

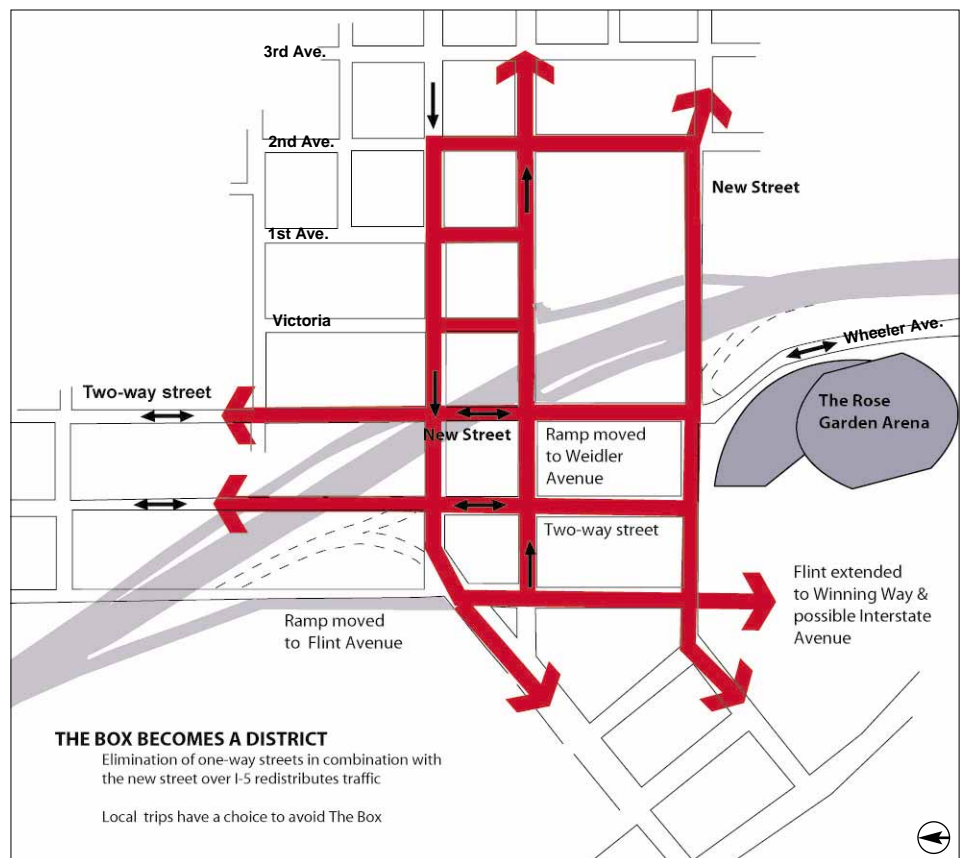
III Rose Quarter Improvements

TRANSPORTATION IMPROVEMENTS for the Rose Quarter focus on balancing livability with internal circulation. 78

The Box

Transportation improvements to the Rose Quarter should focus on improving the Box. Whatever improvements are made, they should redistribute traffic to filter through multiple streets relieving the traffic congestion in the Box. The first proposed improvement shifts Interstate access from Vancouver Avenue to Flint Avenue. Flint Avenue will then be extended to Winning Way, possibly as far south as Interstate Avenue (with redevelopment of the Coliseum). Vancouver and Williams Avenue would be converted to two-way streets. Winning Way is extended over I-5 to Clackamas Street and Wheeler Avenue converted to a two-way street. These improvements will create a network of local transportation improvements that improve traffic flow and provide alternatives to Broadway and Weidler.

