



## Appendix D. Figure Descriptions



## Appendix D. Figure Descriptions

This appendix includes written descriptions of all figures included in this Technical Report. If needed, additional figure interpretation is available from the ODOT Senior Environmental Project Manager at (503) 731-4804.

Figure Number	Figure Title	Figure Description
1	Project Area	Figure 1 shows the Project Area. The Project Area includes a 1.7-mile segment of Interstate 5 (I-5), beginning north of Interstate 405 (I-405) at milepost 303.2, extending south to the Burnside Bridge just south of Interstate 84 (I-84) at milepost 301.5. The Project Area also includes the interchange of I-5 and N Broadway and NE Weidler Street (Broadway/Weidler interchange) and the surrounding transportation network, from approximately NNE Hancock Street to the north, N Benton Avenue to the west, NNE Multnomah Street to the south, and NE 2nd Avenue to the east. Figure 1 also shows the Willamette River to the west of the Project Area and the following four bridges (from north to south): Fremont Bridge, Broadway Bridge, Steel Bridge, and Burnside Bridge. The Project Area includes segments of both I-5 and I-84.
2	Auxiliary Lane/ Shoulder Improvements	Figure 2 shows the locations of the proposed auxiliary lanes and shoulder improvements on I-5. One new northbound (NB) auxiliary lane would be added to connect the I-84 westbound (WB) on-ramp to the N Greeley Avenue off-ramp. A new southbound (SB) auxiliary lane would extend the existing auxiliary lane that enters I-5 SB from the N Greeley on-ramp. The extent of proposed auxiliary lanes and shoulder improvements begin near where I-5 crosses over N Russell Street and extends south to I-84. Figure 2 also shows the Project Area.
3	I-5 Auxiliary (Ramp-to- Ramp) Lanes – Existing Conditions and Proposed Improvements	<p>Figure 3 shows the existing and proposed auxiliary lane configurations from the N Greeley on-ramp extending south to the SB Morrison Bridge off-ramp. Existing conditions are shown on the left and proposed improvements are shown on the right. Existing SB conditions include two SB lanes and three on-ramps (listed from north to south): N Greeley, I-405/N Fremont Street, and N Wheeler and three off-ramps (listed from north to south): N Broadway, I-84, and Morrison Bridge. There are existing auxiliary lanes between the N Greeley on-ramp extending to just south of the N Broadway off-ramp, the I-405/N Fremont on-ramp and N Broadway off-ramp, and N Wheeler on-ramp and I-84 off-ramp. Existing NB conditions include two NB lanes and two on-ramps (listed from south to north): I-84 and N Broadway and two off-ramps (listed from south to north): N Weidler, I-405/N Fremont, and N Greeley. There are existing auxiliary lanes between the I-84 on-ramp and N Weidler off-ramp and between the N Broadway on-ramp and I-405/N Fremont off-ramp.</p> <p>For proposed improvements, the on-ramps and off-ramps are the same as those shown for existing conditions, and all existing auxiliary lanes remain. There is one new SB proposed auxiliary lane that results in a continuous auxiliary lane from the N Greeley on-ramp extending south to the Morrison Bridge off-ramp. There is one NB proposed auxiliary lane that results in a continuous auxiliary lane from the I-84 on-ramp north to the N Greeley off-ramp. Two additional proposed NB auxiliary lane segments also extend the existing auxiliary lane between the I-84 on-ramp and N Weidler off-ramp.</p>

Figure Number	Figure Title	Figure Description
4	I-5 Cross Section (N/NE Weidler Overcrossing) – Existing Conditions and Proposed Improvements	Figure 4 shows a cross section comparison of existing and proposed conditions of I-5 south of the N/NE Weidler overcrossing within the Broadway/Weidler interchange area. Existing conditions are shown on the top and are the same for NB and SB traffic and include an inside and outside shoulder of varying width and two 12-foot lanes. Proposed lane configuration is shown below the existing conditions and is the same for NB and SB traffic and include an inside and outside shoulder, two through lanes, and one auxiliary lane. All shoulders and lanes are 12 feet wide.
