

LRT Peer Cities Survey

Lessons for the Central Corridor

The business and residential community along University Avenue is concerned about the proposed elimination of 87% of on-street parking spaces as a result of the Central Corridor light rail line. Recently, the University Avenue Business Association commissioned U-PLAN to study strategies that 5 other cities have used to retain on-street parking, provide for turn lanes, create better boulevards and improve the flow of traffic. These studies are presented online at:

www.u-plan.org/peercitiessurvey.htm

This summary presents major findings from the Portland Yellow line (Fig. 1), what is currently proposed by the Metropolitan Council (Fig. 2) and what the same stretch could look like by integrating strategies from the Yellow line (Fig. 3). The Central Corridor drawings show the stretch between Chatsworth and Milton.

- 1 Lane of traffic shifts slightly to the center to allow for a handful of on-street parking spaces
- 2 Like Central Corridor proposal, the Yellow line provides for secondary pedestrian crossings with bump-outs
- 3 Portland does not have a landscape median (Fig. 2), which allows for boulevard trees, on-street parking and a bike lane. A bike lane is not shown in Fig. 3
- 4 Instead of a continuous landscape median before turn lanes (Fig. 2), the Yellow line has short, painted bump-outs of no more than 100' in length
- 5 Curb cuts eliminated. Access to off-street parking is through alleys

