

In the beginning
Lovejoy/Pettygrove Plan

20th century
the backbone is defined
Lewis and Clark Expo
Fifth and Sixth
development focus turns



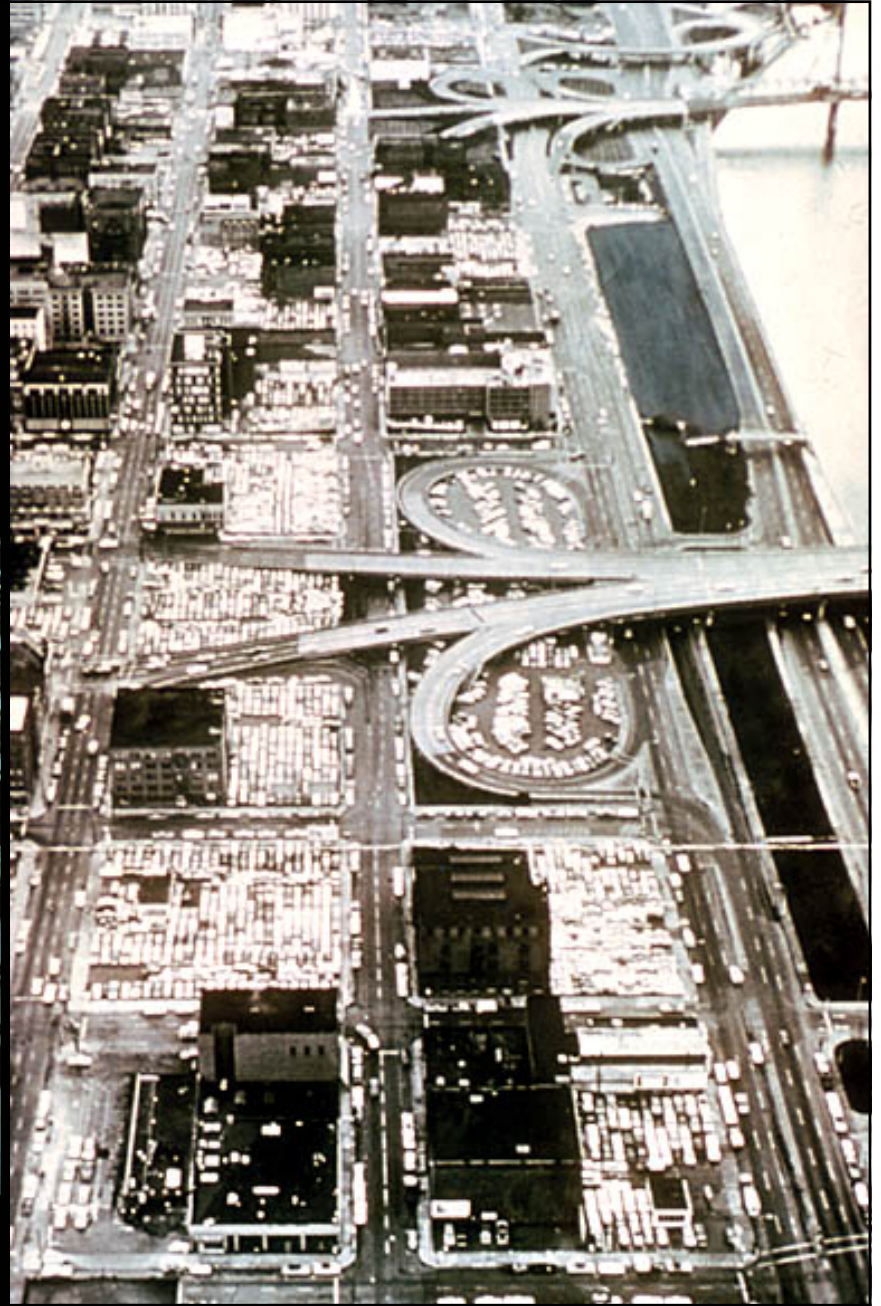
Fig. III-253. Selling Building (now Oregon National Building), 1910, by Doyle and Patterson, with Marquam Building and Portland Hotel in background.



Fig. III-254. Rendering of Lipman Wolfe & Company store building, 1909, Doyle and Patterson,

