

The I-5 Rose Quarter Freeway and Harriet Tubman Middle School

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Submitted to Portland Public Schools,
on behalf of No More Freeways

ODOT's plans for Harriet Tubman Middle School

Eastbank Freeway Work -- Broadway-Weidler Couplet on right 1962

Tubman (Eliot School) predates I-5

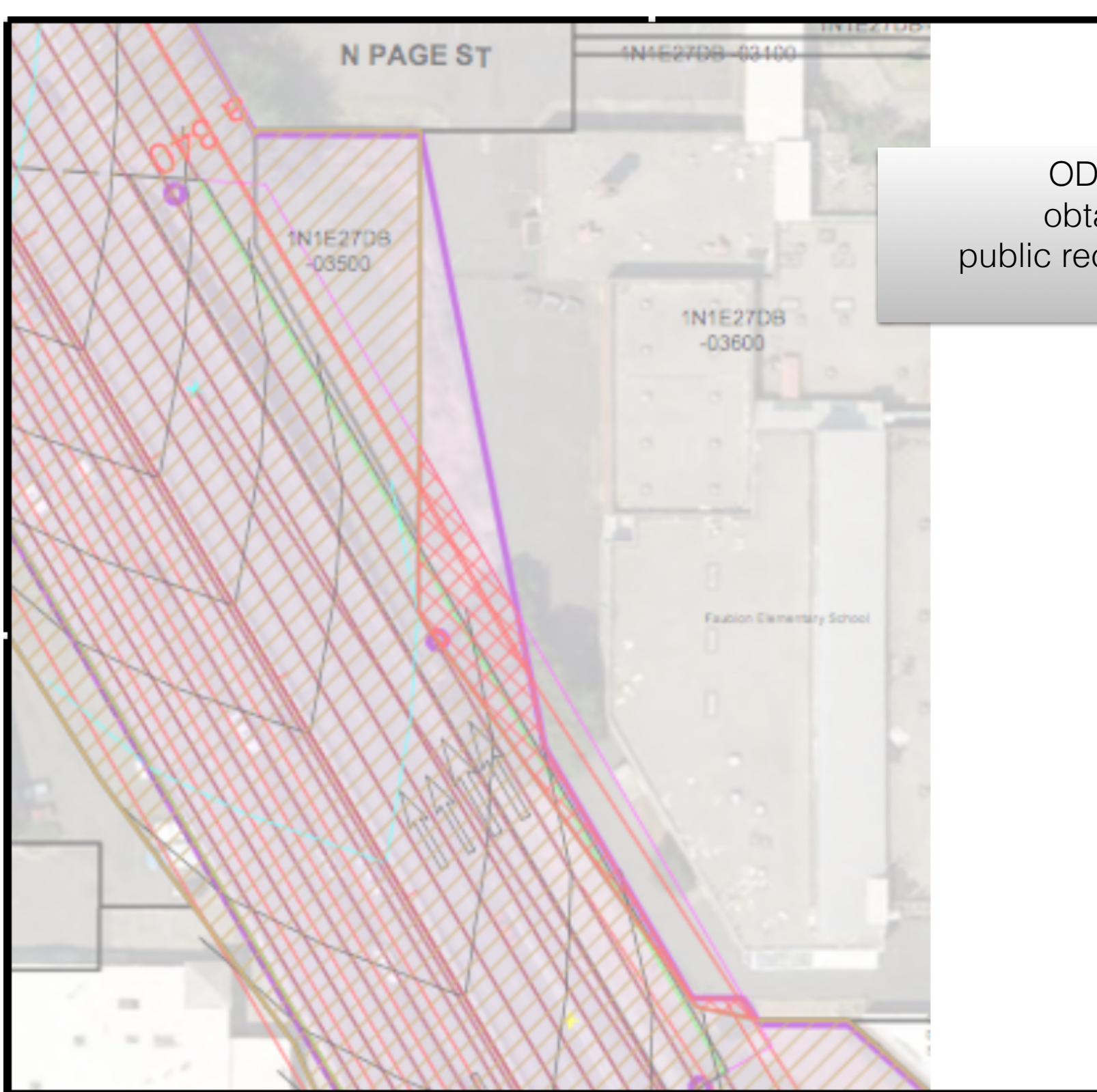


ODOT's Plan: Move I-5 closer to Tubman

