

# I-5: Brooks Interchange Area Management Plan

Learn more about the planning underway.  
Share what you know about transportation and safety in the area.  
In late summer, we'll have more to present based on this information.



# Project Purpose

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The Interchange Area Management Plan (IAMP) will evaluate how the existing interchange and surrounding area operates and what measures will be taken to keep it functioning over the next 20 years.

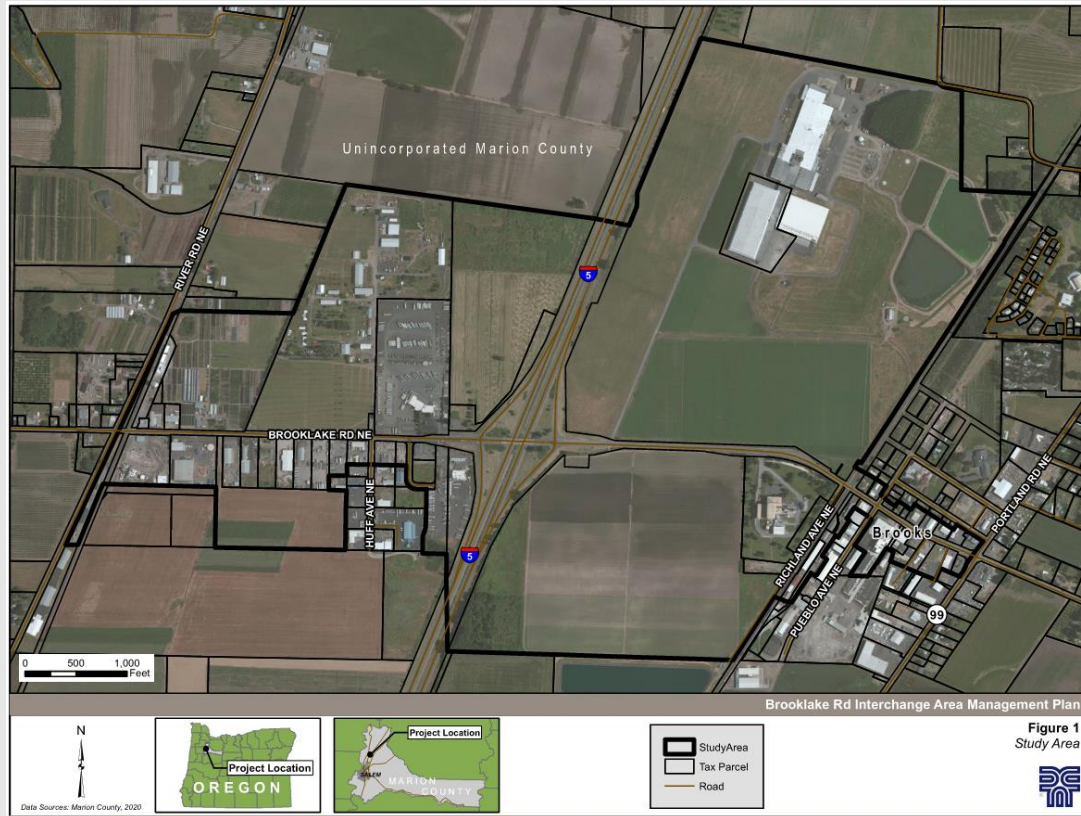
- Improve safety and traffic flow in the study area by identifying improvements and phased implementation.
- As this is a plan for the future, there are currently no funds for either final design or construction.

