



Environmental Summary

Outer Powell Transportation Safety Project



Oregon
Department
of Transportation



Prepared by Oregon Department of Transportation and HDR, Inc. | June 2016

Introduction

The Oregon Department of Transportation (ODOT) proposed improvements to SE Powell Boulevard (US Highway 26) between SE 99th Avenue and SE 176th Avenue, known as the “Outer Powell Transportation Safety Project,” to address corridor safety problems. ODOT is committed to environmental stewardship and compliance with the National Environmental Policy Act (NEPA). One of the most important aspects of NEPA is its commitment to public involvement in the environmental review and decision-making process. This summary was prepared to help ODOT meet public outreach goals for the Outer Powell Transportation Safety Project and support public involvement provisions within NEPA.

ODOT and a team of consultant specialists began reviewing potential environmental impacts of the Outer Powell Transportation Safety Project in spring 2015. A series of technical reports were prepared to address resources that may be affected along the highway in the project area. These documents were reviewed by the Federal Highway Administration (FHWA) in fall and winter 2015, and final revisions were made in spring 2016. This document provides a summary of the results of these efforts. The Environmental Summary begins with a description of the problems to be addressed by the proposed project, followed by a short summary of the process used to develop solutions to the safety issues along the highway, and then a description of the proposed improvements is provided. After this initial context, the document describes potential impacts on a variety of built and natural resources considered by the environmental review and the next steps for each resource as the project advances.

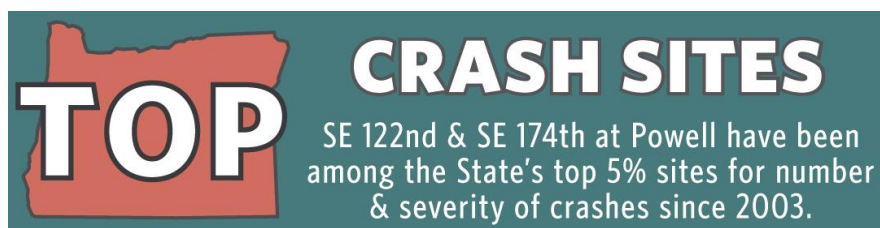
Project Setting

SE Powell Boulevard is a busy state highway with average daily traffic of about 20,000 vehicles in east Portland. ODOT is responsible for its maintenance, as well as safe and efficient operations. ODOT has proposed improvements to address safety problems on SE Powell Boulevard between SE 99th Avenue and SE 176th Avenue (referred to here as “Outer Powell Boulevard”).



What Problems is the Outer Powell Transportation Safety Project Trying to Solve?

Outer Powell Boulevard has safety problems that affect all modes of travel – walking, biking, taking transit, and traveling by car or truck. The rate of vehicle crashes on the Outer Powell Boulevard corridor is substantially higher than on other similar types of Oregon highways; pedestrian and bike accident rates are also high.



CONFLICTS BETWEEN TRAVEL MODES:

The roadway layout and volumes of cars, trucks, buses, bikes, and pedestrians creates modal conflicts, which leads to higher than average incidents, such as car crashes and pedestrians or bike riders being struck by cars. Bicycle-or pedestrian-related crashes are prevalent and frequently occur near highway intersections.

INADEQUATE PEDESTRIAN FACILITIES:

Much of Outer Powell Boulevard lacks sidewalks on both sides of the road, so pedestrians are forced to walk in the paved bike shoulders or on unpaved shoulders. This is unsafe and challenging for people using wheelchairs, walkers, or scooters. Localized water ponding also occurs along the highway due to the lack of adequate drainage features. Pedestrians and bicyclists have to go around the puddles, often displacing travelers into vehicle lanes.



INADEQUATE BIKE FACILITIES:

There is currently a 5-foot-wide combination bike/pedestrian shoulder provided on both sides of Outer Powell Boulevard. However, the lack of sidewalks results in conflicts, as pedestrians and bicyclists both use the limited lane space. The lack of adequate vehicle turning lanes leads to cars and trucks illegally using the bike/pedestrian shoulder to pass other stopped vehicles waiting to make left turns.

INADEQUATE BUS FACILITIES:

Many bus stops along the corridor are not conveniently located for bus riders and lack basic amenities such as lighting, shelter, and accessible areas for people with disabilities. Throughout much of Outer Powell Boulevard, bus riders have to walk an inconveniently long distance to safely cross Powell Boulevard (at a cross walk or intersection with walk signals) to access a bus stop.

INADEQUATE ROAD FACILITIES:

The majority of crashes that occur on Outer Powell Boulevard take place near one of the nine signalized intersections in the corridor. Most of these collisions are rear-end collisions related to turning vehicles, as many of the existing intersections on Outer Powell Boulevard do not have space for vehicles making left turns to wait outside the through lanes.