5	Broadway/Weidler/Williams and Vancouver/Hancock Highway Covers	Figure 5 shows a rendering of the Broadway/Weidler/Williams and Vancouver/Hancock highway covers. The Broadway/Weidler/Williams cover appears as a green space that spans east-west across I-5, extending from immediately south of N/NE Weidler to immediately north of N/NE Broadway. The entire block between N/NE Weidler, NE Victoria Avenue, N/NE Broadway, and N Williams is all shown as a green space covering I-5. The Vancouver/Hancock cover is located farther to the north and appears as a smaller green space extending northwest and southeast from N Vancouver Avenue at its intersection with N/NE Hancock. Proposed bike lanes are also shown along N/NE Weidler, N Williams, N Vancouver, N/NE Broadway, and N/NE Hancock.
6	Broadway/Weidler Interchange Area Improvements	Figure 6 shows locations of improvements to the Broadway/Weidler interchange between I-5, the interchange, and the local street network. Improvements are labeled with letters A through H. The Broadway/Weidler/Williams cover spans east-west across I-5, extending from immediately south of N/NE Weidler to immediately north of N/NE Broadway. The Vancouver/Hancock cover is located farther to the north and appears as a smaller green space extending northwest and southeast from N Vancouver at its intersection with N/NE Hancock. Both covers are indicated by the letter “A.” Letter “B” is located near the bottom of the figure and shows how the I-5 SB on-ramp would be relocated by having it begin one block farther north at N/NE Weidler instead of N Ramsay Way, where the existing ramp begins. Letter “C” located near the middle of the figure shows the segment of N Williams between N Ramsay and N Weidler that would be closed to private motor vehicles. Letter “D” located near the middle of the figure shows the location of where traffic flow on N Williams between N/NE Weidler and N/NE Broadway would be converted to a reverse traffic flow two-way street with a 36-foot-wide median. Letter “E” shows the location of the proposed Hancock-Dixon crossing that extends from the intersection of N Dixon Street and N Wheeler east to N Williams and N/NE Hancock. Letter “G” indicates the location where N Flint Avenue would be removed beginning at N Tillamook Street and extending south to N Broadway. Letter “H” shows the location of the proposed Clackamas bicycle and pedestrian bridge, located south of N/NE Weidler to connect NE Clackamas Street with N Williams. The Project Area boundary and proposed auxiliary lanes and shoulders are also shown on the figure.
7	Conceptual Illustration of Proposed N Williams Multi-Use Path and Revised Traffic Flow	Figure 7 shows a rendering of the proposed N Williams multi-use path and reverse traffic flow. The foreground in the bottom half of the rendering shows the multi-use path as an extension of the sidewalk to the west (left) of N Williams. The top half of the rendering shows two SB traffic lanes to the east (right) of the multi-use path/median and two NB traffic lanes to the west (left) of the multi-use path/median. The Broadway/Weidler/Williams cover is shown as green space to the east (right) of N Williams SB traffic lanes.
8	Clackamas Bicycle and Pedestrian Crossing	Figure 8 shows a rendering of the Clackamas bicycle and pedestrian crossing. The crossing is shown as a curved elevated path crossing I-5, connecting NE Clackamas on the east side of I-5 to N Williams on the west side of I-5. Green bicycle lanes are also shown on either side of N Williams, located just west of I-5.

Figure Number	Figure Title	Figure Description
9	Transportation Area of Potential Impact	Figure 9 shows the Project Area boundary (as shown in Figure 1) and the Area of Potential Impact (API) boundary for the transportation traffic analysis. The API includes the entire Project Area and an additional portion of N Broadway on the west. The Project Area extends west on N Broadway to N Benton. The API extends west on N Broadway to N Larrabee Street, which is west of N Benton.