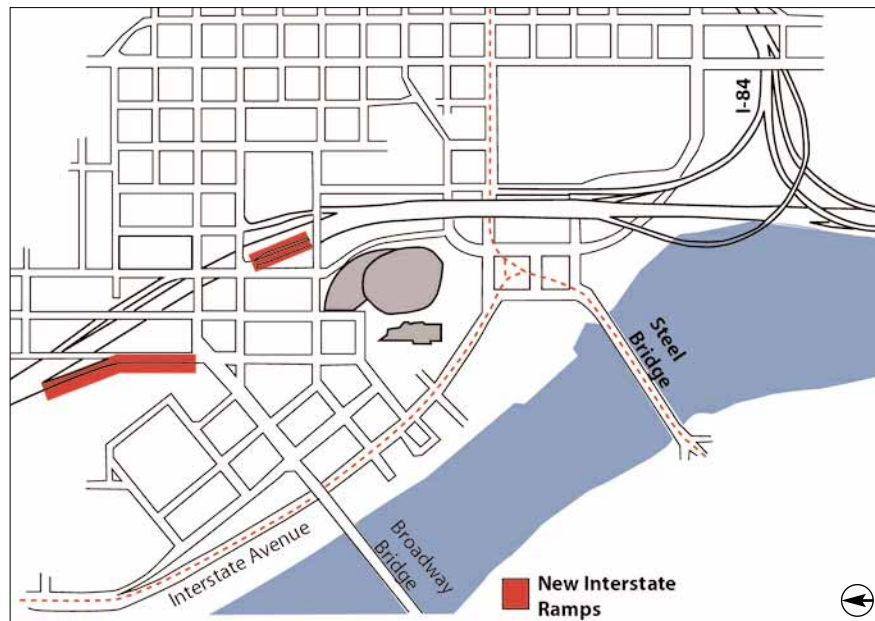
Specific transportation improvements redistribute traffic throughout the Rose Quarter rather than concentrating it within the Box



Interstate Ramps

Two I-5 access ramps are shifted to encourage the development of a more comprehensive street network. The Vancouver Avenue ramp is moved one block west to Flint Avenue. This move in combination with converting Vancouver to a two-way street will help spread traffic

flow rather than continue to concentrate it in the Box. The Winning Way access ramp is shifted north to Weidler Street to allow Winning Way to be extended to Clackamas Street.

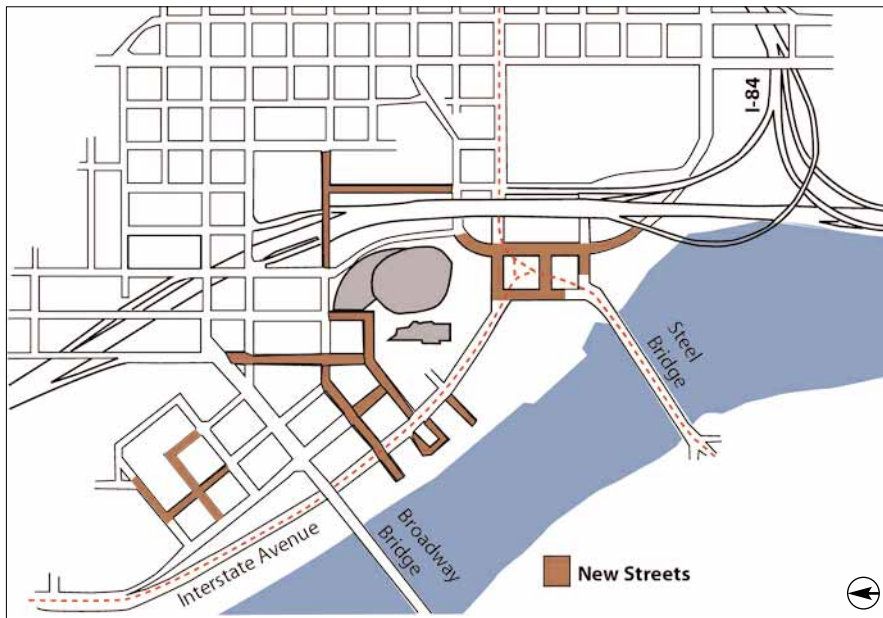


Interstate ramp modifications alter traffic patterns so that motorists do not have to enter the Box to access ramps