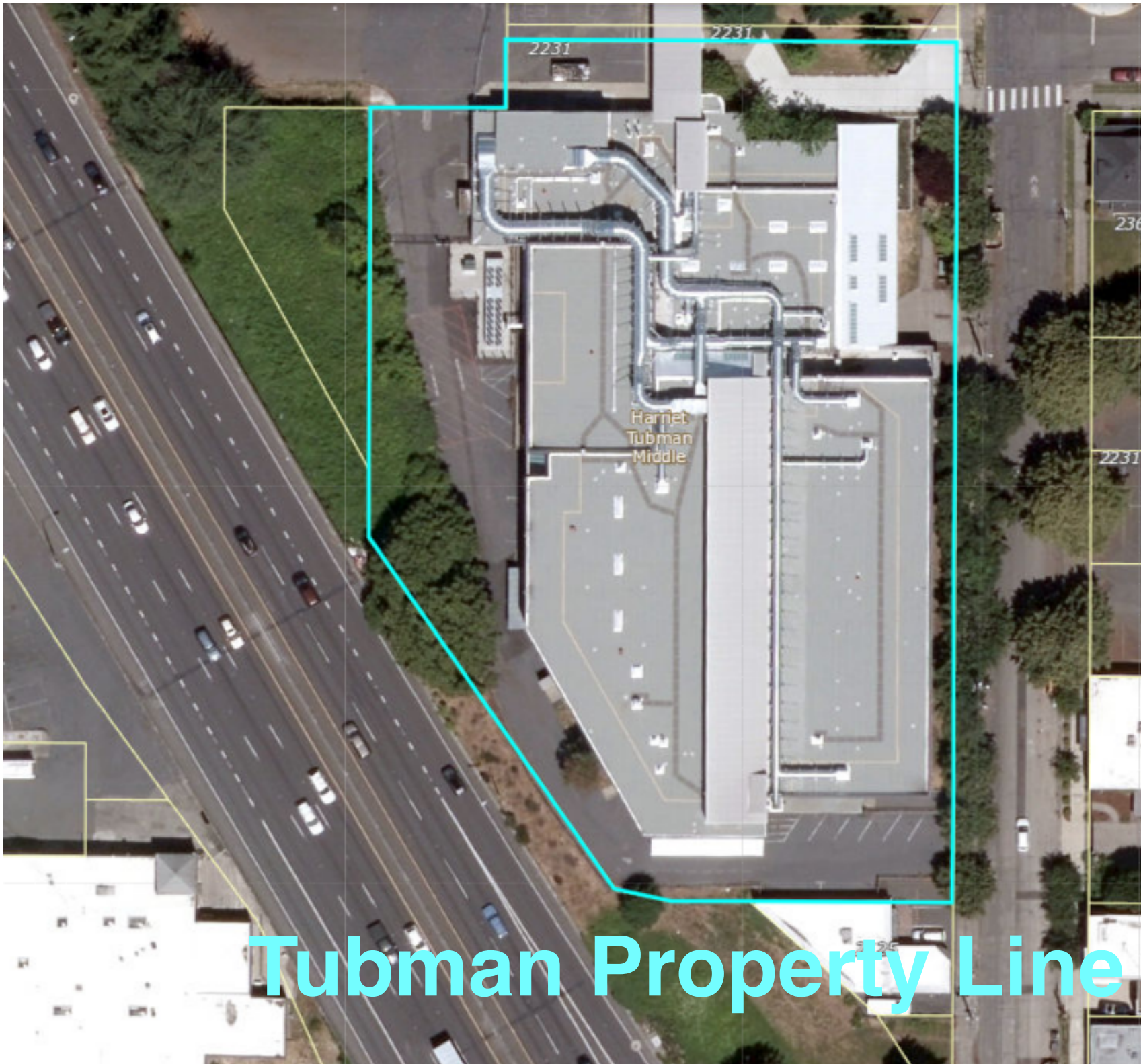


For starters, it would cut away this hillside
to **expand and add lanes.**



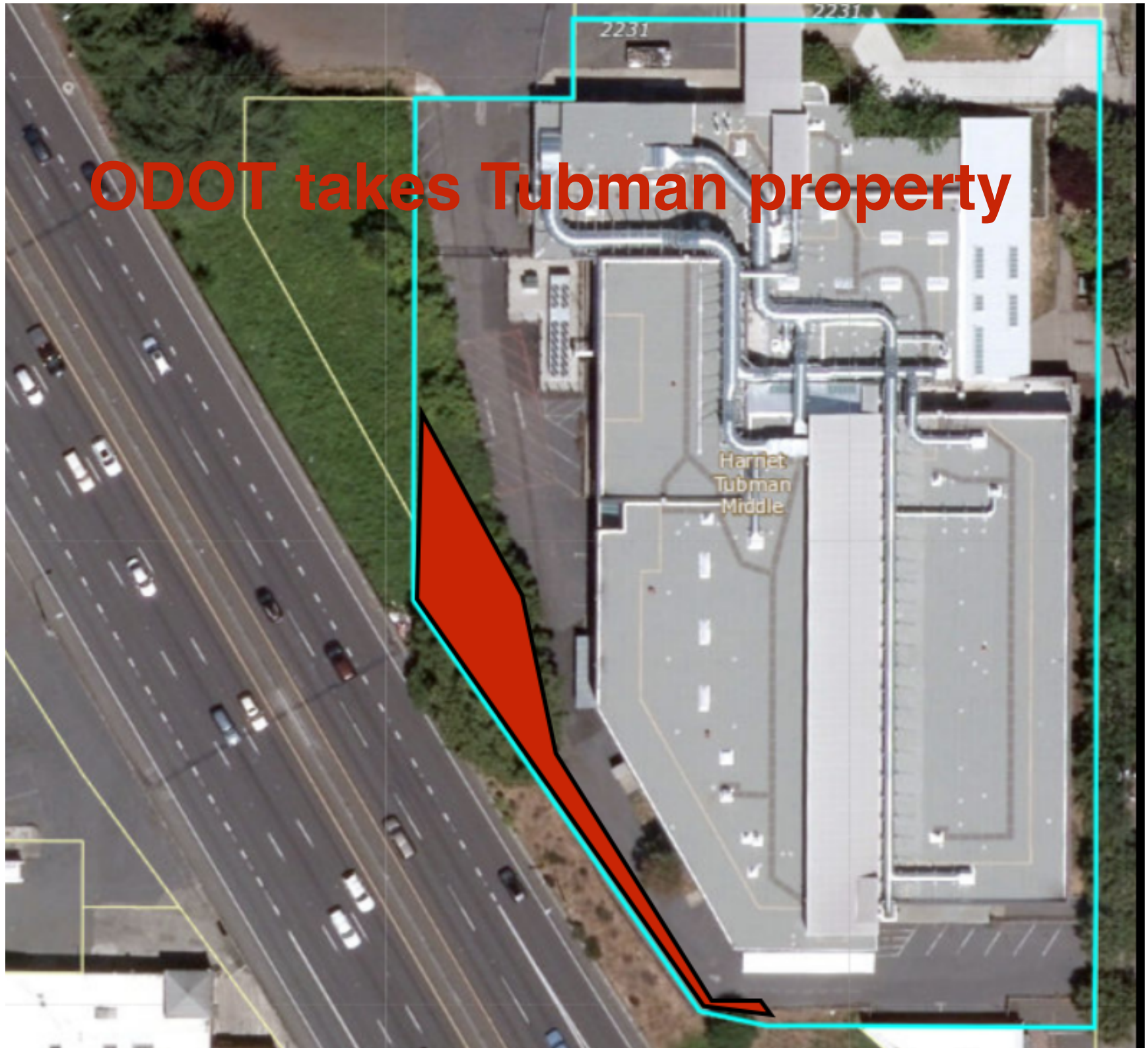


ODOT plan
obtained by
public records request,
2020



Tubman Property Line

ODOT takes Tubman property





22 foot tall noise walls

Peer Review: Move Noise Wall Closer to Tubman



I-5 ROSE QUARTER
IMPROVEMENT PROJECT

Noise Findings cont.