10	Study Intersections	Figure 10 shows the API boundary from N Page Street in the north to NE Oregon in the south and the 13 study intersections. Ten intersections are on NNE Weidler and NNE Broadway spanning from the N Broadway and N Larrabee intersection in the west to the NE Broadway and NE Weidler intersections with NE 2nd in the east. Two intersections are on NNE Hancock at N Williams and N Vancouver. The N Vancouver and N Hancock intersection only exists for the Build Alternative. One intersection is south of NNE Weidler at N Wheeler/N Williams/N Ramsay.
11	Lane-by-Lane Speed – Existing AM Peak Period	<p>Figure 11 shows the existing AM peak period lane-by-lane speeds on I-5 for two periods of time: 7 to 8 AM on the left and 8 to 9 AM on the right. The area shown is from north of the N Going Street ramps to just south of the Morrison Bridge ramps.</p> <p>SB speeds from 7 to 8 AM are shown starting in the range of 20 to 30 miles per hour (mph) to the I-405 off-ramp; changing to 40 to 50 mph to the N Greeley on-ramp; and changing again to 30 to 40 mph to the I-405/N Fremont on-ramp; three of four lanes are shown at 20 to 30 mph to the N Broadway off-ramp, and one lane (auxiliary from N Greeley) is shown at less than 20 mph; all lanes are shown operating at less than 20 mph to just south of the N Broadway off-ramp; the N Wheeler auxiliary and west SB lane are shown at 30 to 40 mph to the Morrison Bridge off-ramp and the east SB lane is shown at 40 to 50 mph; south of the Morrison Bridge, off-ramp speeds are identified as greater than 50 mph.</p> <p>NB speeds from 7 to 8 AM are shown operating at greater than 50 mph to the Morrison Bridge on-ramp; then changing to 40 to 50 mph to the I-84 on-ramp (except for a short distance of 30 to 40 mph right off the Morrison Bridge on-ramp); changing to 30 to 40 mph to the I-405/N Fremont off-ramp (except 20 to 30 mph for the east NB lane and the I-84 auxiliary lane to the N Weidler off-ramp); changing to 40 to 50 mph to the N Greeley off-ramp; and then changing to greater than 50 mph to north of the N Going off-ramp (except for speeds of 40 to 50 mph for the I-405 auxiliary lane and the east NB lane adjacent to it).</p> <p>SB speeds from 8 to 9 AM are identified in the range of 20 to 30 mph to the I-405/N Fremont on-ramp (except for a portion of the easternmost SB lane that terminates at the I-405 off-ramp where speeds are less than 20 mph beginning at the N Going on-ramp); changing to less than 20 mph until just south of the N Broadway off-ramp; changing to 30 to 40 mph to the I-84 off-ramp (except for the east SB lane which is shown at 40 to 50 mph from the N Wheeler on-ramp to the I-84 off-ramp); changing to 40 to 50 mph to the Morrison Bridge off-ramp; then shown at greater than 50 mph south of the Morrison Bridge off-ramp.</p> <p>NB speeds from 8 to 9 AM are the same as shown for the 7 to 8 AM period described above, except for two locations. The first location is the portion between the Morrison Bridge on-ramp and the I-84 on-ramp. From 7 to 8 AM, speeds at this location are shown to be primarily 40 to 50 mph; from 8 to 9 AM, this location is shown entirely at 30 to 40 mph. The second location where speeds differ for NB travel is between the N Broadway on-ramp and the I-405/N Fremont off-ramp. At this location the eastern NB lane is shown at 30 to 40 mph from 7 to 8 AM and slowing to 20 to 30 mph from 8 to 9 AM.</p>
12	Lane-by-Lane Speed – Existing PM Peak Period	Figure 12 shows the existing PM peak period lane-by-lane speeds on I-5 for two periods of time: 4 to 5 PM on the left and 5 to 6 PM on the right. The area shown is from north of the N Going ramps to just south of the Morrison Bridge ramps.