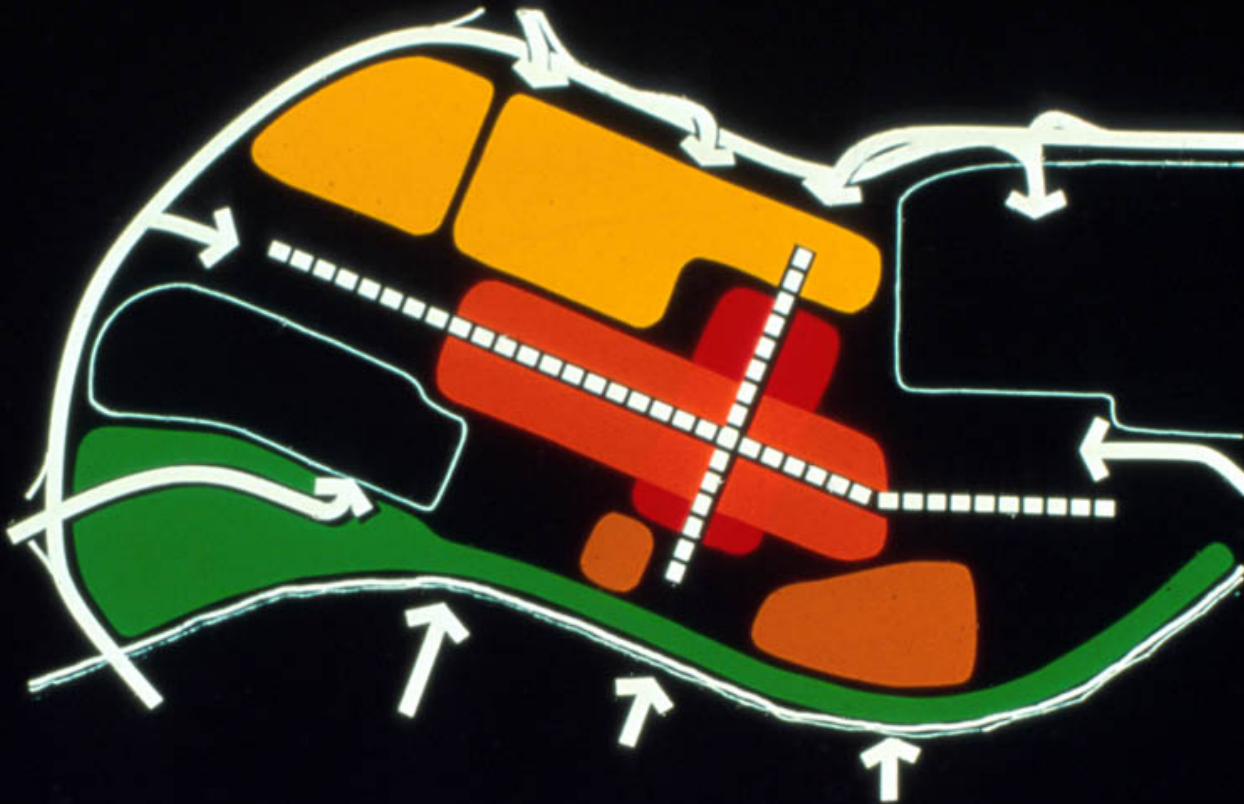


- Two decades of erosion - 1950's and 1960's
- Lovejoy/Pettygrove plan was compromised



1972 Downtown Plan

- funded by private sector
- redefined original vision
- goals, guidelines
- projects



Downtown Plan Concept



Portland Transit Mall

- immediate implementation project
- concentrate development
- symbol of optimal access to a regenerated core
- new standard for civic design



1978 – 2003:

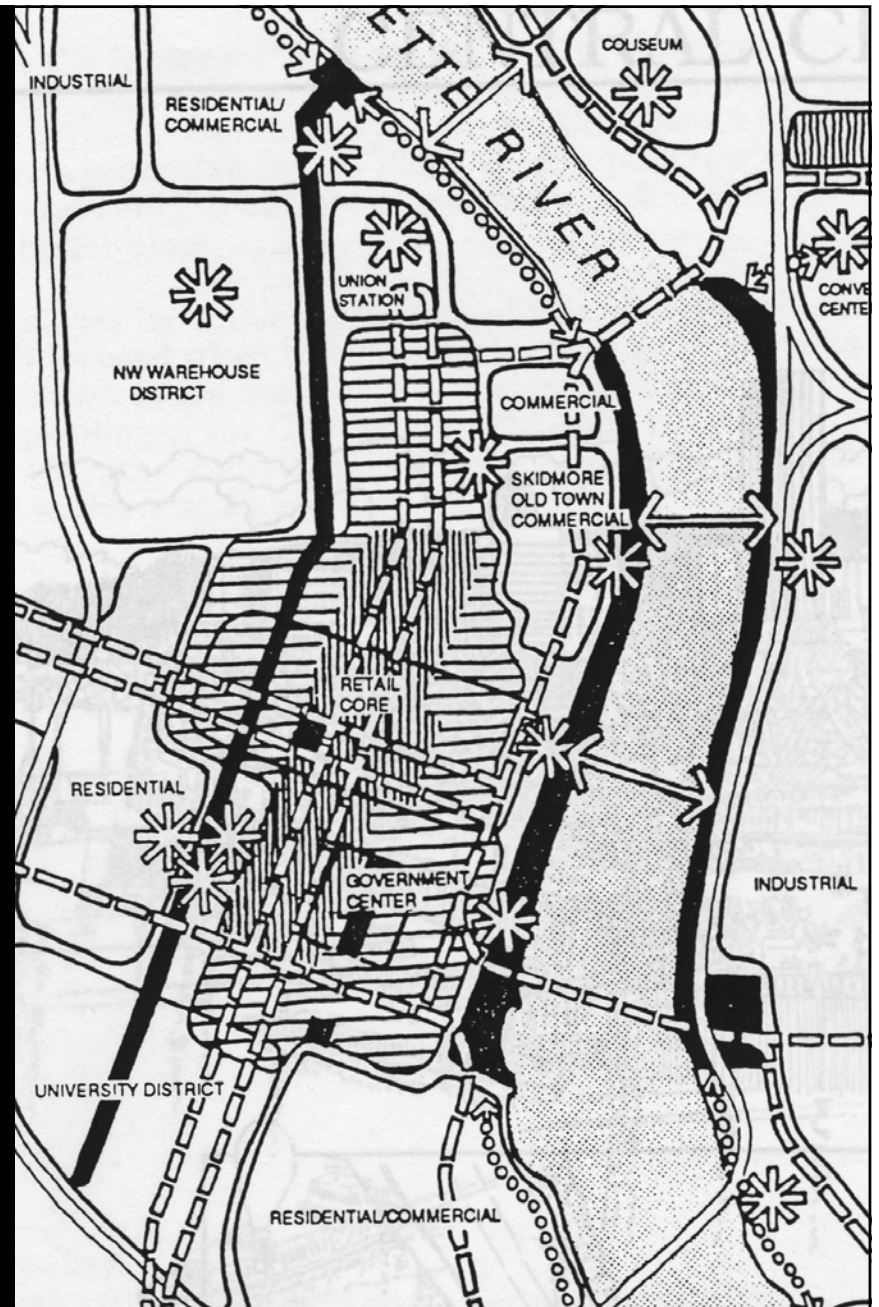
Banfield Light Rail

- build community
- on Mall vs cross Mall
- reinforce retail core
- focus Pioneer Square



1988 Central City Plan

- reconfirmed 1972 Plan
- transit spine
- Cross Mall
- high density spine
- Mall Extension



Downtown LRT Alignments:

Westside LRT

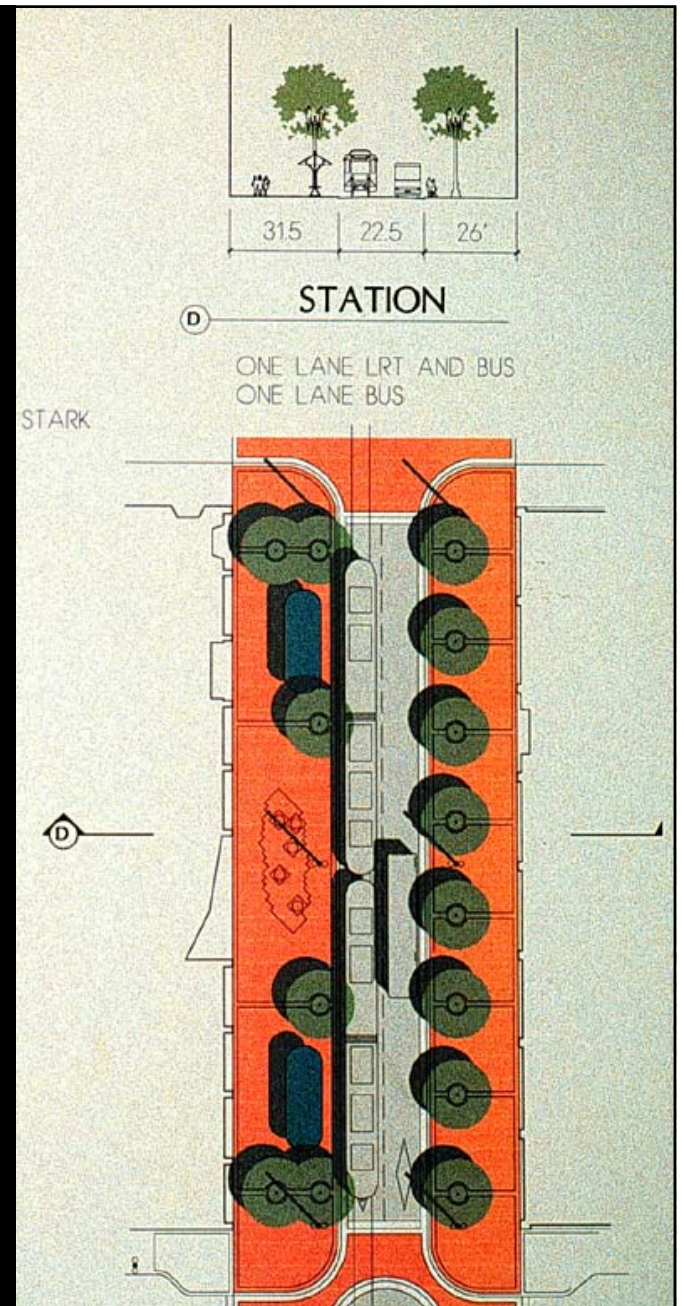
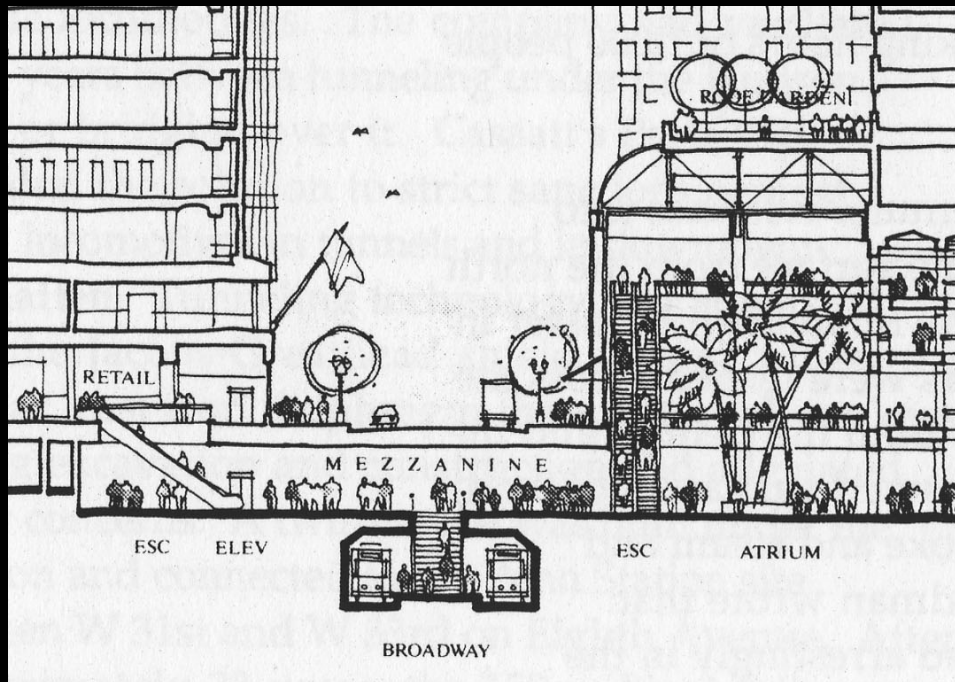
- Mall vs Cross Mall



Downtown LRT Alignments:

South-North LRT

- DRAC
- subway
- Downtown Oversight Committee
- LRT, bus and auto on Mall, various configurations
- left side platforms



