

6: Rose Quarter Transit Center

The Rose Quarter is a “black hole” for cyclists; the direct and intuitive connection between the well-used Eastside Esplanade and the Vancouver/Williams bikeways is prohibited through the Rose Quarter Transit Center.

SITUATION

- Adjacent to Rose Garden and Memorial Coliseum
- Ties to Eastbank Esplanade, numerous N and NE bike routes
- Major transit center

The Rose Quarter Transit Center is the multimodal node for North and Northeast Portland. The Transit Center funnels all three light rail lines, nine bus routes, cars, and bikes to the Steel Bridge, the Eastbank Esplanade, Waterfront Park, and downtown. The transit center is directly adjacent to the Rose Garden Arena and the Convention Center, and lies directly west of the Lloyd District.

Every day many bicyclists ride through or around the transit center. Bike lanes on Lloyd, Multnomah, Vancouver, and Interstate Avenues all pass through the district; this area is the northeast entry point to the Eastbank Esplanade, Portland’s well-used floating walkway, and the primary connection to downtown, to Northwest, to Southeast Portland, and through to Sellwood.

PROBLEMS

- Biking is prohibited in the transit center
- This interrupts a primary bikeway connection
- High traffic volumes

Bicyclists are currently prohibited from traveling through the transit center. Many people ride through the Rose Quarter Transit Center despite the ban because it is the safest and most direct route for all cyclists traveling to and from Northeast Portland. The alternative route, three blocks to the north, a bike lane that connects to the Vancouver-Williams couplet and the Tillamook Street bicycle boulevard, is more congested, dangerous, hilly, and time consuming.

Connecting to the Lloyd District is challenging for cyclists coming through this area because of the bicycle prohibition and a chained off street.



SOLUTIONS

- New bike lanes
- Improved connections
- Planning in progress

The Rose Quarter could serve as a bicycle gateway to the Esplanade, Lloyd District, and Rose Garden Arena. Tri Met, the City of Portland, and Lloyd District Transportation Management Association (LDTMA) are working with the BTA to develop solutions. Tri Met requested \$200,000 from the state of Oregon's Transportation Enhancement program to reroute buses and stripe a north-south two way bike lane. The BTA is also helping find funding for the project.



We are also working with the LDTMA to increase bicycle access to the Lloyd District and the Rose Garden Arena. The BTA has already worked to place new bike lanes on N. Vancouver Ave. from Russell to Broadway. Now the TMA's Bike Committee is working on a vision for bicycling in the Lloyd District that may include opening Holladay Street to two-way bicycle traffic. The BTA also wants to finish the bike lane gaps on N. Vancouver and make a connection from N. Interstate to the Lloyd District.

WHO TO CONTACT

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