Figure Number	Figure Title	Figure Description
		<p>On this figure, SB speeds from 4 to 5 PM are identified as operating at greater than 50 mph to the I-405 off-ramp; changing to 30 to 40 mph to the I-405/N Fremont on-ramp (for the two SB lanes); changing to 20 to 30 mph for the N Greeley auxiliary lane and all four lanes south of the I-405/N Fremont on-ramp to the N Broadway off-ramp; changing to less than 20 mph to the N Wheeler on-ramp (except for a portion of the east SB lane that is shown at 20 to 30 mph from just south of the N Broadway off-ramp to the N Wheeler on-ramp); changing to 30 to 40 mph for the two west lanes from the N Wheeler on-ramp to the I-84 off-ramp and changing to 40 to 50 mph for the east lane; and ending at greater than 50 mph south of the I-84 off-ramp.</p> <p>NB speeds from 4 to 5 PM are identified at greater than 50 mph to the N Weidler off-ramp (except for a 40 to 50 mph portion of both NB lanes near the Morrison Bridge on-ramp and a 40 to 50 mph portion of the east NB lane between the I-84 on-ramp and the N Weidler off-ramp; changing to 40 to 50 mph to the N Greeley off-ramp except for a small portion of both NB lanes just south of the N Broadway on-ramp, operating at speeds of greater than 50 mph); changing to 20 to 30 mph to the I-405 on-ramp; and ending at less than 20 mph to north of the N Going off-ramp.</p> <p>SB speeds from 5 to 6 PM north of the N Going on-ramp are identified as 30 to 40 mph; changing to 20 to 30 mph to the N Greeley on-ramp (except for 30 to 40 mph on the N Going auxiliary lane); changing to less than 20 mph to the N Weidler on-ramp (except for 20 to 30 mph in the eastern SB lane between the N Greeley on-ramp and the I-405/N Fremont on-ramp, and the portion just south of the N Broadway off-ramp to the N Wheeler on-ramp); changing to 30 to 40 mph for the two west lanes from the N Wheeler on-ramp to the I-84 off-ramp and 40 to 50 mph for the east lane (the same as shown for the 4 to 5 PM period); changing to 40 to 50 mph for the west SB lane to south of the Morrison Bridge off-ramp; changing to greater than 50 mph for the east SB lane to the Morrison Bridge off-ramp; and ending at 30 to 40 mph for the east SB lane to south of the Morrison Bridge off-ramp.</p> <p>NB speeds from 5 to 6 PM are identified as greater than 50 mph to the Morrison Bridge on-ramp; changing to 30 to 40 mph to the N Broadway on-ramp (except for 40 to 50 mph for the west NB lane to the I-84 on-ramp and for the east NB lane from north of the Morrison Bridge on-ramp to the I-84 on-ramp); changing to 20 to 30 mph to the N Greeley off-ramp (except for 30 to 40 mph for N Broadway auxiliary); and ending at less than 20 mph to north of the N Going off-ramp.</p>
13	Travel Time Routes	<p>Figure 13 shows the six travel time routes used for calculating travel times using the VISSIM modeling. The figure shows the area, north to south, from north of N Going to the Morrison Bridge. Routes A, B, and C start north of N Going and go south on I-5. Route A ends at the Rose Quarter. Route B ends at the Morrison Bridge. Route C exits to I-84 eastbound (EB) and ends near NE 12th Avenue. Routes D and E start in the south at the Morrison Bridge and go north. Route D ends at the Rose Quarter. Route E ends north of N Going. Route F starts at the Rose Quarter, goes south, and ends at the Morrison Bridge.</p>
