<p>We have a cancer center at 265 N Broadway. As I review the project documents, it doesn't appear our office will be negatively impacted. Will the transition from the current off ramp to the realigned off ramp be handled in such a way so that the old one will be used until the new one is available?</p> <p>Thank you for your good work on this project.</p>	<p>Typically, the new ramp will be completed before the old one gets closed off. There could be periods where the ramp must be closed in order to do some specific work, but this would usually only happen in the middle of the night and would have a lot of public notification. That type of impact is seen as significant, so there must usually be a good reason to do that.</p> <p>The construction phasing for the project has yet to be discussed in detail. So there will be other opportunities to view the project as it gets designed.</p> <p>Thank you for your e-mail and interest in the project.</p>



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Comment	Response
<p>I've have recently been made aware of this project and I greatly appreciate the work that has been done to date. I fully support all projects listed in the project map 1-6. However, I have 2 additional intersection improvements that would significantly improve bicycle safety in this very important bicycle corridor connector. If we want to further minimize vehicular right turn conflict with bicyclist in this active corridor I recommend the following changes:</p> <p><b>Ross Ave &amp; Broadway</b> Add massive curve extension and shut down all right hand traffic movement, except bikes. Put in cheap diverters. Car traffic is diverted 1 block west to a signalized safer intersections.</p> <p><b>N Wheeler and Broadway</b> Remove traffic turning right onto Broadway from Wheeler, except bikes. Install cheap diverters and extend curb expansion. Car traffic is diverted 2 blocks west to a signalized safer intersection.</p> <p><b>Bicycle lane width</b> Widen bike path to account for bicycle passing movements. There are a wide variety of bike riders out there. This downward sloping curve is the best place to pick up speed to get up and over the Broadway Bridge. People are already passing very unsafely within the existing space a midst merging traffic patterns. I will be attending this afternoon public meeting, however I will have my two kids with me when I often forget details. I speak from personal experience. Last spring I was right-hooked while riding my cargo- bike at the N. Ross Avenue intersection. I was OK, few bruises, but my cargo bike was damaged extensively. I am just thankful my kids were not riding in the box with me. Accidents like this shake you badly, because it is so close to being deathly, you even wonder if you should be on a bike? We need to protect our most vulnerable traffic users. It can be done cheaply, with little down side.</p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p> <p><b>Ross Ave &amp; Broadway</b> – A capacity analysis is necessary to evaluate what the affects the loss of a vehicle travel lane would have, as well as determine how a lane design would look. While there are some potential planning projects identified that would evaluate a change such as that, there are no resources currently available to fund that effort.</p> <p><b>N Wheeler and Broadway</b> – This is not part of the scope of this project. The N/NE Quadrant plan includes a full movement connection at N Wheeler and Broadway. Any closure of Wheeler would conflict with the N/NE Quadrant Plan. A public process is necessary whenever an option of closing a street is considered, even on an interim basis. At this time, there has not been any formal planning process to consider that option.</p> <p><b>Bicycle lane width</b> – There is not adequate street width on Broadway to widen the existing bike lane. As noted above in the Ross Ave &amp; Broadway response, an analysis would be necessary to determine if the bike lane could be widened by removing a travel lane.</p>



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Comment	Response
<p>As a concerned citizen and tax payer, I encourage ODOT to expeditiously move forward with the I-5 Southbound Off-Ramp at North Broadway Project plan as designed to enhance pedestrian crossing safety at high demand crossing locations and facilitate smoother traffic flow in the area for all modes.</p> <p>I also encourage ODOT to expeditiously address issues that cannot be fixed by these changes in other ways, such as less expensive signage and striping, education and encouragement, enforcement, and/or law changes.</p> <p>Together we can make Portland streets safer! Let's not waste another life or risk another close call!</p>	<p>Thank you for taking the time to submit your comments related to the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p> <p>Appropriate signing/striping will be included in this project. Requests for enforcement are handled by the Portland Police Bureau. This project is expected to further reduce conflicts in the area. In addition, the N/NE Quadrant Plan includes changes to the street network that will ultimately address other issues.</p>
<p><b>Oregon Walks</b> supports the <b>I-5 Southbound Off-Ramp at North Broadway Project</b> and asks that Final Design and Construction continue per the proposed schedule and that all elements are included, especially project elements 2 through 6.</p> <p>These elements improve safety for people who walk along and cross these multi-lane city streets. Elements 2 through 6 include: (2) traffic signal replacement at N. Broadway and N. Vancouver Ave, (3) Sidewalk reconnect on the north side of N. Broadway from N. Vancouver Ave to N. Flint, (4) ADA ramps, (5) Curb extension at the southeast corner of the intersection of N. Broadway and N. Wheeler Ave, and (6) a Pedestrian Hybrid Beacon at the crosswalk to the streetcar platform. (Fact Sheet, <a href="http://www.oregon.gov/ODOT/HWY/REGION1/Documents/I5atNBroadway_Fact%20Sheet_November_2014.pdf">http://www.oregon.gov/ODOT/HWY/REGION1/Documents/I5atNBroadway_Fact%20Sheet_November_2014.pdf</a>)</p> <p>Then, in the fall of 2016, anyone walking or using a wheelchair to get to the Broadway/Wheeler streetcar platform will travel with a little less fear. Today, a person walking along North Broadway from N. Vancouver Avenue to Ross Avenue has few safe crossing opportunities. Nimble, reckless, and rushed pedestrians do dash across N. Broadway at Flint, Wheeler, and to the streetcar platform. We look forward to safer, and worthwhile crossing options</p> <p>If we as a city want to encourage people to walk and to use transit, this location does matter. It is a link in our pedestrian network. It patches together a walk across the Broadway Bridge to events in the Rose Quarter and the homes, jobs and shopping in the Lloyd District and North Portland.</p>	<p>Thank you so much for taking the time to send us your comments in support of the ODOT/PBOT I-5 southbound off-ramp at N. Broadway <a href="#">Project</a>.</p>