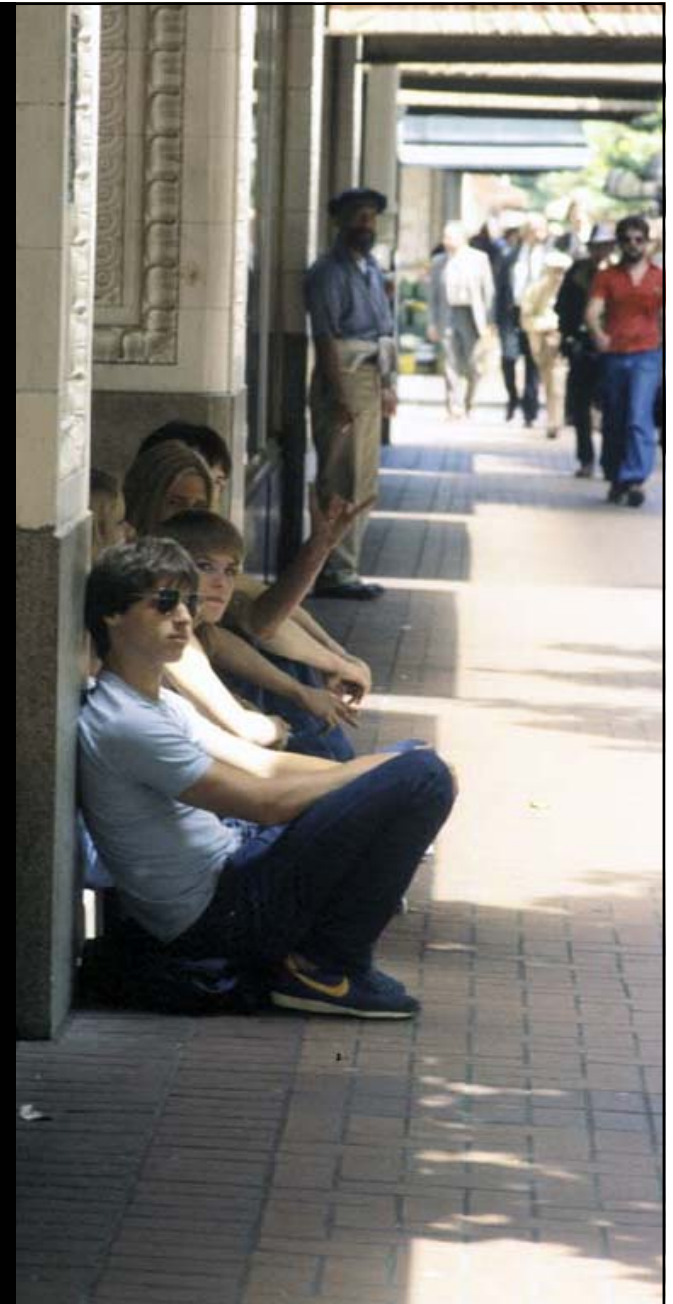
Parallel Efforts

Transit Mall Restoration Project 1994

- inventory conditions, maintenance, repair cost
- implementation delayed due to LRT planning

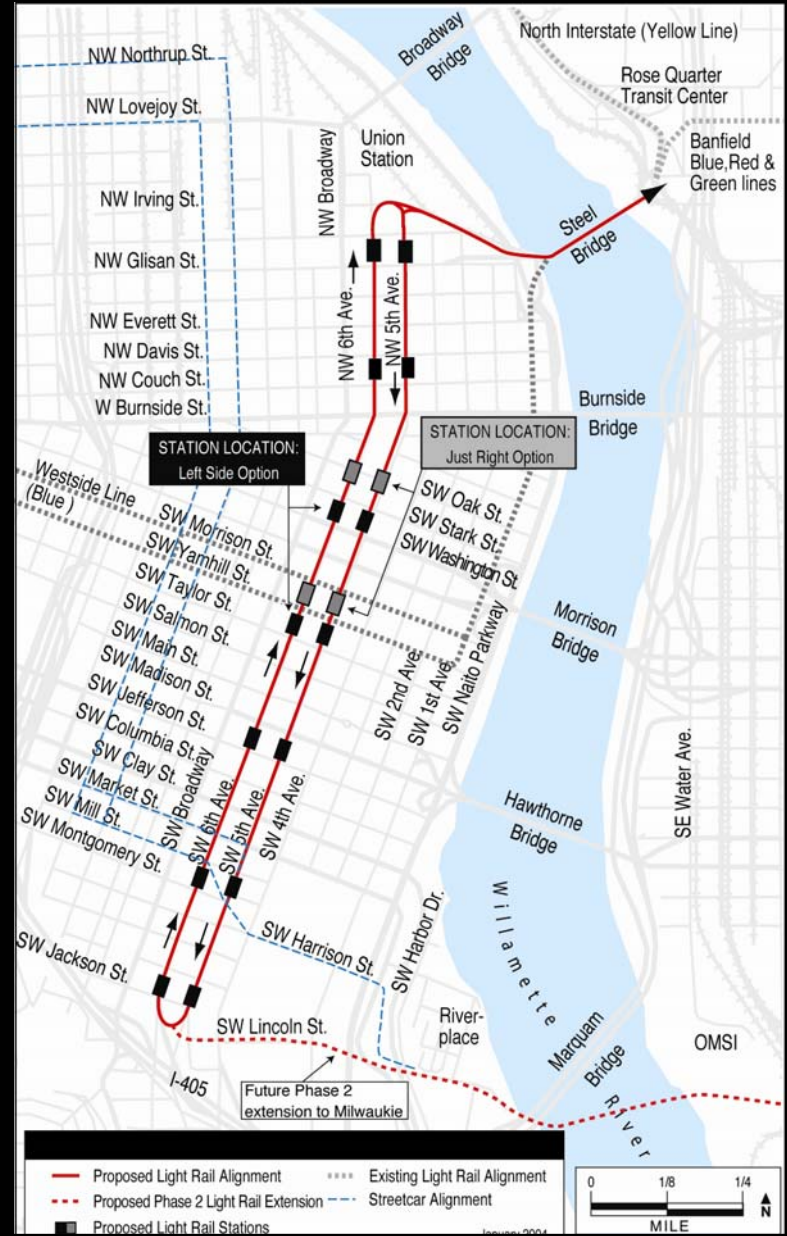
Portland Mall Study

- APP
- Project for Public Spaces
- increase stakeholder partnership
- repair physical conditions
- make Mall a great people place
- manage as a public space



South Corridor LRT

- serves SE metropolitan area
- Mall alignment



Participation

- **Transportation Planning** – Metro, City of Portland/Bureau of Transportation Engineering
- **Transit Operations, construction cost estimating** – Tri-Met
- **Urban Design and Planning Analysis** – Bureau of Planning
- **Traffic Analysis** – DKS/ Randy McCourt
- **Great Pedestrian and Transit Streets** – ZGF
- **Station Design options/ Mall architecture/urban design** – ZGF
- **Funding Program** – Vic Rhodes
- **Public Outreach** – Tri-Met/Ann Becklund, Wendy Smith-Novick
- **Mall Development Study** – Portland Development Commission