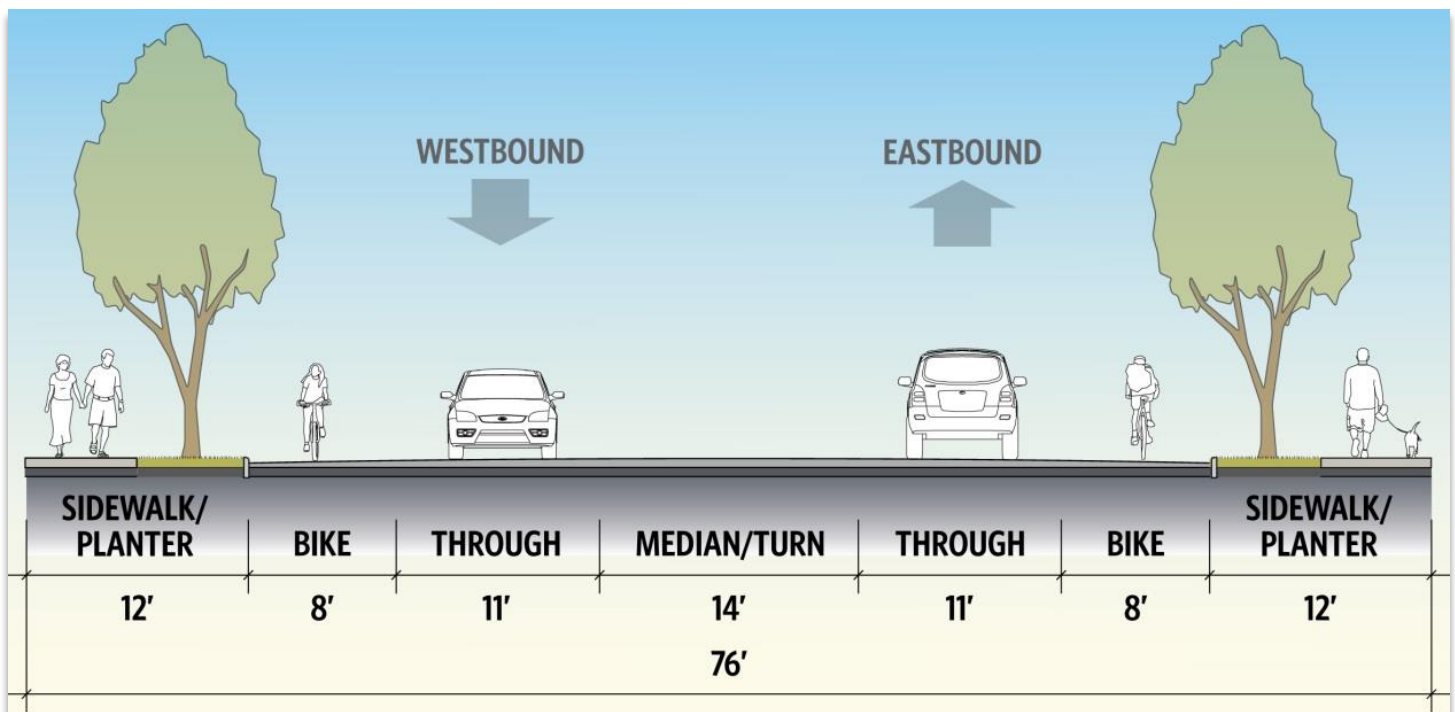
Improvements to Outer Powell Boulevard are proposed to reduce the frequency and severity of crashes on the highway. They are also intended to reduce conflicts between vehicles, pedestrians, and bicyclists, making travel safer for all transportation modes. The project would also support goals to promote healthy and connected neighborhoods in the East Portland area.

What is the Vision for Outer Powell Boulevard?

In 2012, the City of Portland adopted the *Outer Powell Conceptual Design Plan* that defined improvements to Outer Powell Boulevard, which included providing two vehicle travel lanes (one lane in each direction) and a center turn lane/median, with related improvements, such as intersection revisions, sidewalks, and bike lanes. ODOT refined this concept and proposed the following Outer Powell Boulevard improvements:

- Two 11-foot-wide through travel lanes to carry the flow of traffic
- One 14-foot-wide center turn lane/median to allow vehicles making left turns to move out of the travel lanes
- Two 8-foot-wide bike lanes to the outside of the through lanes
- Two 12-foot-wide sidewalks, including 8 feet for pedestrians and a 4-foot stormwater planter/landscaping area
- New pedestrian lighting and street lighting along the corridor

The figure below shows the typical cross section of the proposed future Outer Powell Boulevard.