14	Lane-by-Lane Speed – Future AM Peak Hour 7–8 AM	<p>Figure 14 shows the future AM peak period lane-by-lane speeds for the 7 to 8 AM period for the No-Build Alternative on the left and for the Build Alternative on the right. The area shown is from north of the N Going ramps to just south of the Morrison Bridge ramps.</p> <p>SB speeds under No-Build Alternative conditions from north of the N Going on-ramp are shown in the range of 20 to 30 mph to the N Greeley on-ramp (except for the portion of the west SB lane adjacent to the N Going auxiliary lane shown with speeds of less than 20 mph); changing to less than 20 mph to just south of the N Broadway off-ramp (except for the portion of the east SB lane from the N Greeley on-ramp to the I-405/N Fremont on-ramp with speeds of 20 to 30 mph); changing to 30 to 40 mph to the I-84 off-ramp (except for the portion of the east SB lane from the N Weidler on-ramp to the I-84 off-ramp shown with speeds of 40 to 50 mph);</p>

Figure Number	Figure Title	Figure Description
		<p>changing to 40 to 50 mph to the Morrison Bridge off-ramp; and ending at speeds greater than 50 mph south of the Morrison Bridge off-ramp.</p> <p>NB speeds under No-Build Alternative conditions approaching the Morrison Bridge on-ramp are identified as greater than 50 mph; changing to 30 to 40 mph adjacent to the Morrison Bridge on-ramp; changing to 40 to 50 mph until the I-84 on-ramp; changing to 20 to 30 mph to the N Weidler off-ramp (except for the west NB lane shown at 30 to 40 mph); changing to a mix of 40 to 50 mph and 30 to 40 mph to the N Broadway on-ramp; changing to 30 to 40 mph to the I-405/N Fremont off-ramp; changing to 40 to 50 mph to the N Greeley off-ramp; and ending at greater than 50 mph to north of the N Going off-ramp (except for the I-405/N Fremont auxiliary lane shown with speeds of 40 to 50 mph).</p> <p>SB speeds under Build Alternative conditions from north of the N Going on-ramp are shown at 20 to 30 mph to the N Greeley on-ramp; changing to less than 20 mph to the N Broadway off-ramp (except for the east SB lane shown with speeds of 20 to 30 mph); changing to greater than 50 mph to the N Weidler on-ramp (except for the N Greeley auxiliary shown with speeds of 40 to 50 mph); for the portion to the Morrison Bridge off-ramp, speeds are shown at 30 to 40 mph in the N Weidler auxiliary lane, 40 to 50 mph in the N Greeley auxiliary lane and west SB lane, and greater than 50 mph in the east SB lane; and greater than 50 mph south of the Morrison Bridge off-ramp.</p> <p>NB speeds under Build Alternative conditions from south of the Morrison Bridge on-ramp are identified as greater than 50 mph; changing to 20 to 30 mph adjacent to the Morrison Bridge on-ramp; changing to 40 to 50 mph to the N Weidler off-ramp (except for the west NB lane shown at greater than 50 mph); and greater than 50 mph to north of the N Going off-ramp (except for two locations with speeds of 40 to 50 mph: from the Broadway on-ramp to the I-405/N Fremont off-ramp for the three easternmost lanes and for the I-405/N Fremont auxiliary lane).</p> <p>Overall, with the Build Alternative more areas are shown with speeds over 50 mph, and fewer areas are shown with speeds less than 20 mph, than are shown for the No-Build Alternative.</p>

Figure Number	Figure Title	Figure Description
15	Lane-by-Lane Speed – Future AM Peak Hour 8–9 AM	<p>Figure 15 shows the future AM peak period lane-by-lane speeds for the 8 to 9 AM period for the No-Build Alternative on the left and for the Build Alternative on the right. The area shown is from north of the N Going ramps to just south of the Morrison Bridge ramps.