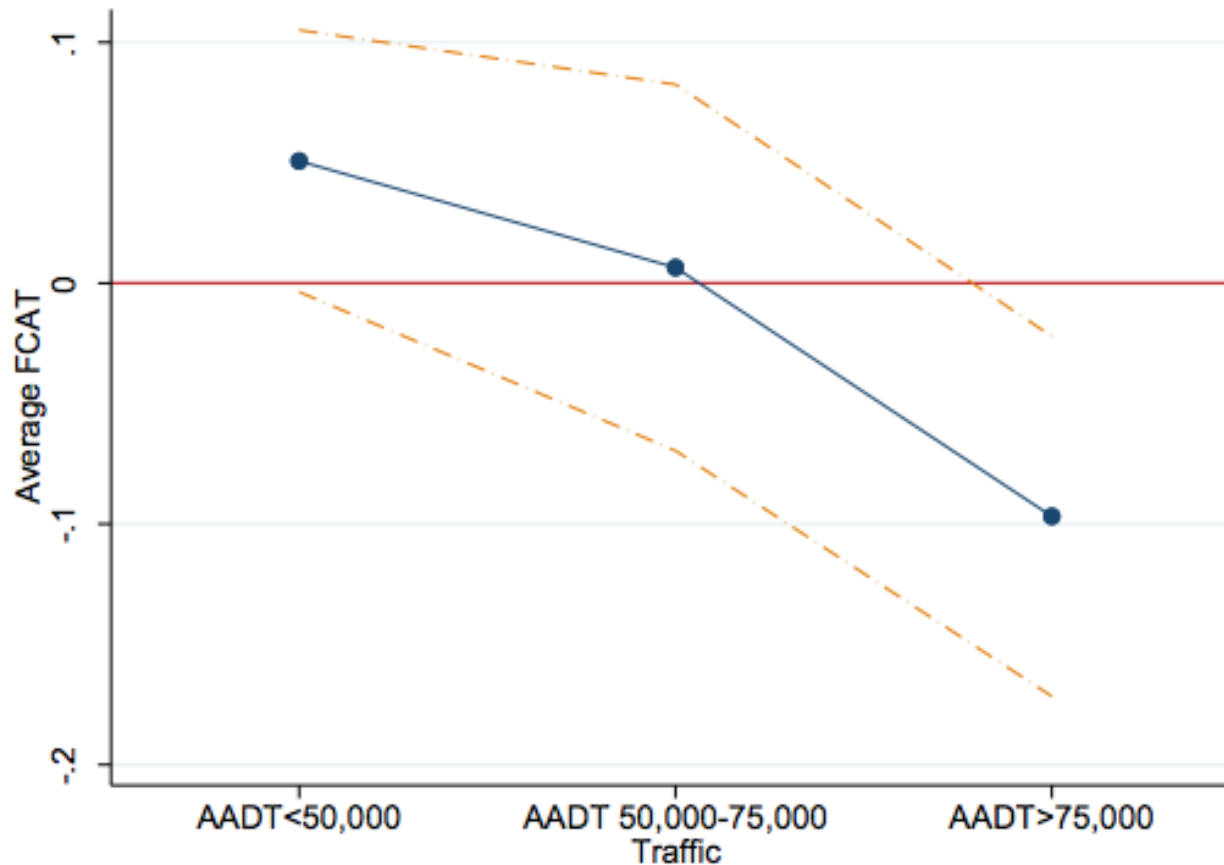
3. The Environmental Assessment mitigation proposed for Harriet Tubman Middle School, Lillis Albina Park and the surrounding neighborhoods (sound walls 2B and 4B) are feasible and reasonable.

Suggestions to ODOT:

- a. Sound wall 2B moved closer to Harriet Tubman Middle School will provide even more protection (it would be in coordination with Portland Public Schools).
- b. Sound wall 1 was shown to reduce noise but was not cost effective. The panel suggested that an updated cost effectiveness analysis might yield another mitigation.

Busier roads = lower achievement

Figure 5: Effects of being downwind 60% of the time by traffic



Jennifer Heissel, Claudia Persico, David Simon, Does pollution drive achievement? The effect of traffic pollution on academic performance. NBER Working Paper No. 25489.



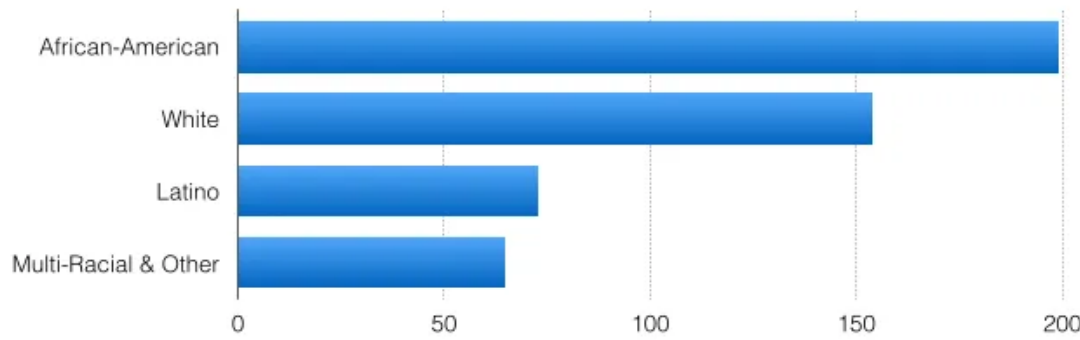
Tubman students

Portland Public Schools
Enrollment Summary by Race and Ethnicity, October 2018

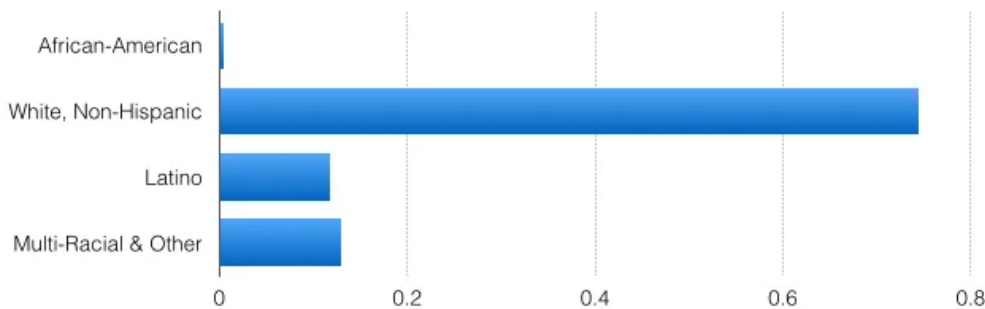
Name	School Program	Latino Ethnicity		One racial group, not Latino								Multi-Racial				Total		
		#	%	African American	Asian	Native American	Pacific Islander	White	Asian/White	Other Ancestries								
Harriet Tubman		73	14.9	199	40.5	6	1.2	8	1.6	2	0.4	154	31.4	5	1	44	9	491