New Streets

Several new streets are recommended to develop a comprehensive street network for the Rose Quarter. These streets will equitably distribute traffic and give pedestrians and bicyclists more choices in circulating throughout the Rose Quarter. Three streets in particular are important to altering traffic patterns. The extension of Winning Way to Clackamas Street will provide an impor-

tant internal connection between the Rose Quarter and the Lloyd District. The Flint extension to Winning Way and, if possible, Interstate Avenue will provide an important alternative to Weidler Street for interstate traffic to access the Lloyd District. The 1st Avenue extension to Clackamas Street will provide parallel access to Interstate Avenue.

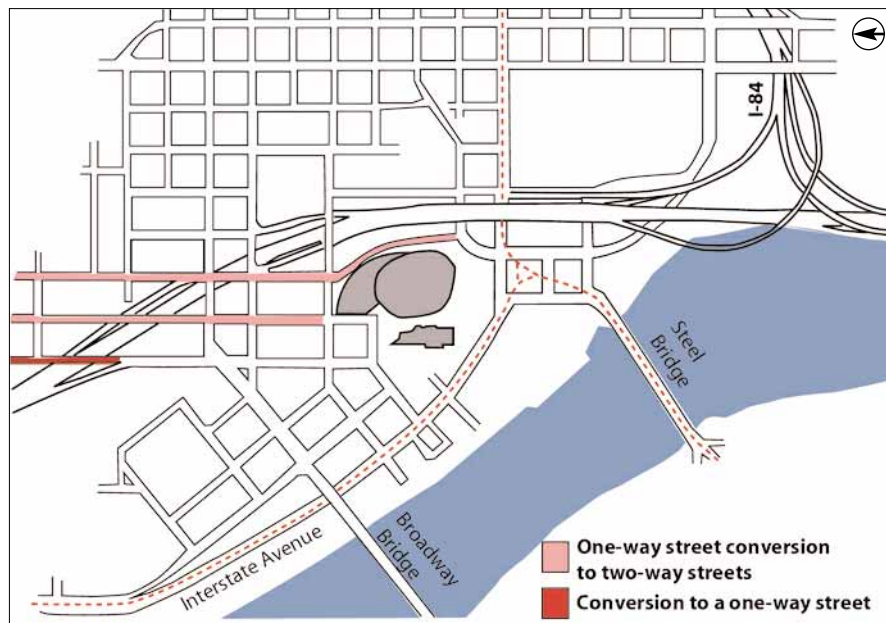


New streets are needed to create a logical block pattern and provide transportation alternatives to motorists

Street Operations

Converting one-way streets to two-way traffic will improve the accessibility of the Rose Quarter. The Vancouver Avenue and Williams Avenue one-way couplet is caused by the existing interstate access ramp configuration. Moving

the Vancouver Ramp to Flint Avenue allows Vancouver to become a two-way street. The Wheeler Street conversion will better connect the Lloyd District to the Rose Quarter, allowing motorists an alternative to using Interstate Avenue.