</p> <p>SB speeds under No-Build Alternative conditions from north of the N Going on-ramp are shown in the range of 20 to 30 mph to the I-405 off-ramp (except for the west SB lane with speeds less than 20 mph from the N Going on-ramp to the I-405 off-ramp); changing to less than 20 mph to south of the N Broadway off-ramp (except for the eastern SB lane shown with speeds of 20 to 30 mph to the I-405/N Fremont on-ramp); changing to 20 to 30 mph to the N Wheeler on-ramp; changing to 40 to 50 mph to the Morrison Bridge off-ramp (except for 30 to 40 mph for the two westmost lanes between the N Wheeler on-ramp and the I-84 off-ramp); and ending at greater than 50 mph south of the Morrison Bridge off-ramp.</p> <p>NB speeds under No-Build Alternative conditions approaching the Morrison Bridge on-ramp are identified as greater than 50 mph; changing to 30 to 40 mph to the I-405/N Fremont off-ramp (except for three locations: west NB lane to the I-84 on-ramp shown at 40 to 50 mph, two easternmost lanes between I-84 on-ramp and N Weidler off-ramp are shown at 20 to 30 mph, and the east NB lane between the N Broadway on-ramp and the I-405/N Fremont off-ramp is shown at 20 to 30 mph); changing to 40 to 50 mph to the N Greeley off-ramp; and ending at greater than 50 mph to north of the N Going off-ramp (except for the I-405 auxiliary lane shown at 40 to 50 mph).</p> <p>SB speeds under Build Alternative conditions from north of the N Going on-ramp are identified as 20 to 30 mph to the N Greeley on-ramp (except for 30 to 40 mph for the eastern SB lane); changing to less than 20 mph to the N Broadway off-ramp (except for 20 to 30 mph for the eastern SB lane); changing to greater than 50 mph to the N Weidler on-ramp (except for 40 to 50 mph around the N Broadway off-ramp); for the portion to the I-84 off-ramp speeds are shown as: 20 to 30 mph for the westernmost lane, changing to 40 to 50 mph for the two center lanes, and greater than 50 mph for the easternmost lane; and greater than 50 mph to south of the Morrison Bridge off-ramp (except for 40 to 50 mph for the N Greeley auxiliary lane).</p> <p>NB speeds under Build Alternative conditions from south of the Morrison Bridge on-ramp are identified as greater than 50 mph; changing to 30 to 40 mph adjacent to the Morrison Bridge on-ramp; changing to 40 to 50 mph to the N Weidler off-ramp (except for greater than 50 mph for the eastern NB lane); changing to greater than 50 mph to the N Broadway on-ramp; changing to 40 to 50 mph to the N Greeley off-ramp (except for greater than 50 mph for the western NB lane to the I-405/N Fremont off-ramp and for the easternmost lane); and greater than 50 mph to north of the N Going off-ramp (except for 40 to 50 mph for the I-405 auxiliary lane).</p> <p>Overall, with the Build Alternative there are more areas shown with speed over 50 mph, and fewer areas with speeds at less than 20 mph, than are shown for the No-Build Alternative.</p>

Figure Number	Figure Title	Figure Description
16	Lane-by-Lane Speed – Future PM Peak Hour 4–5 PM	<p>Figure 16 shows the future PM peak period lane-by-lane speeds for the 4 to 5 PM period for the No-Build Alternative on the left and for the Build Alternative on the right. The area shown is from north of the N Going ramps to just south of the Morrison Bridge ramps.</p> <p>SB speeds under No-Build Alternative conditions from north of the N Going on-ramp are identified as greater than 50 mph to the N Going on-ramp; changing to 40 to 50 mph to the I-405 off-ramp; changing to 30 to 40 mph to the N Greeley on-ramp; changing to less than 20 mph to the N Wheeler on-ramp (except for 20 to 30 mph for the two SB lanes to the I-405/N Fremont on-ramp and the eastern SB lane from the N Broadway off-ramp to the N Wheeler on-ramp); changing to 30 to 40 mph to the I-84 off-ramp (except for 40 to 50 mph for the eastern SB lane to the I-84 off-ramp); and ending at greater than 50 mph to south of the Morrison Bridge off-ramp (except for 40 to 50 mph for the west SB lane to the Morrison Bridge off-ramp).