# Objectives of the Brooks IAMP

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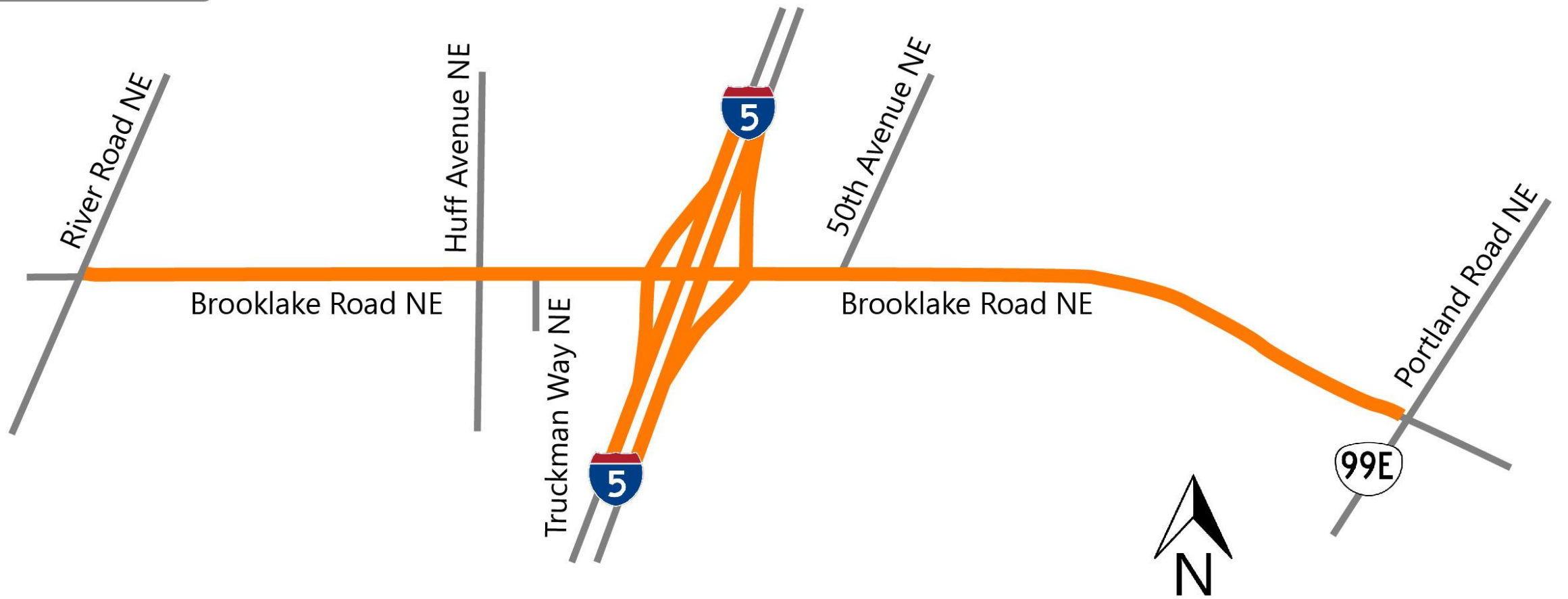
- Protect the function of the Interchange and Brooklake Road.
- Develop concepts to improve safety and maximize operational efficiency of the freeway and interchange to address existing and future needs.
- Plan for future management of the interchange and adjacent land uses with the interchange management area.
- Develop an access management plan that provides for safe and acceptable operations on the transportation network and that moves toward meeting the access spacing standards prescribed in the OHP.
- Develop strategies that can be implemented in phases and limit “throw-away” improvements to the maximum extent feasible.

# Study Area



- Brooklake Road: River Road to OR 99E
- Traffic analysis intersections:
  - River Road
  - Huff Avenue
  - Pilot
  - Ramp terminals
  - 50<sup>th</sup> Avenue
  - OR 99E (Portland Road)
- I-5 Mainline merge/diverge
- Adjacent lands

Study Area



# Process/Schedule





## Land Use and Environmental

**Land Use:** Dictates the level and type of development with the study area.

- Mostly made up of Commercial, Industrial, Primary Agricultural, Public, Rural Residential
- Interchange District Zone west of I-5

**Environmental:** Acknowledge and plan for natural resources, wildlife and hazardous materials.

- Minimal Flood Hazard
- Presence of wetlands and potential wetlands
  - Emergent wetlands northeast and south east of I-5
  - Potential cottonwood-forested wetland east of I-5
- No critical habitat has been designated in study area

# Transportation Network



## Pedestrian

- Interchange sidewalk only on south side.
- Interchange pedestrian ramps in poor condition.
- Intermittent sidewalk near Portland Road (OR 99E).



## Rail

- Portland & Western Railroad crosses Brooklake Road east of River Road.
- Union Pacific Railroad crosses Brooklake Road.



## Bicycle

- No bicycle lanes on Brooklake Road between River Road and Front Street.
- Bicycles expected to utilize shoulder.



## Access

- Twelve access points within a ¼-mile of ramp terminals.
- Informal gravel park & ride east of the interchange.