ODOT also proposed safety improvements to pedestrian crossings at multiple locations along the corridor, as well as drainage improvements to reduce ponding of water on the highway when it rains. Street lighting would be upgraded throughout the corridor. Landscaping and other proposed design features would create a more unified and pleasing appearance to the highway and surrounding areas.

The proposed improvements involve creating a more uniform roadway with adequate turn lanes, bike lanes, sidewalks, and other features to support a safer and more welcoming multi-modal transportation facility. Implementing this vision means corridor changes. The overall appearance would become more consistent. There would be new or longer center lanes from which to make left turns, and, in some cases, a raised median between the eastbound and westbound lanes would create safe separation. There would be new and improved places for pedestrians to cross Outer Powell Boulevard. Powell Boulevard property access would be modified in places with well-defined driveways added. Utilities, like overhead wires, would be moved, and some trees would be removed to allow for the safety improvements. The photo simulations below show what some locations in the corridor look like now and how they would look with the proposed improvements.



How was the Public Involved in the Design Process?

In developing these improvements, ODOT engaged the users and neighbors of Outer Powell Boulevard to understand concerns about the highway and its surroundings. ODOT adjusted the design features at several locations to address existing site conditions or community concerns and recommended dimension variations of the proposed cross-section to minimize impacts to adjacent properties wherever possible.

Project planning included an innovative and highly-inclusive public involvement process that actively engaged Outer Powell Boulevard residents and businesses and incorporated concerns throughout the planning phase. The public involvement process brought activities directly to residents, businesses, and other users of Outer Powell Boulevard, including topic focus groups,

public open houses, community events, business canvassing, emails and online comment tools, community walks, community bike ride, bus canvassing, and targeted outreach to faith-based communities. The activities utilized a variety of language-specific events, including Vietnamese, Spanish, Chinese, Russian, and English, to increase the effectiveness of the outreach.

ODOT learned through multi-lingual outreach that access to transit is a high priority for non-English speaking local residents. This led to a focus on building sidewalks and adding more enhanced mid-block crossings than were initially proposed for improved transit access. These strategies helped achieve important project goals: hearing from people who do not typically attend public meetings, realizing the community's vision for the corridor, and supporting the City of Portland's goals for healthy and connected neighborhoods.

How Were Environmental Conditions Considered?

ODOT carefully considered how the Outer Powell Transportation Safety Project could affect environmental resources. Projects that are funded entirely or partially by federal dollars are required to be reviewed under NEPA regulations. Improvements proposed for the Outer Powell Transportation Safety project would take place along an approximately 4-mile corridor of Outer Powell Boulevard (US Highway 26) from SE 99th Avenue to the Portland/Gresham city limits near SE 176th Avenue. Adhering to the requirements for environmental review under NEPA, ODOT and its consultant team identified potential changes that may result from this project.

Environmental resources include features that are part of the **NATURAL** environment (like trees, wildlife, and streams), as well as parts of the **BUILT** environment (like land uses, noise, and utilities). Several of these resources were not present along the corridor or would not be changed by the proposed project. For other resources that may experience changes from the project, specific impacts were evaluated and ways to avoid or lessen those impacts were reviewed. The following section discusses how each of these built and natural environmental elements is affected by the proposed project.

NATURAL ENVIRONMENT

Much of Outer Powell Boulevard is developed, and there are not many physical features remaining that are largely natural. Therefore, few potential impacts were noted after studying how the project may change natural features. Natural features, such as wetlands, streams, or rivers, are not present along the portion of the roadway where improvements will be built. Vegetation is present on both sides of the roadway including trees, shrubs and bushes, as well as grassy areas associated with some homes and businesses. Studies for these features concluded that either no changes will take place where such features are not present, or minor changes may result to natural resources. As with most of the resources studied during the environmental review, most of these changes will be short-term impacts caused by construction activities while the proposed improvements are being made. Natural resources that will be affected to some extent by the project are summarized in the following section.

Air Quality

Clean air is important to a community's well-being and the environment. Pollutants in the air can have negative effects on human health and cause harm to plants and animals. Emissions from cars, trucks, and buses are a major factor affecting air quality, particularly in urban areas. Regulations, including air quality standards, help to maintain air quality and avoid impacts to the local community.

What are the Air Quality Impacts?

The project team found that negative changes to local air quality along Outer Powell Boulevard would be very minor, and long-term changes from the project would be beneficial. The possibility for small, negative impacts would occur while new improvements are being built along the highway. It is likely that equipment in the area will emit additional exhaust and raise dust into the air during construction. It is also possible that cars and trucks using the highway may occasionally be delayed during construction and vehicle exhaust emissions may slightly increase due to construction-related traffic congestion in some areas. While these emissions may be unpleasant, they would not exceed air quality standards and would not last beyond the construction improvements.