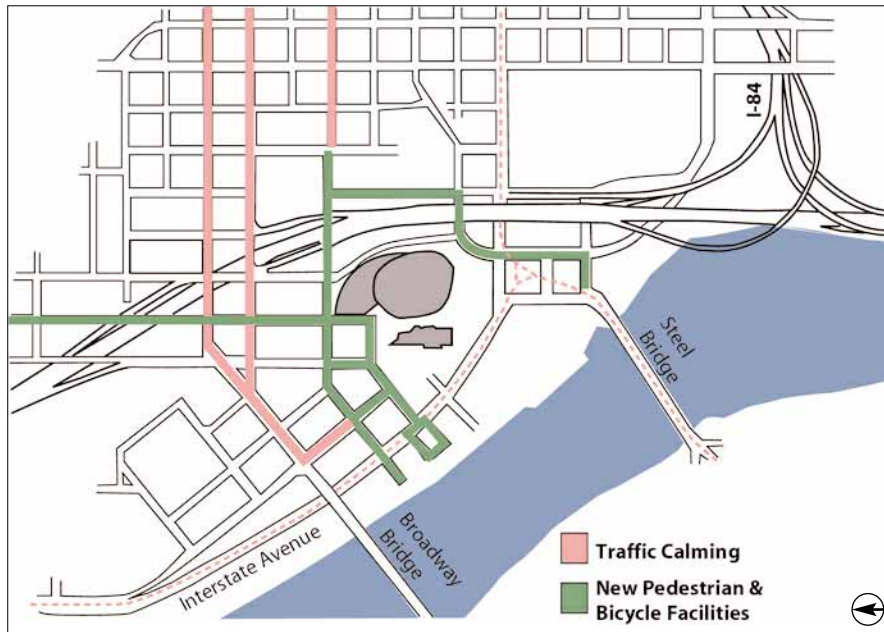


Converting street operations will improve the Rose Quarter's internal circulation

Traffic Calming, Pedestrian, and Bicycle Facilities

Enhancing the local street network will, inherently, redistribute traffic flow. Planners and engineers must be careful about how that redistribution occurs. Typically traffic-calming measures help balance

traffic distribution so that new traffic entering a neighborhood does so on the neighborhood's terms. Such traffic calming mechanisms have been identified as part of the Transportation Master Plan.

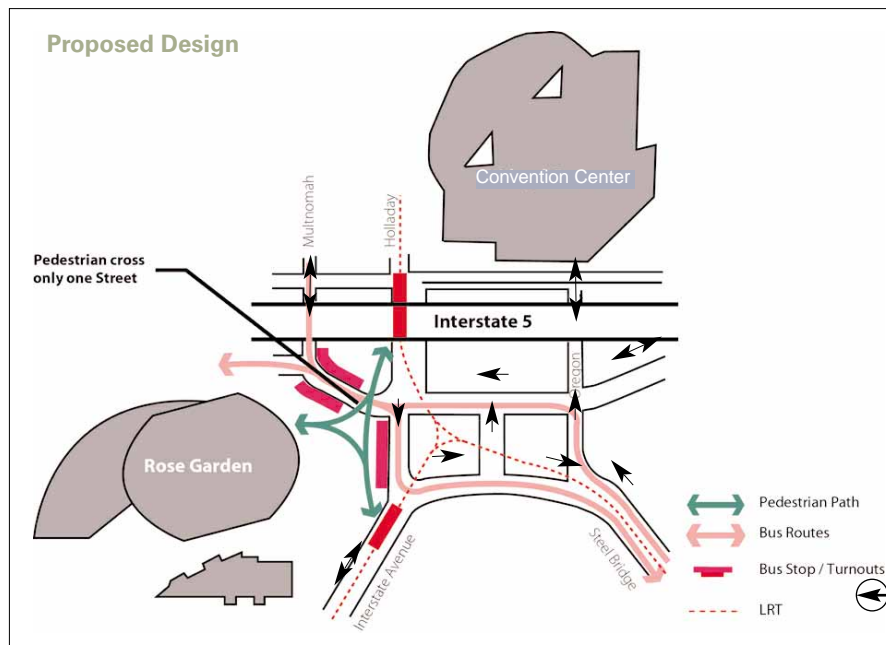


New street connections will include traffic-calming and pedestrian facility improvements

Revised Transit Center

Physical improvements recommended for the Transit Center in the Rose Quarter fundamentally reshape the district. The transportation plan shifts transit away from being the focal point of the public space to a supporting feature of the public space outside the Rose Garden Arena. Currently, the Tri-Met Transit Center is located in the center of the public space. Proposed changes to the area realign the street grid to organize a public space with simplified vehicular, transit, and pedestrian patterns.