## Freight/Vehicular

- Heavy freight traffic through ramp terminals.
- Major freight use on west side of interchange.



## Interchange

- Deceleration too short at exit ramps.
- Substandard acceleration at southbound ramp.
- Limited sight distance at both ramp terminals.

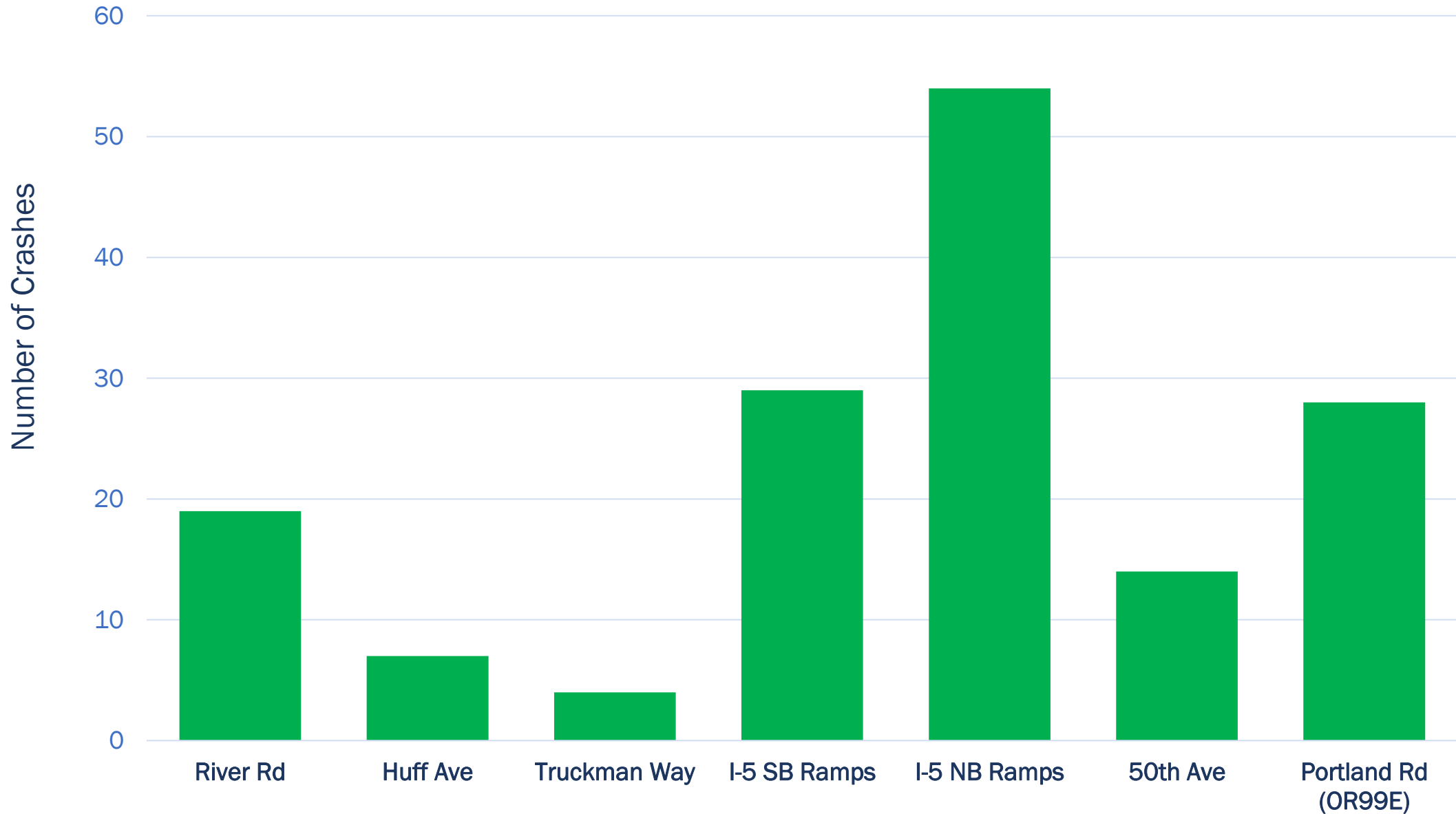


# Safety

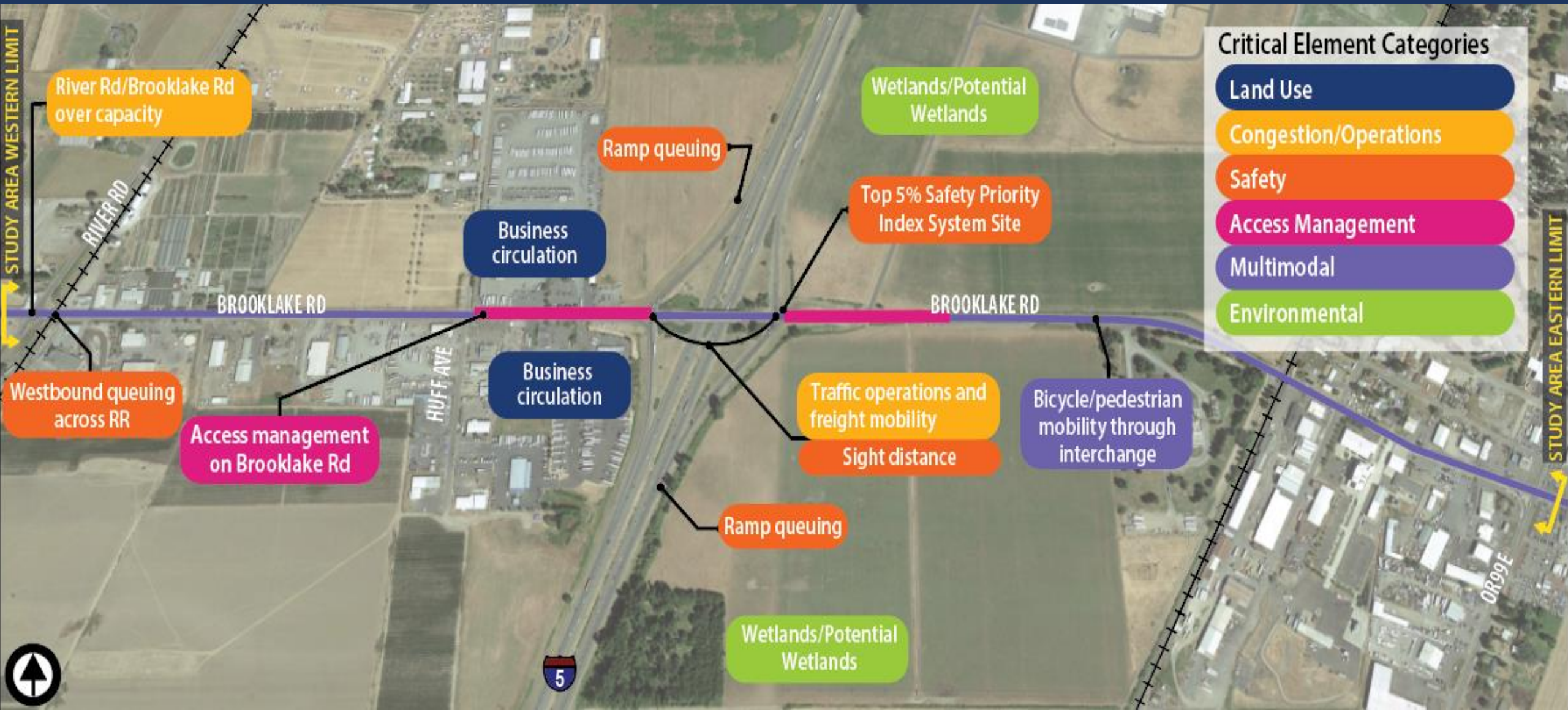
- Ramp terminals exceed the statewide crash rate average.
- Northbound ramp terminal is a top 10% statewide safety priority location.
- Majority of Brooklake Road study area crashes (84%) occurred at study intersections.
- Turning and rear end collisions are most common.
- None of the reported crashes resulted in fatalities.



# Study Area Crash History (2014-2018)



# Summary of Issues/Needs



## Next Steps

We will confirm study area conditions assessment in April.

- What you can do to help - visit online and share what you know about transportation and safety issues.

[Please share your comments online by April 17](#)

Then, we will draft and share the following later this year:

- Interchange concepts
- Phased solutions
- Access management plan