</p> <p>NB speeds under No-Build Alternative conditions approaching the Morrison Bridge on-ramp are identified as greater than 50 mph; changing to 40 to 50 mph to the N Broadway on-ramp (except for 30 to 40 mph for the two easternmost lanes between the I-84 on-ramp and the N Weidler off-ramp); changing to 30 to 40 mph to the I-405/N Fremont off-ramp; changing to 40 to 50 mph to the N Greeley off-ramp; and ending at greater than 50 mph to north of the N Going off-ramp (except for the three easternmost lanes between the I-405 on-ramp and the N Going off-ramp).</p> <p>SB speeds under Build Alternative conditions from north of the N Going on-ramp are identified as greater than 50 mph to the I-405 off-ramp; changing to 40 to 50 mph to the N Greeley on-ramp; changing to 20 to 30 mph to the I-405/N Fremont on-ramp, and less than 20 mph to the N Broadway off-ramp (except for 30 to 40 mph for the eastern SB lane from the N Greeley on-ramp to the N Broadway off-ramp); changing to greater than 50 mph for the two SB lanes to south of the Morrison Bridge off-ramp (except for 40 to 50 mph between the N Weidler on-ramp and the I-84 off-ramp); the N Greeley auxiliary lane from the N Broadway off-ramp to just south of the off-ramp is shown at 40 to 50 mph, 30 to 40 mph to the I-84 off-ramp, and greater than 50 mph to the Morrison Bridge off-ramp); and the N Weidler auxiliary lane is less than 20 mph for its duration.</p> <p>NB speeds under Build Alternative conditions from south of the Morrison Bridge on-ramp are identified as greater than 50 mph; 40 to 50 mph to the I-84 on-ramp (except for 30 to 40 mph adjacent to the Morrison Bridge on-ramp); changing to greater than 50 mph to the I-405/N Fremont off-ramp (except for 40 to 50 mph for the three easternmost lanes from the N Broadway on-ramp to the I-405/N Fremont off-ramp); changing to 40 to 50 mph to the N Greeley off-ramp (except for greater than 50 mph for the easternmost lane [an I-84 auxiliary lane]); and greater than 50 mph to north of the N Going off-ramp (except the three easternmost lanes between the I-405 on-ramp and the N Going off-ramp).</p> <p>Overall, with the Build Alternative there are more areas shown with speeds over 50 mph, and fewer areas with speeds less than 20 mph, than are shown for the No-Build Alternative.</p>
17	Lane-by-Lane Speed – Future PM Peak Hour 5–6 PM	<p>Figure 17 shows the future PM peak period lane-by-lane speeds for the 5 to 6 PM period for the No-Build Alternative on the left and for the Build Alternative on the right. The area shown is from north of the N Going ramps to just south of the Morrison Bridge ramps.</p> <p>SB speeds under No-Build Alternative conditions from north of the N Going on-ramp are identified as 20 to 30 mph to the I-405 off-ramp (except for the easternmost and westernmost SB lanes shown with speeds between 30 to 40 mph); changing to less than 20 mph to the N Wheeler on-ramp (except for 20 to 30 mph in the eastern SB lane from the I-405 off-ramp to the I-405/N Fremont on-ramp and from south of the N Broadway off-ramp to the N Wheeler on-ramp); and 40 to 50 mph to south of the Morrison Bridge off-ramp (except for the two westernmost lanes between the N</p>

Figure Number	Figure Title	Figure Description