Two-thirds
children of color

Half are on FRPL



Vancouver commuters



Race and ethnicity of peak hour, drive-alone commuters
driving from Clark County to jobs in Oregon

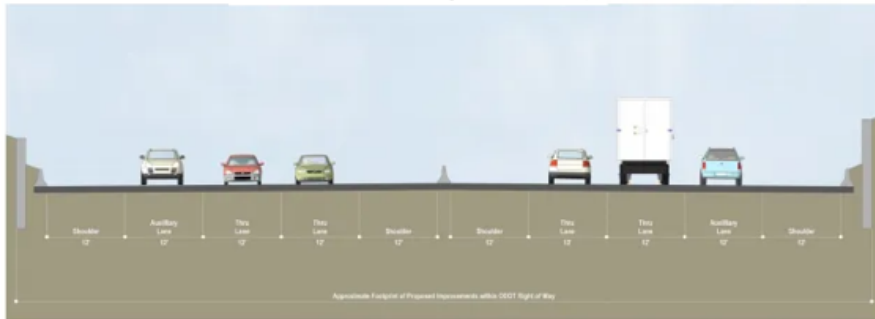
Three quarters
non-Hispanic white

Median income
\$82,000

Figure 4. I-5 Cross Section (N/NE Weidler Overcrossing) – Existing Conditions and Proposed Improvements

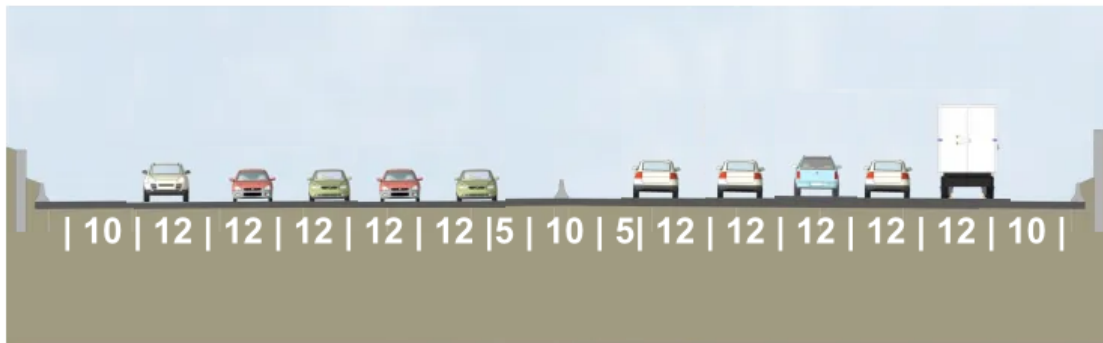


← 82 foot existing roadway →



Proposed Lane Configuration

← 126 foot "illustrated" roadway →

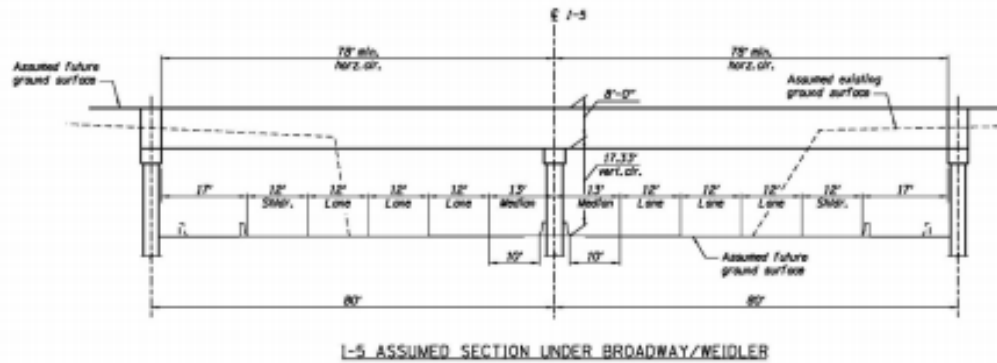


← 160 foot undisclosed actual roadway →

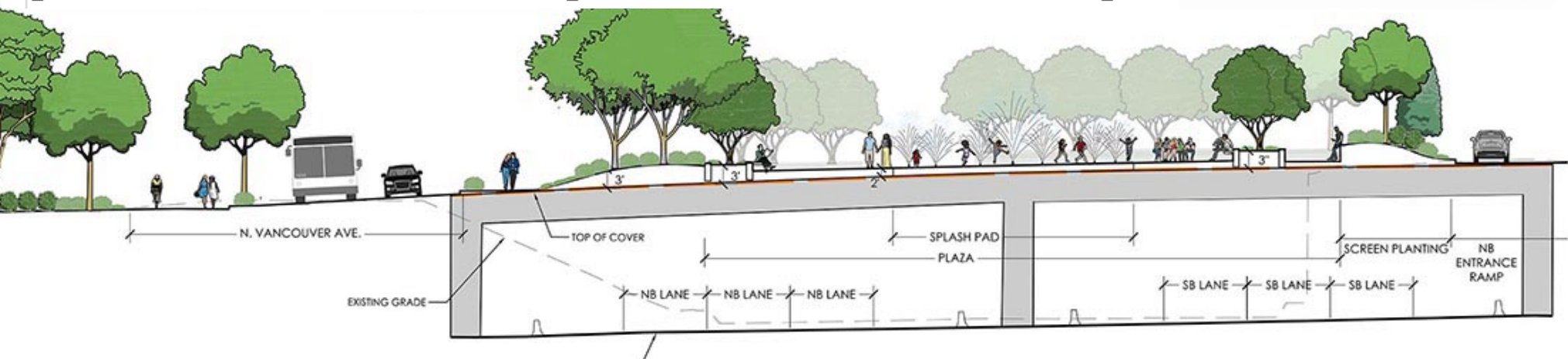
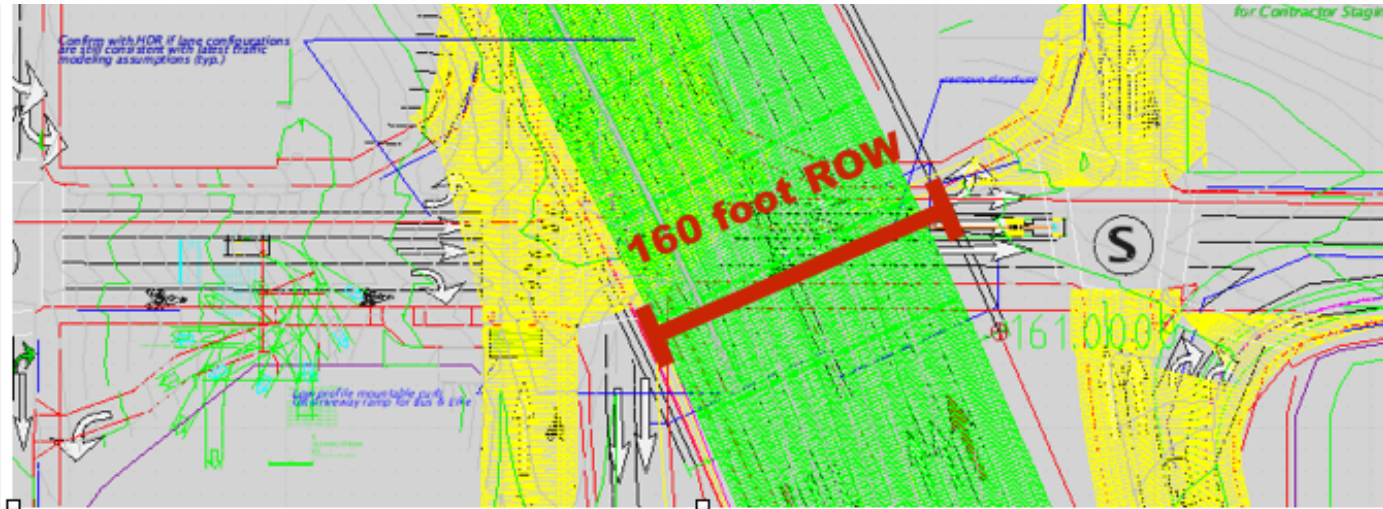
ODOT is really building a 160 foot wide roadway, enough for a ten lane freeway