A primary consideration in developing the plan was to avoid altering the location and profile of the current and proposed LRT alignment. Physical changes to the district do not affect the LRT system; however, these changes do change the street pattern of the area. Recommended improvements create a directional rectangular street pattern. The directional rectangle is multi-purpose for motorists, bus transit, and pedestrians.



Transit stops and routes have been realigned to safely position pedestrians at the forecourt of the revitalized district as well as within walking distance of the LRT, MAX, and Tri-Met platforms

Transit will no longer have dedicated bus lanes through the Rose Quarter. Buses will be required to share the street network with automobiles.

The rectangular traffic pattern which borders the revised Transit Center and its proposed green is directional to improve traffic flow. Motorists entering the area from Interstate Avenue will be required to turn right at Multnomah Street. Motorists will then be able to exit at the Steel Bridge by turning right or continue in the rectangle. Motorists interested in using Lloyd Boulevard will turn right or go straight to access Oregon Street. Motorists can continue in the rectangle and to access Multnomah Street or

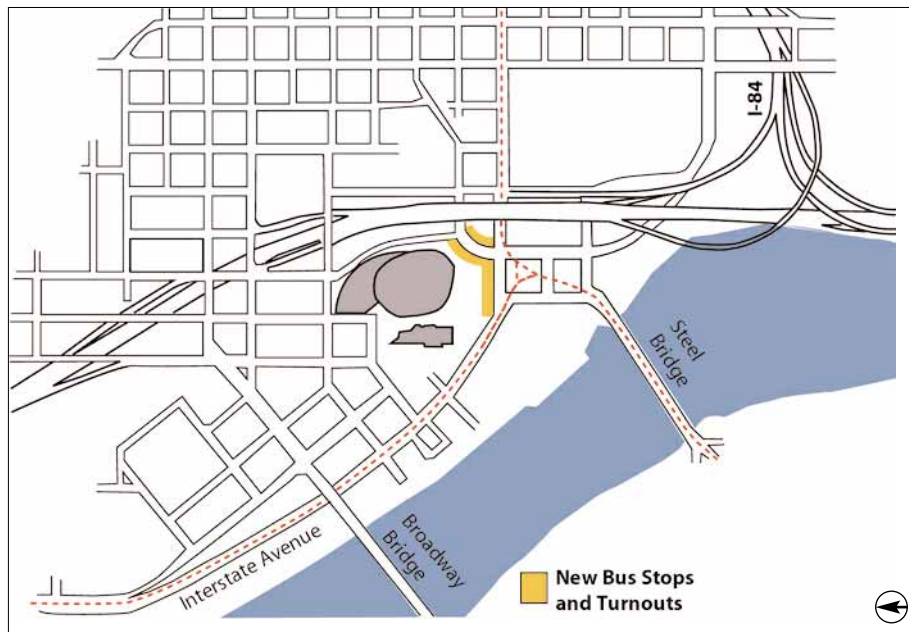
return to Interstate Avenue. Each corner of the rectangle will be controlled by a simple two-phase signal. LRT traffic will continue to control vehicular flow in the area. Bus traffic will no longer preempt automotive traffic because buses will be required to share the street and overall traffic flow should improve as a result.

The pedestrian environment will be greatly improved because pedestrians also will only need to negotiate Multnomah Street to walk between the east-west MAX and the Rose Garden. Pedestrians accessing Interstate MAX, the Transit Center, and the Rose Garden will not have to cross any vehicle environment.

Transit Center Bus Staging

Transit Center modifications place bus turnouts, on a newly aligned Multnomah Street, strategically between LRT Platforms. The difference in this proposal is that the bus routes will no longer enter a

dedicated facility. Buses will be required to share traffic flow with motorists while pedestrian conflict points with motorists and transit vehicles will be minimized.



New bus stops and turnouts eliminate a number of dangerous crossings where transit and pedestrian traffic are currently at odds