Once the project features are in place, air quality could improve over time. New sidewalks and bicycle facilities may encourage more non-motorized trips along the highway.



These improvements would also make it easier for local residents to travel to and from transit stops along the highway, which may attract additional transit riders. When less car and truck travel occurs, many urban areas have seen a reduction in harmful emissions associated with vehicle exhaust.

Another reason air quality may improve is because of changes to the highway itself. By providing dedicated left-turn pockets and improving access to and from the highway, traffic is expected to flow more consistently. Improvements in traffic flow will reduce harmful emissions associated with engine idling and traffic congestion, as vehicle emissions are worse for stalled or stop-and-go traffic.

What's Next for Air Quality?

The proposed project would not have negative impacts to air quality. Air quality conditions would continue to be monitored along the highway, and the proposed improvements may help reduce transportation-related pollutants in the future.

Biology

Biological resources include streams, wetlands, vegetation, and wildlife. Streams, wetlands, and vegetation are important natural features of the environment and often provide habitat for wildlife species. In urban areas, the presence and abundance of wildlife depends upon the availability of suitable habitat.

What are the Biology Impacts?

There are no streams present in the project area and no wetlands near the highway. Therefore, the project will have no impacts on stream or wetland resources.

Vegetation is present, primarily in the form of trees, shrubs, and lawns, along the highway. When environmental impacts are typically evaluated, vegetation is considered both as a component of the natural environment (focusing on its habitat value for protected plant and animal species) and as a component of the built environment, where consideration of potential scenic impacts includes changes to vegetated areas.

The natural component of Outer Powell Boulevard vegetation will not experience large impacts as a result of the project. There are no protected plant species growing along Outer Powell Boulevard, and the habitat the vegetation provides is marginal.

The greatest affect the project may have on vegetation is associated with the removal of trees, either individually, or in small clusters. Songbirds do use trees in the area. However, while some trees will be lost, new plantings would provide future habitat for these species. The removal of trees is not expected to greatly change their value to local wildlife species such as songbirds. Visual quality changes associated with tree removal are discussed in the Built Environment section of this summary document.

What's Next for Biology Resources?

Biological resources would not be greatly affected, thus no direct actions are needed to address these features. Design considerations will continue to minimize impacts on vegetation, to the extent possible, as the project advances.

Water Quality (Stormwater)

There are two goals in managing rain on Outer Powell Boulevard (also known as “stormwater”). The first involves treating the stormwater after it hits the transportation system to remove pollutants before it reaches any sensitive resources. The second issue is moving stormwater downstream so it doesn’t create large puddles or cause flooding. If not properly handled, excess stormwater can flood adjacent properties and pond on the road creating a hazard for bikes and cars and a very uncomfortable environment for pedestrians.

What are the Water Quality Impacts?

Most of the highway within the project corridor does not have curbs because sidewalks are not present. Therefore, when it rains, stormwater sheds off of the road onto private property prior to infiltrating into the subsurface. In many areas within the project corridor, water collects and ponds in the bike lanes and often extends into the road on, and following, rainy days.

The project would include curb and catch basins (drains into which the water flows) to minimize ponding of water and reduce the potential for flooding along the highway. In many places, areas of standing water that form during rainy periods will be eliminated.

Most of the stormwater would be directed to the existing well facilities in the highway to remove pollutants and meet City of Portland stormwater treatment requirements.

Additional treatment wells are proposed, and the project would also include the provision of new landscape planters to assist with stormwater treatment.

Although there would be an increase in new, non-porous surfaces along the highway, collection and treatment of stormwater would be improved. Therefore, the overall impact on water resulting from the project is expected to be beneficial to the community.



What’s Next for Water Quality?

As the project is constructed, appropriate stormwater facilities would be designed for conditions at specific locations along the highway. While it is expected that existing treatment wells would be used, the project team has identified the need for more wells. The location and number of new wells will be part of future design considerations for the project.

Another important consideration for water quality treatment is the proposed landscaping area along the highway. There may be locations where the landscaped area may be narrowed to accommodate the proposed improvements and avoid negative impacts to adjacent properties. As design decisions are made for these features, future public involvement opportunities will be provided to gather public input on the use and placement of potential landscaped areas.

BUILT ENVIRONMENT

Since Outer Powell Boulevard is largely an urban area, changes associated with this project would affect the resources that comprise the Built Environment. This section discusses those resources and identifies how the project would change different elements of the existing urban setting.