But they examined the traffic impacts of just six lanes.

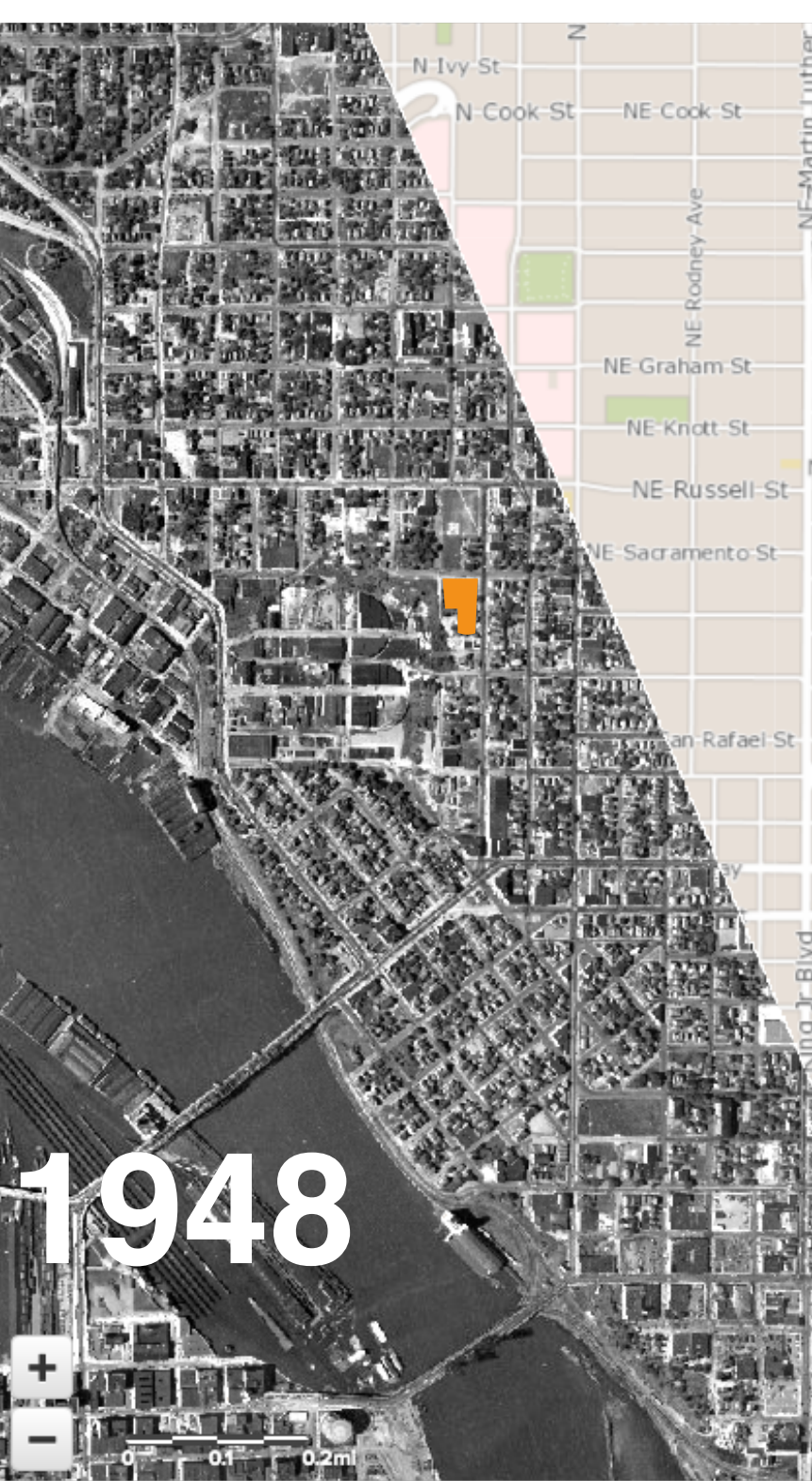
Figure 2: Lid Concept Cross Sections



Undisclosed ODOT plans
obtained by FOIA &
public records request,
2021



How ODOT highways
decimated Albina



1948: Albinia Before Freeways

ODOT builds Highway 99W/Interstate Avenue (1951)