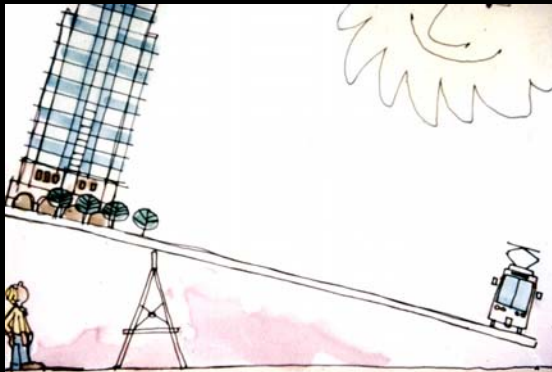


Transit Mall Revitalization Project (2003):

- Steering Committee
- Citizens Advisory Committee
- workshops, open houses

Project Goals:

- enliven the Mall
- renovate the Mall
- protect and strengthen office and retail core
- expand transit access

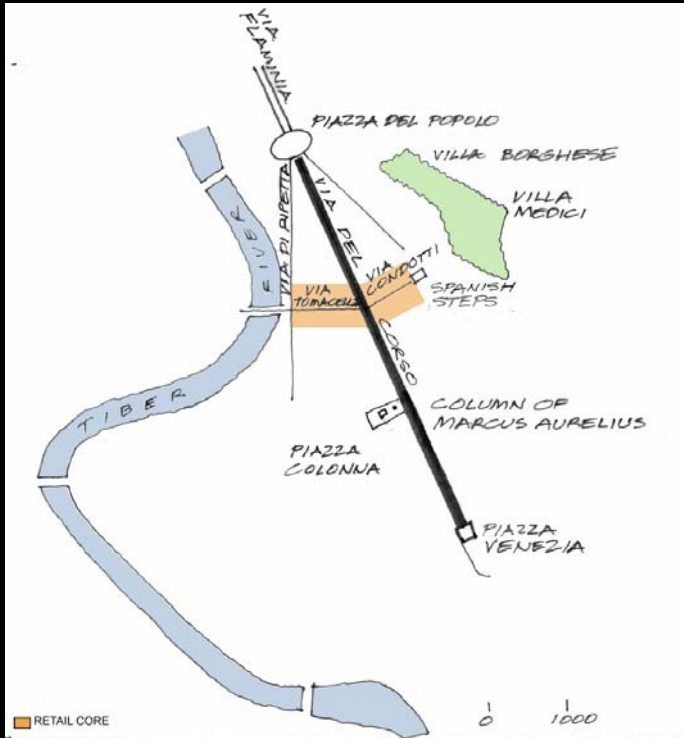




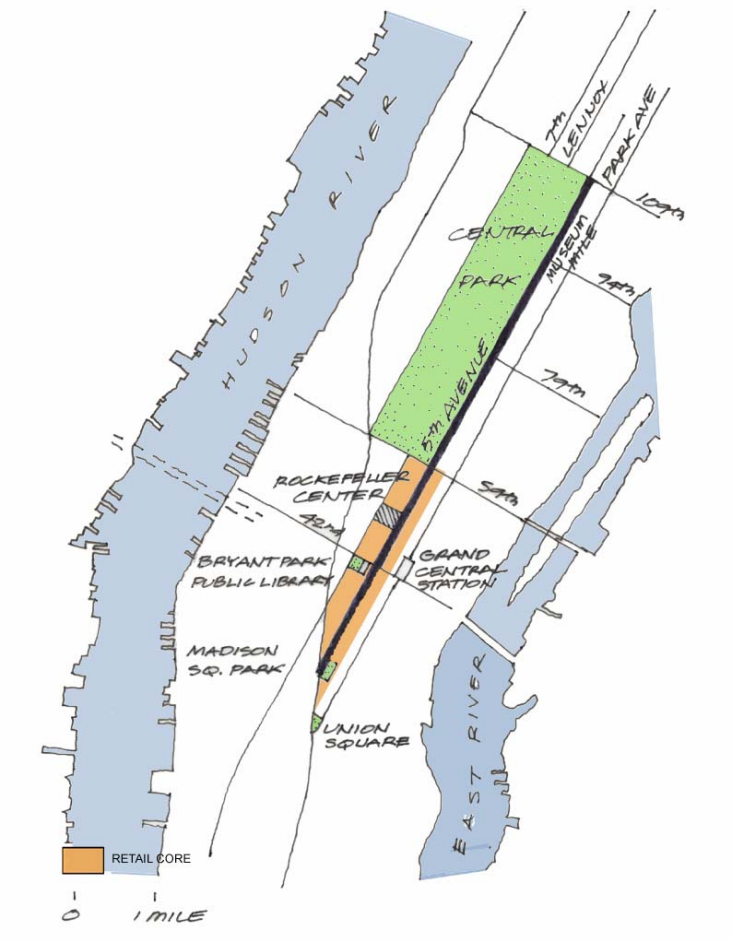
Great Streets Analysis:
6 other significant downtown
transit/pedestrian street
precedents:

Evaluate design, mix of modes,
scale, programming and
management

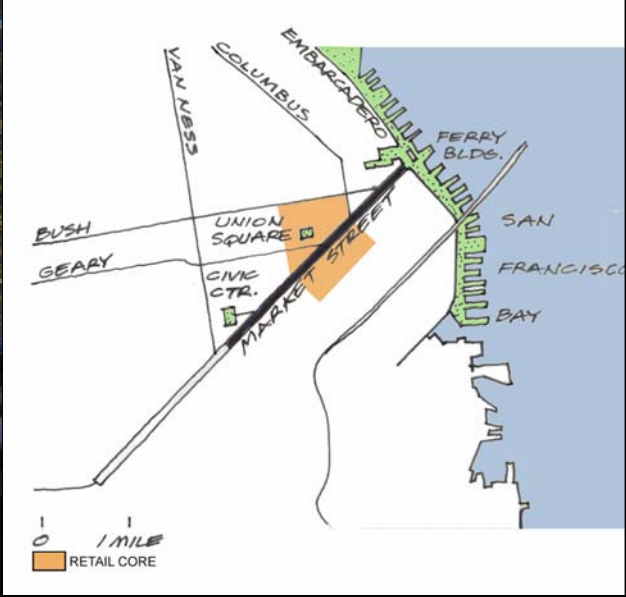
Via Del Corso in Rome



Fifth Avenue - New York City



Market Street - San Francisco



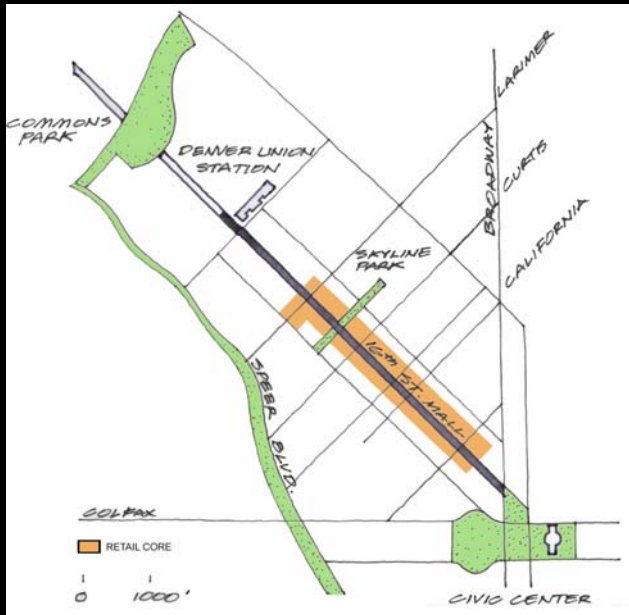
State Street - Chicago



Nicollet Mall - Minneapolis

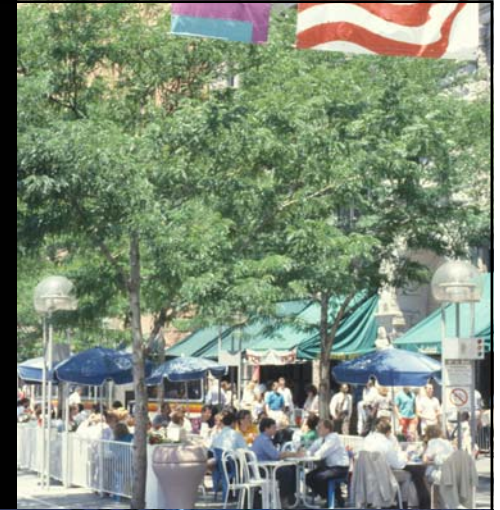


16th Street Mall - Denver

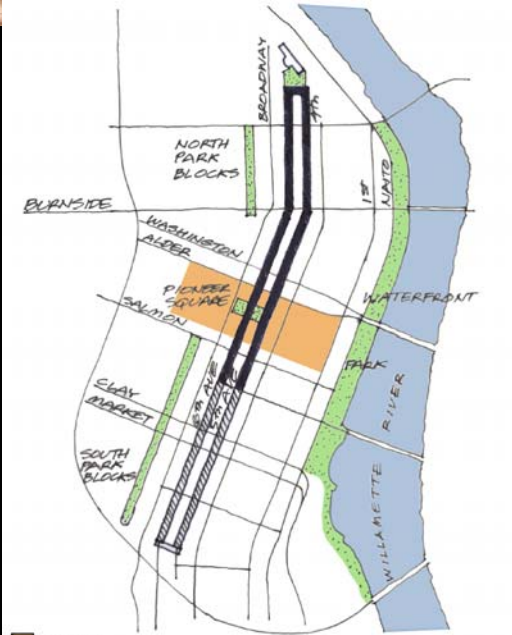


Great Streets Observations:

- Reveal the activities and qualities that distinguish the city
- Accommodate all modes without compromise
- Require proper behavior of all activities
- Those who manage activities also sustain the street
- Establish and maintain a physical quality that inspires all who use it



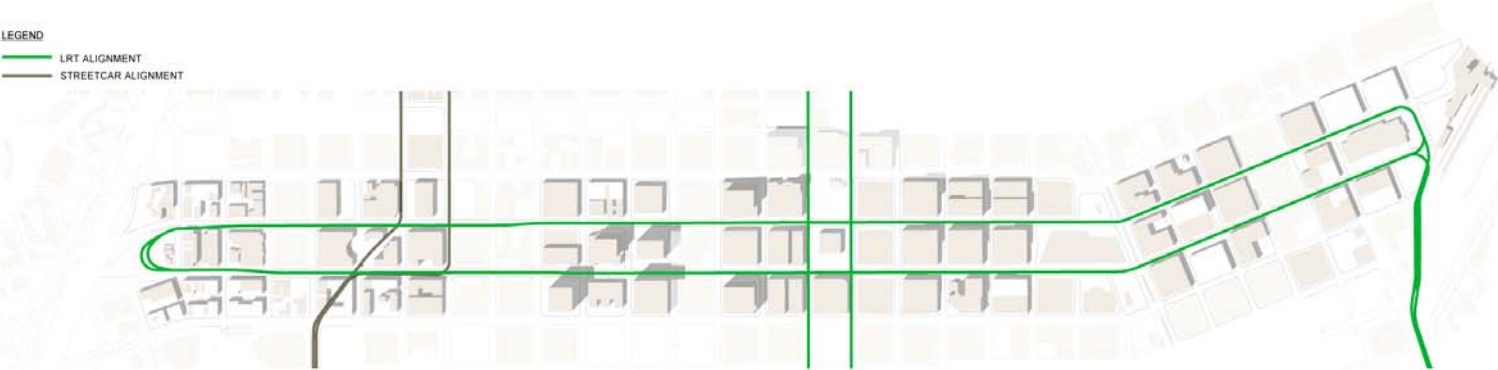
Transit Mall - Portland



Station Designs with Station as Place:

The Mall with LRT

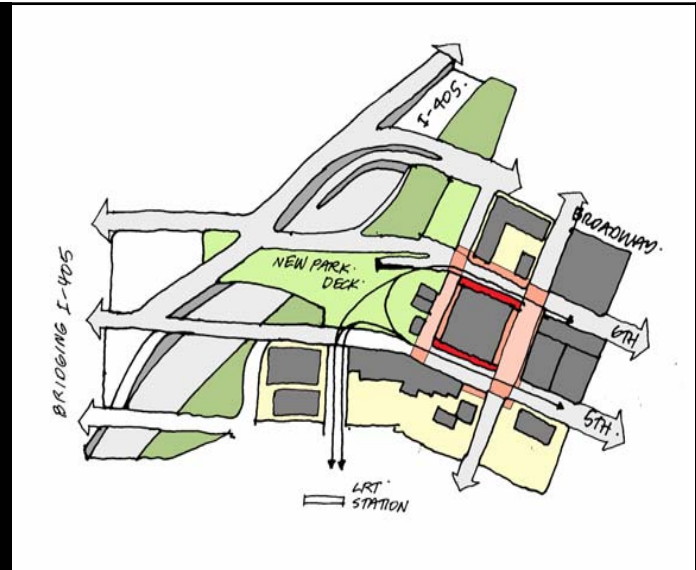
LEGEND
— LRT ALIGNMENT
— STREETCAR ALIGNMENT