		<p>Wheeler on-ramp and the I-84 off-ramp and the eastern SB lane from the Morrison Bridge off-ramp south).</p> <p>NB speeds under No-Build Alternative conditions approaching the Morrison Bridge on-ramp are identified as greater than 50 mph; changing to 40 to 50 mph to the N Broadway on-ramp (except for 30 to 40 mph for the two easternmost lanes between the I-84 on-ramp and the N Weidler off-ramp); changing to 30 to 40 mph to the I-405/N Fremont off-ramp; changing to 40 to 50 mph to the N Greeley off-ramp; and ending at greater than 50 mph to north of the N Going off-ramp (except for 40 to 50 mph for the I-405/N Fremont auxiliary lane).</p> <p>SB speeds under Build Alternative conditions from north of the N Going on-ramp are identified as greater than 50 mph to the N Going on-ramp; 40 to 50 mph to the I-405 off-ramp; changing to 30 to 40 mph to the N Greeley on-ramp; changing to 20 to 30 mph to the I-405 on-ramp (except for the N Greeley auxiliary lane); less than 20 mph to the N Broadway off-ramp (except for 30 to 40 mph for the eastern SB lane); changing to greater than 50 mph to the N Weidler on-ramp (except for the N Greeley auxiliary lane shown with 30 to 40 mph to south of the N Broadway off-ramp and 20 to 30 mph to the N Weidler on-ramp); the four lanes to the I-84 off-ramp west to east as shown as: less than 20 mph, 30 to 40 mph, and for the two easternmost lanes—40 to 50 mph); changing to greater than 50 mph to the Morrison Bridge off-ramp (except for 40 to 50 mph for the N Greeley auxiliary lane); and 40 to 50 mph for the western SB lane and 30 to 40 mph for the eastern SB lane south of the Morrison Bridge off-ramp.</p> <p>NB speeds under Build Alternative conditions from south of the Morrison Bridge on-ramp are identified as greater than 50 mph; changing to 30 to 40 mph to north of the Morrison Bridge on-ramp; changing to 40 to 50 mph to the I-84 on-ramp; changing to greater than 50 mph to the N Broadway on-ramp (except for 40 to 50 mph for the eastern NB lane); changing to 40 to 50 mph to the N Greeley off-ramp (except for greater than 50 mph for the western NB lane to the I-405/N Fremont off-ramp and for the easternmost lane from the I-405/N Fremont off-ramp to the N Greeley off-ramp); and ending at greater than 50 mph to north of the N Going off-ramp (except for 40 to 50 mph for the I-405 auxiliary lane).</p> <p>Overall, with the Build Alternative there are more areas shown with speeds over 50 mph, and fewer areas with speeds less than 20 mph, than are shown for the No-Build Alternative.</p>
18	Broadway EB Lanes West of N Benton – Existing Conditions	Figure 18 shows a cross section of the EB lanes west of N Benton under existing conditions. Left to right, is the roadway configuration shown includes a curbed median, a left-turn lane, a streetcar/vehicular through lane, a through lane, a through/right-turn lane, a bicycle lane, and a curb and sidewalk.
19	Broadway EB Lanes West of N Benton – No-Build	Figure 19 shows a cross section of the EB lanes west of N Benton under No-Build Alternative conditions. Left to right, the No-Build configuration includes a curbed median, a left-turn lane, a streetcar/vehicular through lane, a through/right-turn lane, a buffered bicycle lane, and a curb and sidewalk.
20	Broadway WB Lanes East of NE 2nd – Existing Conditions	Figure 20 shows a cross section of the WB lanes east of NE 2nd under existing conditions. Left to right, is the roadway configuration shown includes a sidewalk and curb, a parking lane, a through/left-turn streetcar/vehicular lane, two through lanes, a through/right-turn lane, a bicycle lane, and a curb and sidewalk.

Figure Number	Figure Title	Figure Description
21	Broadway WB Lanes East of NE 2nd – No-Build	Figure 21 shows a cross section of the WB lanes east of NE 2nd under No-Build conditions. Left to right, the No-Build configuration includes a sidewalk and curb, a parking lane, a through/left-turn streetcar/vehicular lane, a through lane, a through/right-turn lane, a buffered bicycle lane, and a curb and sidewalk.