Transportation

Outer Powell Boulevard is an important transportation corridor within the city and also serves as a connection to regional destinations. Understanding the use and function of the highway and how transportation conditions may change over time, are important considerations when improving the highway. Data for both the proposed project and future conditions was assessed to determine how corridor traffic conditions will look in the future and how they may be affected by the proposed improvements.

What are the Transportation Impacts?

The overall purpose of this project is to provide safety improvements for users of the highway. As such, the project addresses all transportation forms in the area: motorized vehicles, bicycles, pedestrians, and transit services. Similar to other resources, the project team found that there would be short-term impacts on traffic flow and travelers using the highway while new improvements are being made.

Construction equipment and activities would cause traffic congestion at different times and locations. This may cause potential travel delays, and temporary detours along portions of the highway may be required. Most of these disturbances would be minor and are typical of construction activities when new facilities are being provided.

Users of the highway may also notice changes in existing driveways or other access locations. These changes would be modest. It is expected that some driveways may need to be moved, narrowed, or removed from locations with multiple driveways.

Once the new enhancements are in place, sidewalks would improve pedestrian use, bicycle lanes would improve bike travel, two-way turn lanes would improve traffic flow, and transit would benefit from better traffic operations. Residents and other highway users would have more choices for how they move along the highway, and fewer conflicts between cars and trucks and other users of the highway would occur.

What's Next for Transportation?

ODOT would manage the access points adjacent to Outer Powell Boulevard using the State's Division 51 standards and regulations (named after Oregon Administrative Rules Chapter 734, Division 51), which seek to balance development needs with safety and access management objectives of highways. ODOT has contacted potentially affected landowners and would engage the public again as design of the corridor progresses. ODOT also would work to minimize construction-related delays and provide public notices for important construction activities.

Land Use

Land use planning helps to create and maintain local communities and neighborhoods, a sustainable economy, protected natural systems, and an efficient public infrastructure. Balancing transportation and other land use needs through coordinated planning efforts can help to achieve community goals and visions. Local land use directly influences traffic patterns, which, in turn, help to shape infrastructure design and development.

What are the Land Use Impacts?

This project would not result in direct changes to land uses that occur along the highway. The project's highway improvements were identified in the *Metro 2040 Growth Plan* and are consistent with the current draft *2035 Portland Comprehensive Plan* and other local plans and policies. In particular, these improvements were identified and presented to the public during the Outer Powell Conceptual Design Plan, adopted by the City of Portland in 2012.

Overall, the improvements to travel conditions would support a variety of ways to travel along the highway, and, therefore, benefit adjacent land uses by making them more accessible.

What's Next for Land Use?

Land use considerations will continue as project-specific designs are implemented. As the project develops, it will be designed to accommodate adjacent land uses along the highway. Adjacent property owners, and other interested parties, will continue to be informed of proposed changes and project updates.



Parks and Recreation

Easy access to parks, green spaces, and recreation areas is critical to the well-being of urban communities. From improving the health and wellness of urban citizens to creating a healthier physical environment, parks are a source of positive economic benefits. They enhance property values, increase municipal revenue, and attract homebuyers, renters, workers, and retirees. When adjacent to residential areas, green spaces have been shown to create neighborhoods with fewer violent and property crimes, as neighbors tend to support and protect one another.

What are the Park Impacts?

Two parks abut the project corridor: Powell Butte Nature Park and Ed Benedict Park. Powell Butte Nature Park is a major regional attraction and is accessed from SE 162nd Avenue at SE Powell Boulevard. The project would not require any land from Powell Butte Nature Park.

Ed Benedict Park is located along the south side of SE Powell Boulevard between SE 100th Avenue and SE 105th Avenue. Ed Benedict Park has a skate park, play areas, and picnic areas. It also includes two specially designated areas, the Ed Benedict Memory Garden and the Community Garden, which are between SE 104th Avenue and SE 105th Avenue.

Construction of the project would require about 800 square feet of Ed Benedict Park from a narrow strip of land that borders SE Powell Boulevard. This represents a very small portion of Ed Benedict Park. The area needed is limited to a grassy portion of the park that is not currently developed for any particular use.

What's Next for Parks?

ODOT would replace the portion of the park acquired for the roadway with acquired property of equal fair market value and of reasonably equivalent usefulness. This will be carried out in coordination with the City of Portland Parks and Recreation Department, Oregon Parks and Recreation Department, and the National Park Service.



Visual Quality

Visual impacts caused by a highway project are seen both by people traveling on the road and by persons living or working adjacent to it. Not only do these first impressions count in how a community is perceived, but they also affect the community's social civility and economic vitality.

What are the Visual Quality Impacts?

