

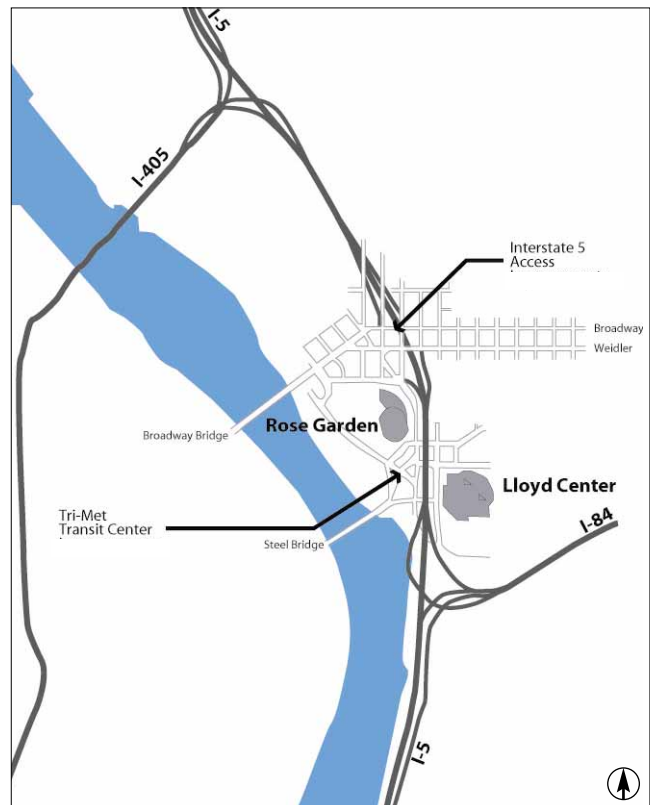
Transportation Improvement Plan



I Introduction

THE TRANSPORTATION MASTER PLAN will facilitate implementation of the vision for a revitalized Rose Quarter. Transportation strategies outlined within this report were developed based on an understanding of the regional context in which the district is situated and were driven by the need to create reasonable transportation improvements that balance transportation issues with improving the vitality and livability of the Rose Quarter. The strategies outlined are designed to *manage* transportation issues. The transportation investments described are intended to support a dynamic, multipurpose, twenty-four-hour urban district with an array of transportation options.

Image depicting existing conditions and regional access in and around the Rose Quarter



II Regional Context

THE ROSE QUARTER'S transportation facilities are influenced by the regional transportation network. The Rose Quarter is fortunate to have direct access from both the Interstate System and the MAX. Both systems provide excellent regional access for the district. Yet many past transportation actions for the district focused on improving the capacity of individual facilities rather than balancing the overall transportation resources with its needs for vitality and livability. These discreet improvements have significantly improved access and egress, and although well intentioned, have also made it difficult to circulate within the Rose Quarter. All new transportation improvements within the Rose Quarter should be aimed at balancing regional access needs with basic internal circulation requirements.

I-5

Regional activity centers like the Rose Quarter need good interstate access and the Rose Quarter has just that via direct access to and from I-5 and I-84. I-5 has access ramps to and from the north at Broadway, access ramps from the south at Weidler Street, and to the south at Winning Way. I-84 has access ramps from the east at 1st Street and access ramps to the east at Grand Avenue and Everett Street.

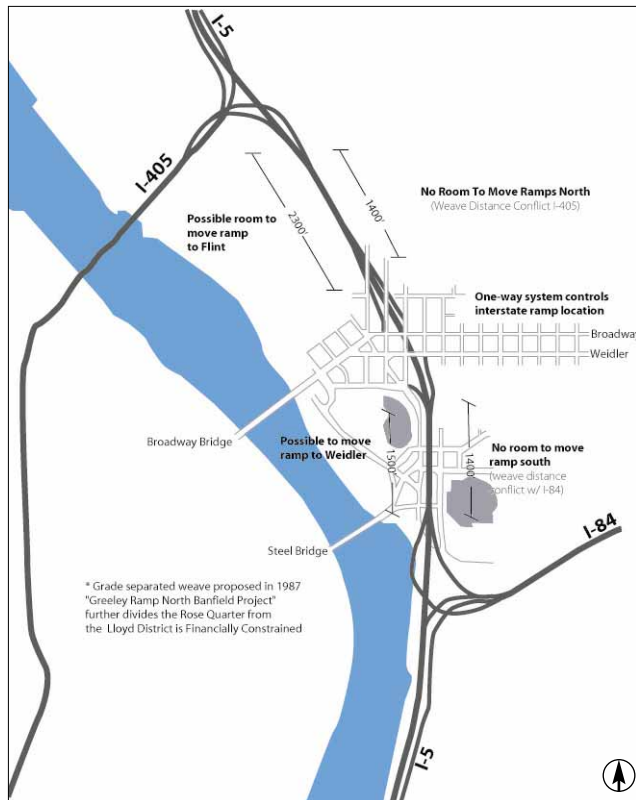
In 1987, the Oregon Department of Transportation (ODOT) attempted to redesign the proximity of the Interstate ramps by grade-separating ramp movements. ODOT actions isolated traffic flows so that the weaving between through-traffic on the Interstate system and turning traffic interested in accessing the Rose Quarter would not conflict. These recommended actions were met with negative reaction because of the cost involved and the impact on the community for both the Rose Quarter and the Lloyd District, as well as the potential environmental impact on the Willamette River.