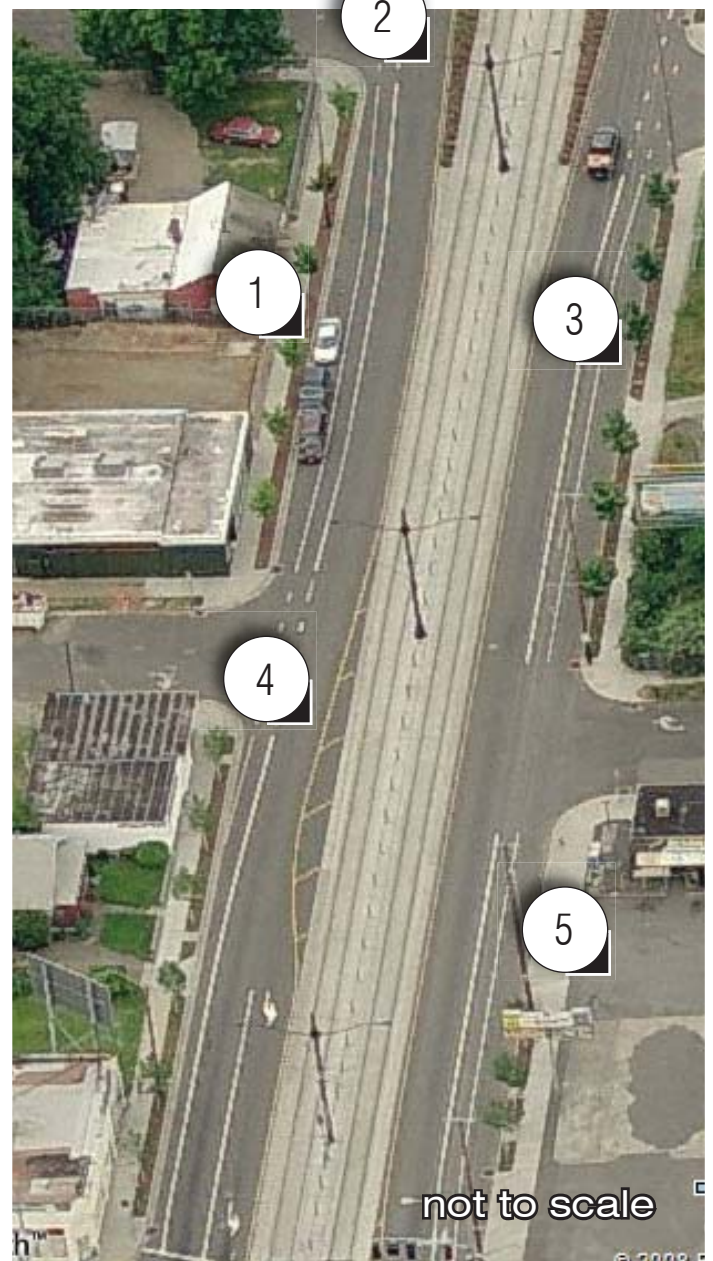


Fig 1. **Example from Portland Yellow Line**

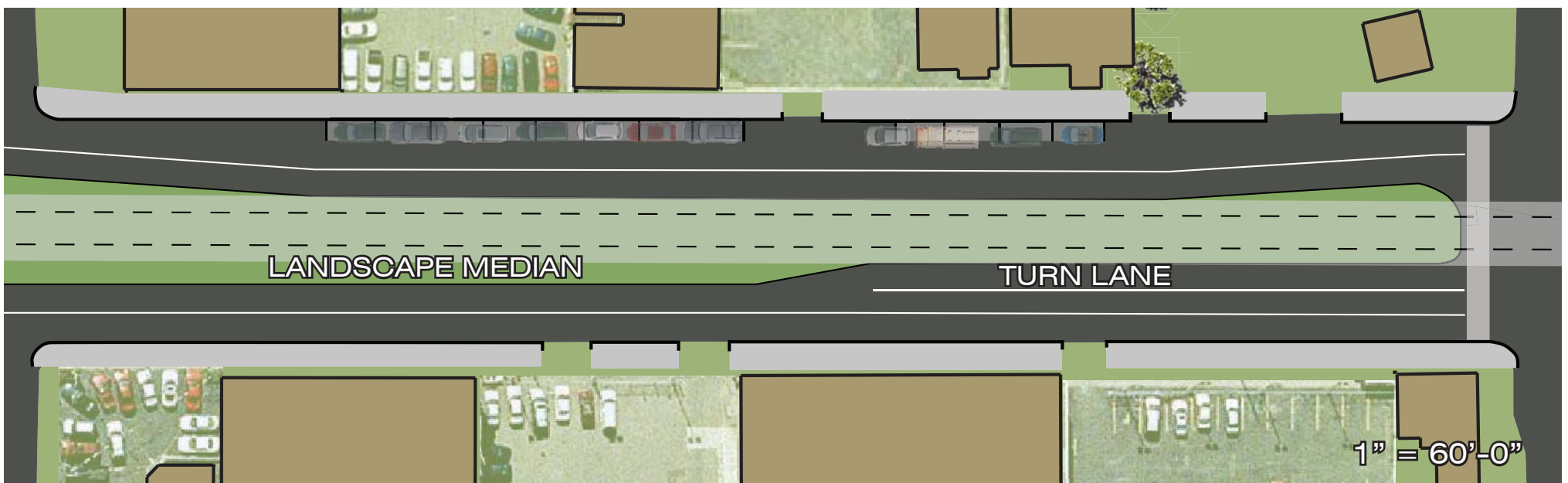


Fig 2. **Central Corridor as Proposed by Metropolitan Council**

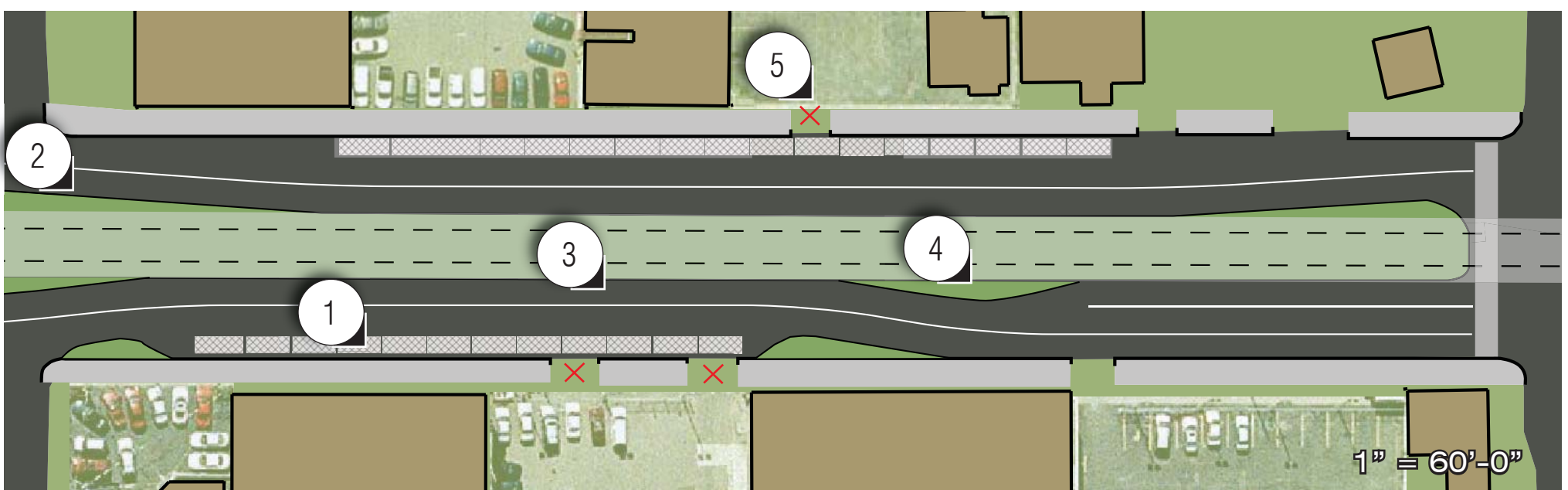


Fig 3. **Central Corridor with Portland Yellow Line Strategies Integrated**