Before



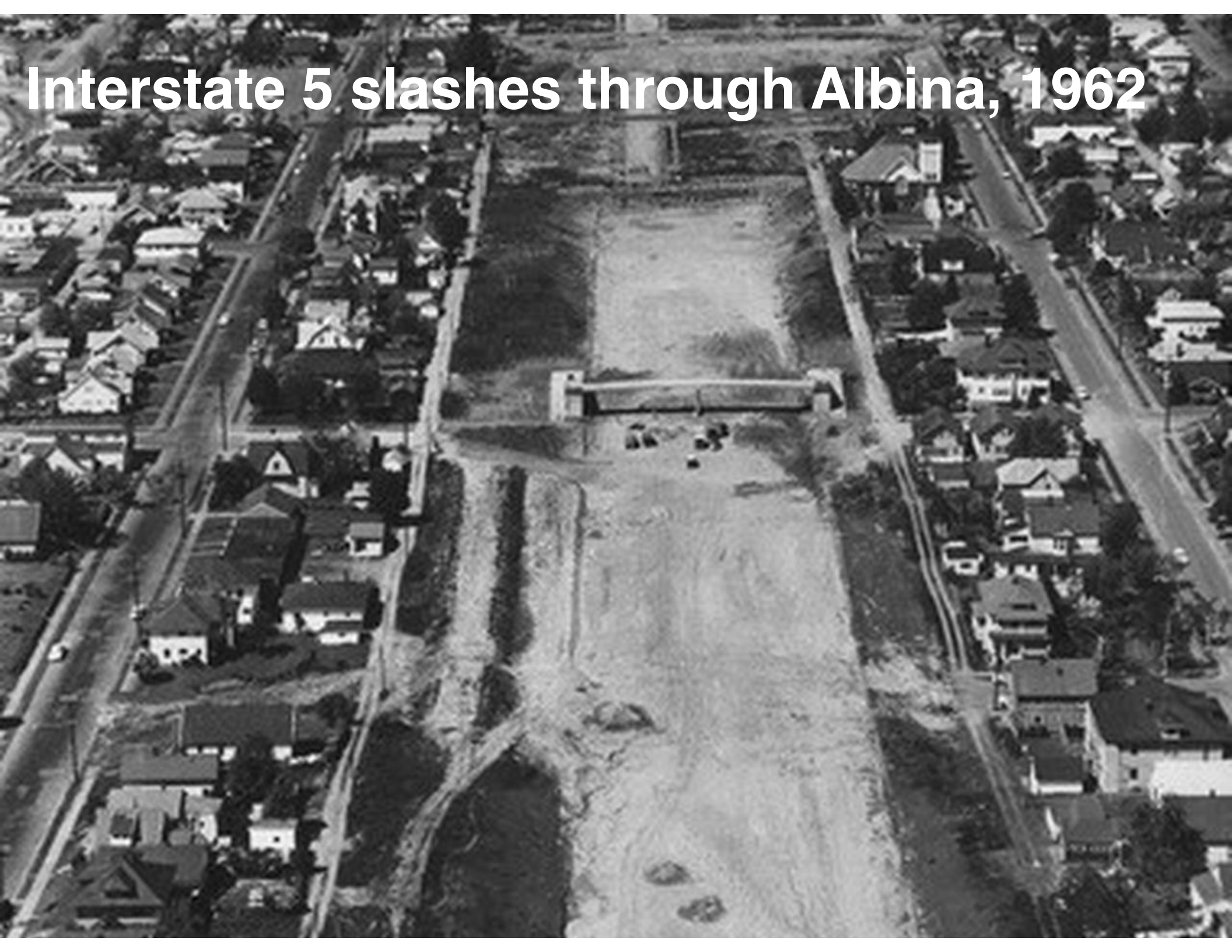
Initial Demolition (1951)



1951: Oregon State Highway Department builds Highway 99W along Willamette River

Interstate Avenue was an extension of “Harbor Drive”

Interstate 5 slashes through Albina, 1962





1962: Oregon State
Highway Department builds
Interstate 5



1962

Fremont Bridge Ramps 1973





ODOT Built the long I-405 Kerby ramps as the first part of the
(proposed & unbuilt)
Prescott Freeway