Currently, ODOT and the City of Portland Department of Transportation (PDOT) are examining I-5 and determining how to deal with the corridor as well as the short weaving distances between access ramps and system interchanges.

The Transportation Master Plan addresses these problems of the existing regional Interstate access for the Rose Quarter. Only a few opportunities exist to modify I-5 ramp locations without compromising the livability of the Rose Quarter. The closeness of the I-405 makes it likely that the Vancouver Avenue Interstate ramp could be moved back to Flint Avenue. Because of poten-

tial turning conflicts with the I-84 system interchange, the Winning Way Interstate ramp could only be moved north to Weidler Avenue. While many other engineered alternatives could be developed, the transportation study indicated that these would not be a reasonable public investment due to cost and the potential impact on the community.

System interchanges between I-405, I-5, and I-84, limit local Interstate access locations for the Rose Quarter



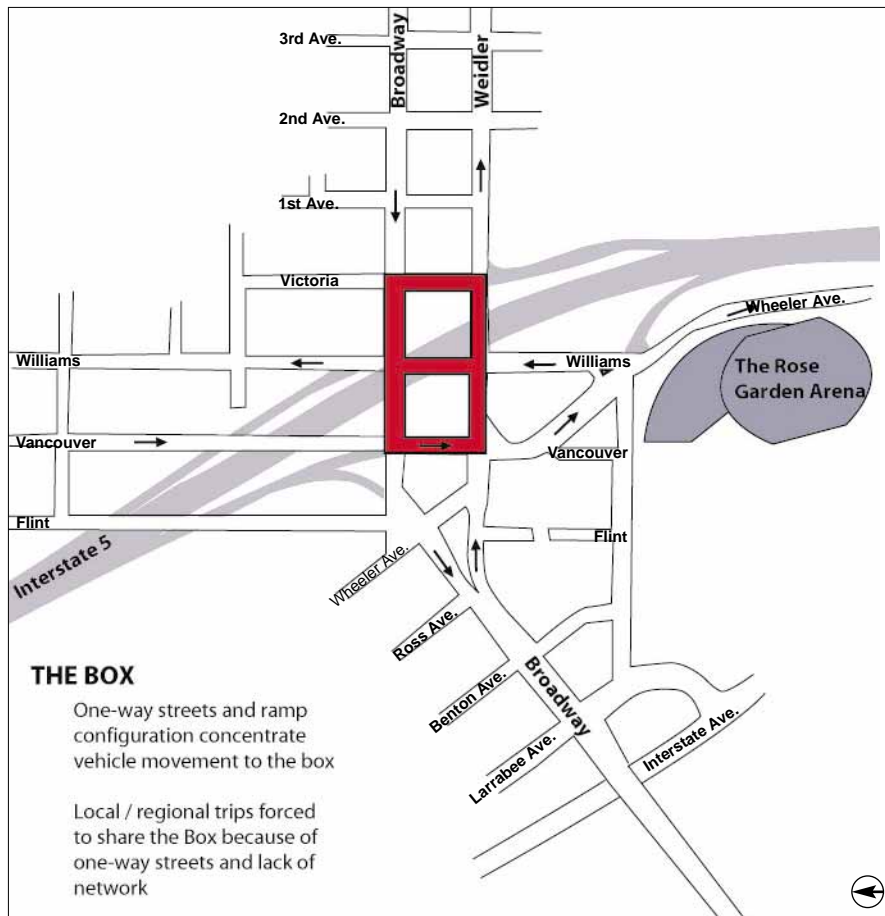
The Box

The biggest vehicular transportation problem in the Rose Quarter is often referred to as the **Box**. Located where the I-5 ramps access the local street network at Broadway and Weidler. The Box is formed by four, one-way streets -

Broadway, Weidler, Vancouver, and Williams - that control both local and regional traffic movements. All traffic movement entering or leaving I-5, as well as that which is just passing through on a local trip, is hostage to the Box.

The Box

All traffic movement, both regional and local, is concentrated in the Box



Transit

Mass transit is an important means of access to the Rose Quarter. Currently Tri-Met is operating the east-west MAX line with a station on Holladay Street under I-5. Trains operate every ten minutes. Next year, Tri-met is going to open Airport MAX and increase train service to every 7½ minutes.

Tri-Met is also beginning construction on Interstate MAX this year. Interstate MAX will connect to east-west MAX in the Rose Quarter. A station will be located near the intersection of Interstate Avenue and Multnomah Street. Trains are planned to be running every fifteen minutes.

Transit Center

Improving transit connections to the Rose Quarter was a primary objective of the planning process. Tri-Met provides excellent service to the area; however, once Tri-Met customers leave the transit vehicles, they encounter an undesirable and confusing physical environment.

When Interstate MAX begins operation in 2003, there will be significant transfers occurring with the east-west MAX and the bus transit center. Unfortunately, the LRT platforms are separated by approximately 500 feet, and as a result, transit customers and area visitors accessing the Rose Quarter by MAX need to negotiate the bus-only transit center, and then Multnomah Street to reach the new Interstate MAX platform or the Rose Garden Arena.

Pedestrians utilizing MAX must first negotiate the Tri-Met lanes and Multnomah Street prior to accessing the Rose Garden or the Interstate MAX platform.