The project would improve the overall visual quality of Outer Powell Boulevard. Improvements would result from proposed roadside landscaping used consistently along the corridor, the addition of continuous sidewalks, and the elimination of shoulder areas adjacent to the roadway used as informal head-in parking areas. Some stretches would experience noticeable improvements in visual quality; other parts would experience neutral impacts.

At stretches of neutral impacts, the project improvements would not alter existing visual quality for the better or worse. Neutral impacts occur, for example, where roadway widening and tree removal (in particular, several distinctive tall Douglas fir trees) are noticeable, but the changes do not affect the overall visual character of the corridor.

What's Next for Visual Quality?

Design decisions prior to construction will continue to consider view impacts. In particular, efforts will be made to avoid tree removal as much as possible and to reduce the number of trees that may need to be removed where this impact cannot be avoided.



Noise

Noise is sound that can be perceived as unpleasant, unwanted, or disturbing. Prolonged or heightened exposure to intense noise can also result in hearing loss. Noise impacts are a consideration in transportation projects because construction and changes of a road can increase noise levels.

What are the Noise Impacts?

ODOT used the FHWA Traffic Noise Model to estimate existing noise levels and verified the model by obtaining actual noise measurements at 14 representative sites throughout the project corridor. The noise model was then used to compare future conditions with and without the project.

- NOISE IS MEASURED IN UNITS CALLED **DECIBELS**
- AN INCREASE OF **3 DECIBELS** IS PERCEIVABLE TO HUMANS
- IF A PROPERTY EXCEEDS **65 DECIBELS** OR NOISE INCREASES **10 DECIBELS**, THE NOISE IMPACT THRESHOLD IS EXCEEDED, AND A PROPERTY IS **CONSIDERED IMPACTED**.

The results of this analysis identified both short- and long-term impacts from the project. During construction activities, equipment and workers would add to existing sound levels when project work is occurring. Construction equipment can often introduce loud noises at different times and locations. These noises can affect local residents, businesses, and users of the highway. This may result in a temporary nuisance to these individuals until

construction is completed or equipment moves away from individual locations. Measures would be taken to reduce sounds from vehicles and machinery. However, temporary disturbances associated with construction would be unavoidable during construction.

When construction is complete, changes in sound levels will primarily be associated with vehicles using the roadway. The reason for these changes is two-fold: population growth is expected to bring greater traffic increases in the future, and with the proposed improvements, the travel area along the highway would be closer to adjacent uses. Sound level increases are not expected to be high, and in most instances would not be noticeable. Some locations may, however, experience audible differences in sound levels.

What's Next for Noise?

Noise walls were considered where they might be useful to reduce potential impacts from the project. Before noise walls can be constructed, however, the public must be informed of these changes and provided with an opportunity to vote on their use. Property owners will be allowed to voice their approval, or disapproval, of new walls. If a majority of adjacent owners support these structures, noise walls will be constructed where they would be effective in reducing traffic noise.

Right-of-Way

Outer Powell Boulevard is part of the state highway system; the state owns the land occupied by Outer Powell Boulevard – called right-of-way. ODOT recognizes the importance and sanctity of personal property rights. During the development of the project, the project team strived to avoid and minimize the need to purchase land from adjacent landowners.

What are the Right-of-Way Impacts?

Initial design from planning stages of the project indicated a substantial number of residential and business displacements. However, ODOT worked closely with project partners to modify designs to avoid or minimize displacements wherever reasonable. Mitigation measures confined the number of business displacements to three and residential tenant displacements to two. The design was also modified to limit the area of right-of-way required from any given landowner; however, the project will require minor strips of right-of-way from 387 properties that front SE Powell Boulevard.

In some locations, parking currently taking place on existing ODOT right-of-way would no longer be allowed. In many locations, parking may be available on other parts of the property. For other locations, street-front parking would be lost. No compensation would be provided when this parking occurs on portions of ODOT property that are not currently being used, as it is already state-owned property.

What's Next for Right-of-Way?

Compensation would be provided for all property impacts resulting from the project. “Just compensation” includes payment for the estimated value of the land and improvements within the needed area.

Just compensation includes the valuation of the property to be acquired and an estimation of any damages to the remaining property.



ODOT procedures, guided by Federal regulations, have been designed to protect both owners of properties needed for highway rights-of-way, as well as other taxpayers.

ODOT will continue its coordination with affected property owners. Properties proposed for acquisition will be inspected by a qualified appraiser during the first part of the valuation process. An ODOT representative will contact landowners where property impacts will occur to allow them to participate in the right-of-way process.

Historic and Cultural Resources

Historic and cultural resources provide an important link to the past while establishing meaningful connections to lives today. They include features such as notable buildings or structures that may serve as symbols of a community's accomplishments and represent the distinctive architectural and engineering design of a region. Special places or sites also commemorate events or persons of significance to the community.