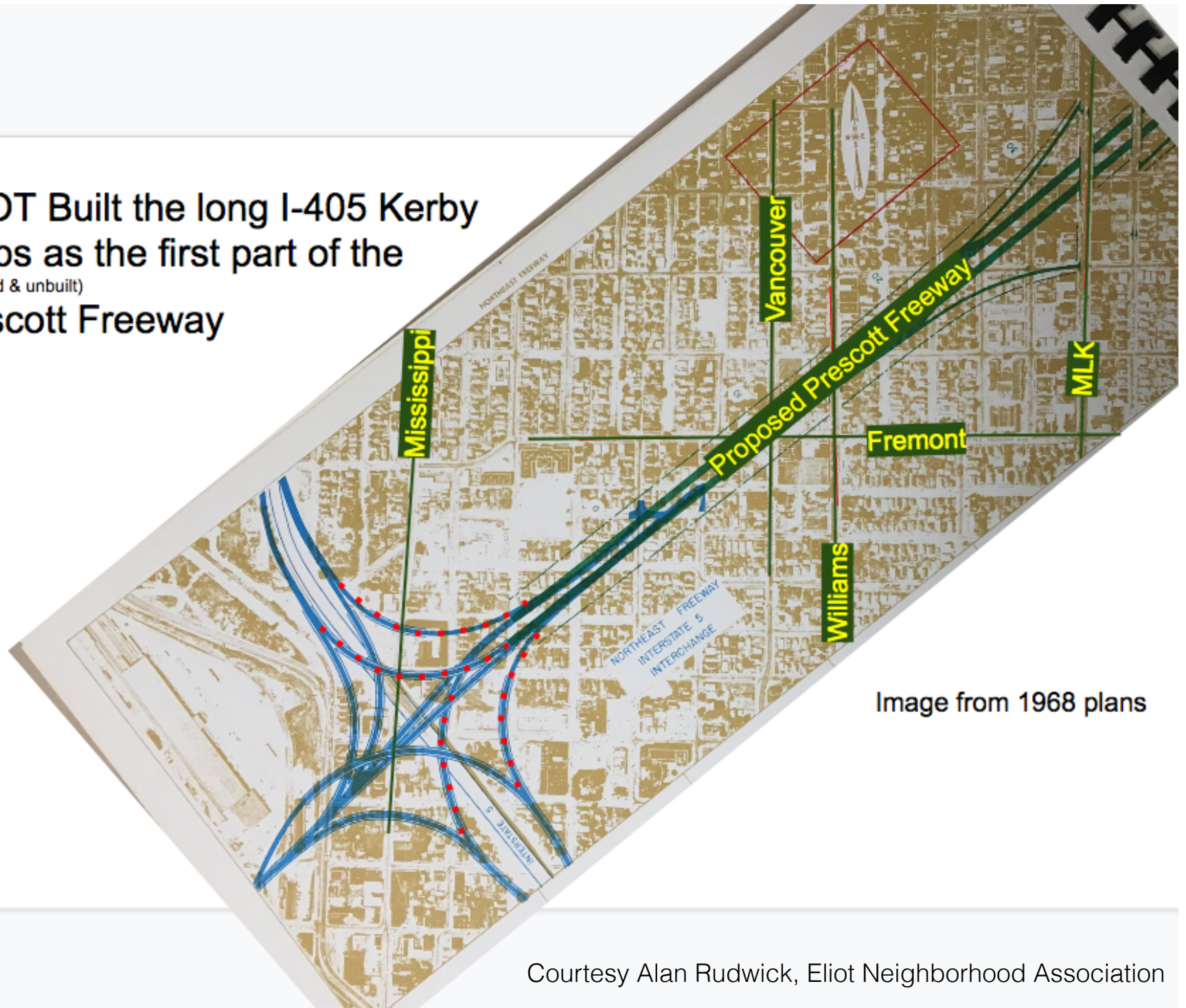
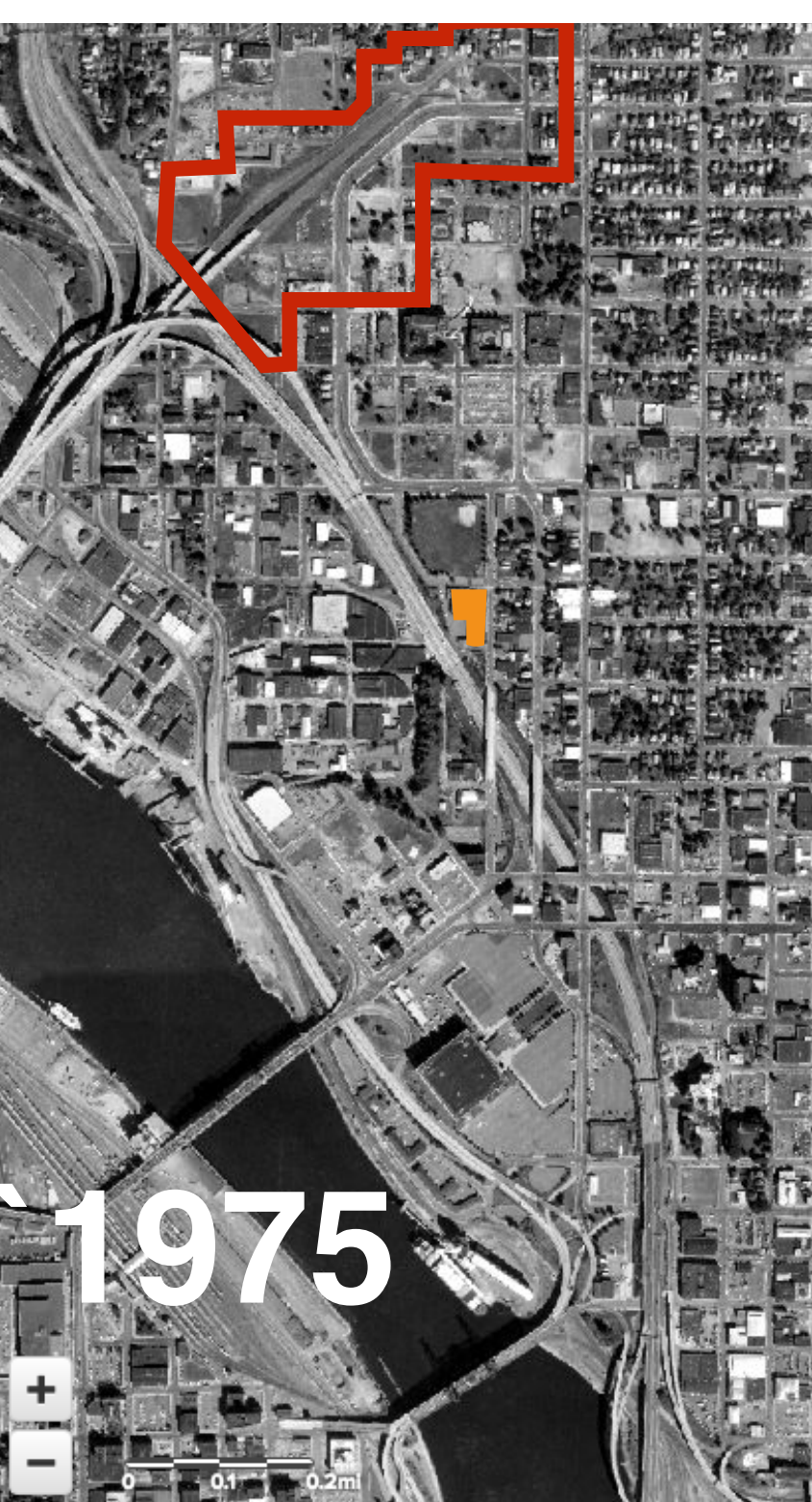


Image from 1968 plans

Courtesy Alan Rudwick, Eliot Neighborhood Association



1975

1975: Oregon State Highway Department builds Fremont Bridge

Bridge includes 1/3 rd mile of unfinished "Prescott Freeway"