What are the Historic and Cultural Impacts?

There are a few properties along the highway that are considered historic buildings. Some are listed on the National Historic Register. Environmental and land use regulations provide protection of historic structures that could be affected when transportation, and other projects, take place. The project team coordinated with the Oregon State Historic Preservation Office to determine that the project would not result in changes to the historic value of these properties. In addition, no cultural or archaeological resources on the highway were identified by the project team.

What's next for Historic and Cultural Resources?

The locations of historic properties have been identified along the corridor. This information will be used to avoid or reduce potential impacts to these properties.

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Today



SocialEconomics

Communities, neighborhoods, and businesses help establish social identity and economic vitality in the city. An understanding of the social and economic effects of transportation improvements is an important component of maintaining healthy, viable communities. Investments in infrastructure can help promote living conditions and the business environment.

What are the SocialEconomic Impacts?

Increasing safety along the highway would improve social conditions by making travel easier and safer. Investments that improve travel conditions also improve the overall neighborhood in which they occur. None of the existing properties along the highway would be isolated by the proposed improvements and, because accessibility for a variety of travel types would be improved, the project would provide a benefit to the local area.

The project will not have direct economic impacts. However, travel improvements will make it easier to reach businesses and other destinations along the highway. Because it is possible that up to three businesses will need to be relocated, a minor change in local employment may occur. Similarly, where existing property is purchased from private land owners and converted to public use, a minor change in taxable revenues may occur.

What's Next for SocialEconomics?

Social economic considerations will continue to be a part of decisions for the design and construction of the proposed highway improvements. During construction, potential traffic congestion and utility disruptions would be minimized as much as possible to avoid impacts to residents and businesses.



Environmental Justice

Environmental Justice refers to the equal treatment of all residents in the community regardless of race, color, national origin, or income. The Project was designed to comply with Title VI of the Civil Rights Act of 1964, as amended, Presidential Executive Order 12898 (1994), the December 16, 2011 *FHWA Guidance on Environmental Justice* and the FHWA June 14, 2012 Order 664023a and Title VI regulations to prevent discrimination on the basis of race, color, national origin, sex (gender), age, disability, or socioeconomic status. This includes both fair treatment and meaningful involvement in participating and reviewing infrastructure projects like the Outer Powell improvements.

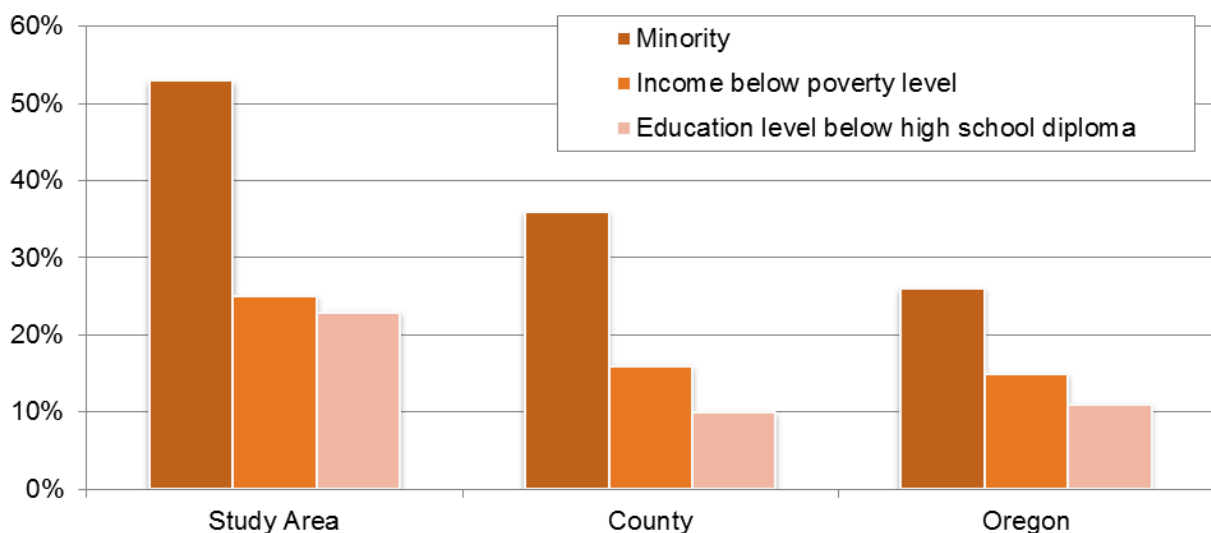
What are the Environmental Justice Impacts?

There are many diverse population groups living along Outer Powell Boulevard who will experience changes resulting from this project, along with other persons living in the area. All residents will experience the same level of traffic, noise, and other impacts caused by construction of the new facilities. After this work is complete, all residents will benefit from new features that will improve accessibility and mobility for a variety of highway users.

Outer Powell Boulevard has been historically underserved and underinvested with roadway and multi-modal facilities. The proposed improvements will help support Portland's goals for equity in the provision of public amenities throughout the city.

What's Next for Environmental Justice?

Environmental justice considerations will continue to be part of the project. Public outreach will continue to be extended to all, including translation services and other special accommodations that will be provided to ensure project information is understandable to all residents.



Hazardous Materials

Hazardous materials can be encountered during the construction and operation of public projects. Examples of common hazardous materials include asbestos, lead-based paint, oils, and petroleum products. Without proper handling, removal, and containment, these substances can pose dangers to human health and the environment. Identifying known, and potential, sources of contamination prior to construction of a project can greatly reduce the possibility of exposure to people and the environment. Hazardous materials may also be encountered during operations of a roadway as a result of vehicle collisions.

What are the Hazardous Materials Impacts?

The project team identified some properties along the highway where potential sources of pollutants, and other contamination, exist, either in the soil or on the property. These pollutants are identified as hazardous materials and may be disturbed by project construction activities. Environmental regulations require that properties with hazardous materials must be cleaned up when they are acquired for other uses. If the project needs properties where existing contamination occurs, appropriate measures will be taken to clean and dispose of hazardous materials there.

Because substances that may pollute or contaminate adjacent properties are occasionally transported along the highway, improvements to travel conditions would reduce accidents and the possibility that spills of these substances occur.

What's Next for Hazardous Materials?

Hazardous materials will continue to be identified and tracked in future design efforts and during construction to avoid encountering, and potentially spreading, these substances. Provisions will be provided for handling and disposing of hazardous materials should they be encountered during construction activities.

Utilities

Public services and utilities are an important consideration during the planning and construction of transportation projects because they affect quality of life. Utilities allow people to live in a safer environment and enjoy a higher standard of living. Understanding the location and types of services along the highway helps assure that unintended interruptions of service, or other alterations to these facilities, do not occur during construction activities.

What are the Utilities Impacts?

Many existing utilities are located along, above or below, the highway. Water and sewer lines, gas lines, and electrical cables are present underground, and many electrical power poles and boxes line both sides of the highway. Changes to services associated with these lines would not occur in the long-term.

During construction, it is possible that lines may need to be moved, or temporarily shut down, to allow new facilities to be placed within the right-of-way. This may cause temporary service disruptions in some locations. ODOT will work with service providers to assure that affected customers are aware of where, and when, disruptions might take place. After construction is complete, no long-term changes in these services would occur as a result of this project.

What's Next for Utilities?

ODOT will work with utility service providers to assure disruptions will be minimized by construction of the highway improvements.

Provisions will be made to coordinate with service providers regarding construction activities and notice will be provided to residences and businesses if potential disruptions will occur.



CONCLUSION

Working over several months with a team of environmental specialists, and in cooperation with FHWA, ODOT considered potential environmental impacts along Outer Powell Boulevard that may result from the Outer Powell Transportation Safety Project. This document summarized detailed analysis provided in a series of environmental technical reports covering the resources described here (see box below). Individual technical reports are available from ODOT upon request.

Environmental Resources Evaluated for the Outer Powell Transportation Safety Project:	
<i>Air Quality</i>	<i>SocialEconomics</i>
<i>Biology</i>	<i>Environmental Justice</i>
<i>Water Quality</i>	<i>Noise</i>
<i>Transportation</i>	<i>Visual Quality</i>
<i>Land Use</i>	<i>Right-of-Way</i>
<i>Parks and Recreation</i>	<i>Hazardous Materials</i>
<i>Section 4f Resources*</i>	<i>Utilities</i>
<i>Section 6f Resources*</i>	
<i>Historic Resources</i>	
<i>Right-of-Way</i>	<i>*Refers to park and historic resources</i>

The environmental analysis for this project identified several changes along the highway that may occur as a result of the proposed improvements. Most of these changes are short-term and will end when project construction is complete. This analysis concludes that longer term changes that may occur from the project will not be severe. The environmental review also determined that the project is expected to produce beneficial impacts to social and environmental resources along the highway corridor. Overall, changes along the Outer Powell Boulevard project corridor are expected to resolve existing safety concerns without creating negative impacts on the built or natural environmental setting of the highway.

PLEASE CHECK THE **PROJECT WEBSITE** AT
[HTTP://WWW.OUTERPOWELLSAFETY.ORG/](http://www.outerpowellsafety.org/)
 FOR CONTINUING UPDATES.