Three Decades of ODOT
Highway Building Divides
the Neighborhood

Albina Now Looks Like This



Here's all the land
that was destroyed
by ODOT
freeways between
1951 and 1973

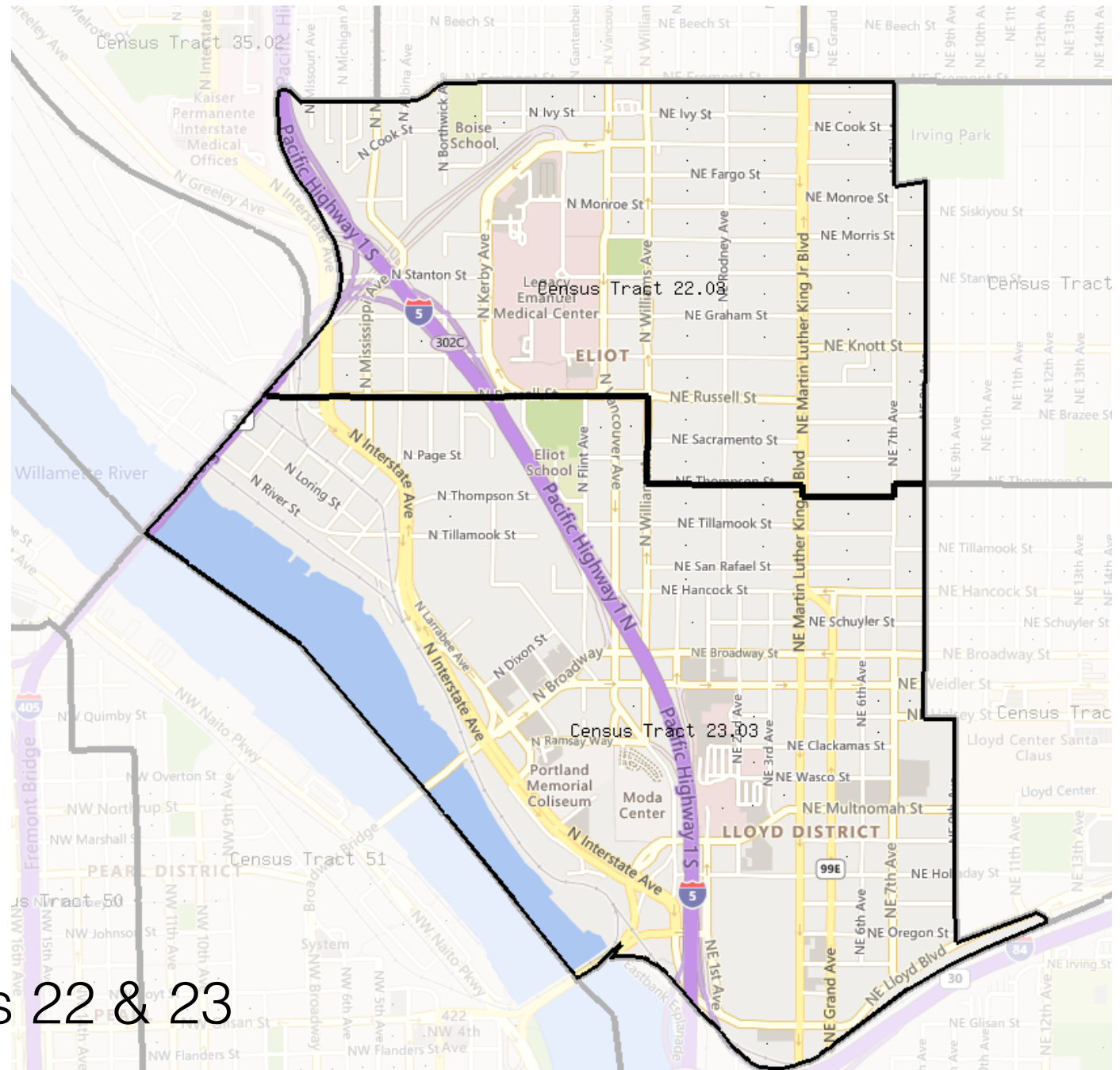
(1948 base image shown)



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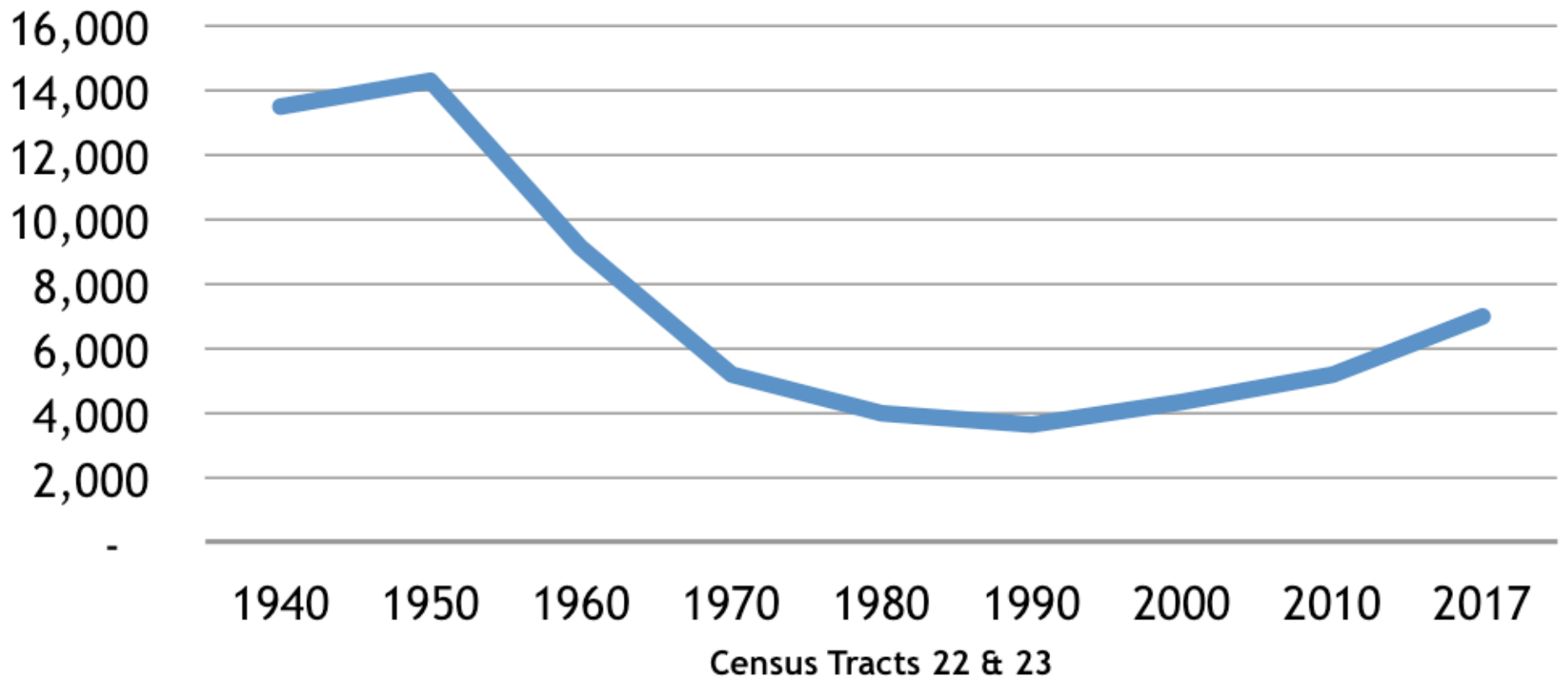
(1948 base image shown)

Albina



Census tracts 22 & 23

Albina's Population Fell 2/3rds from 1950 to 1970



Racial Transition in Albina since 1940