SOUTH MALL STATIONS

Location: College Station

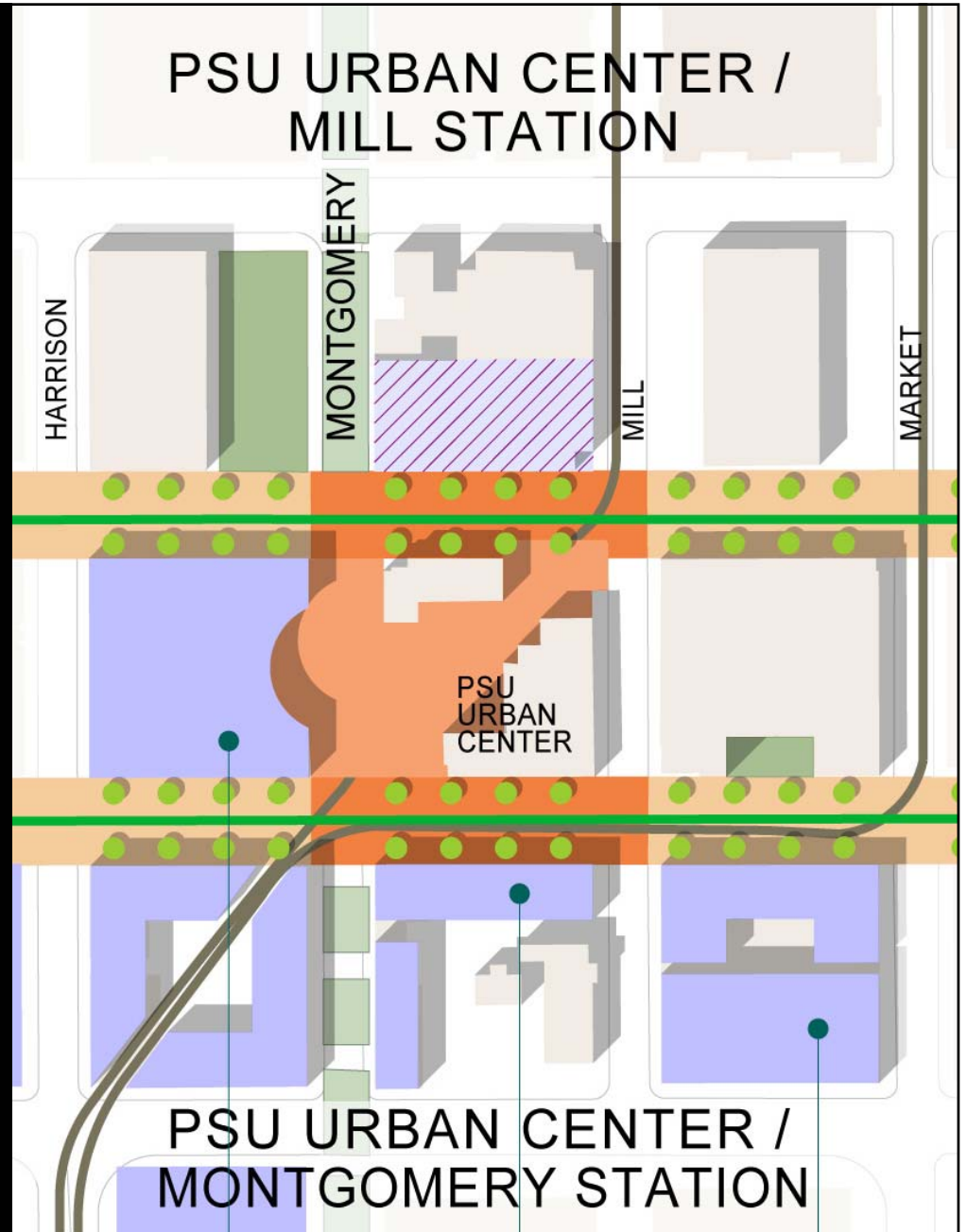
Design: Wide Right Side Platform

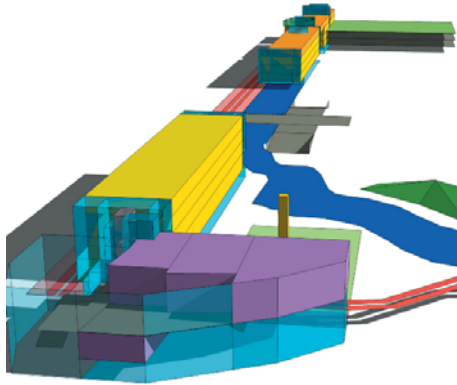


SOUTH MALL STATIONS

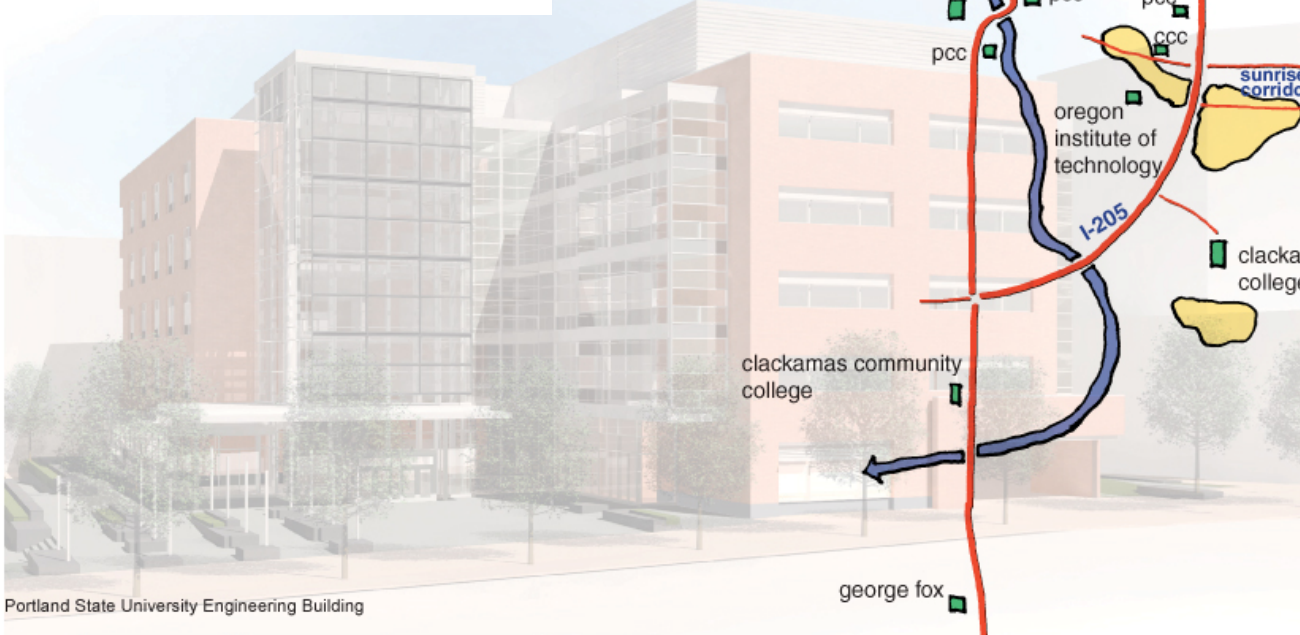
Location: PSU Urban Center

Design: Wide Right Side Platform

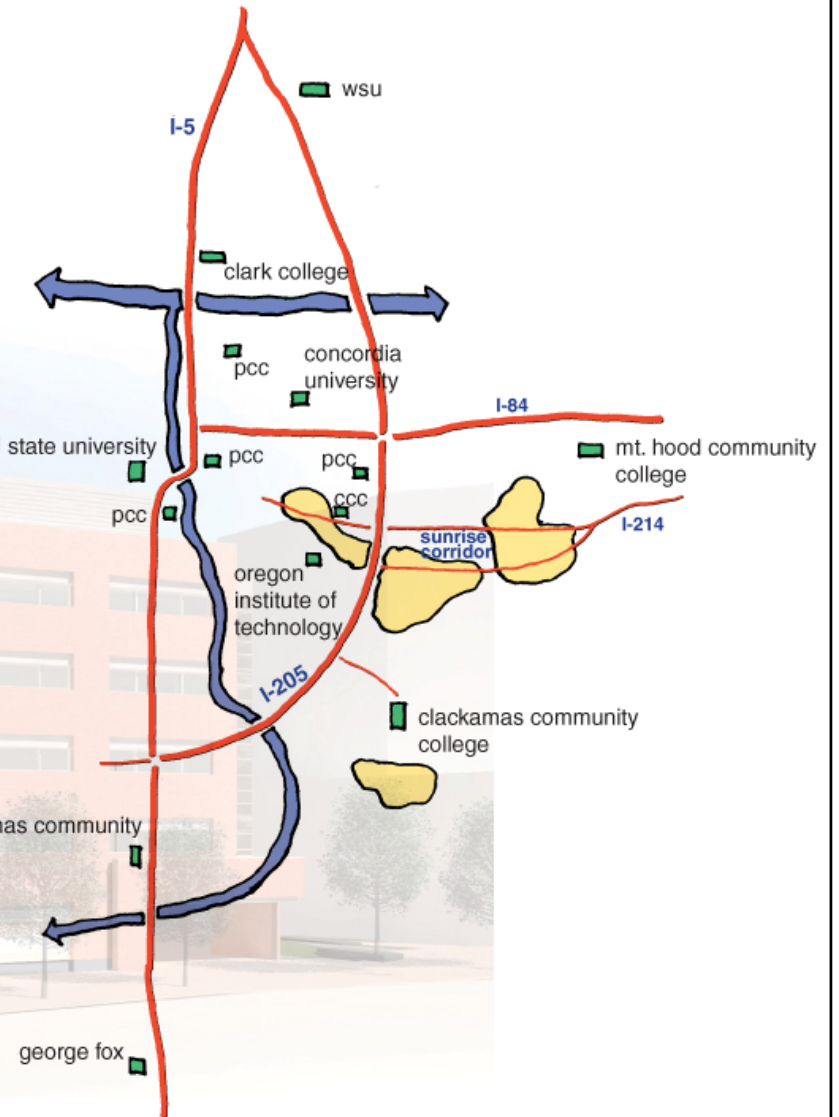




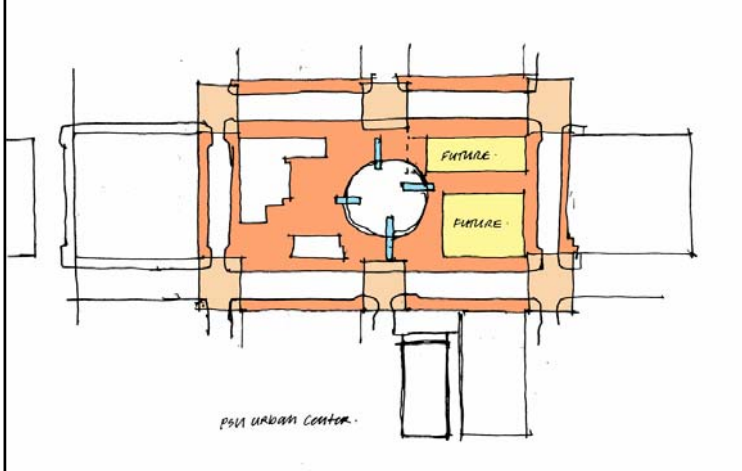
view looking northwest from se sunnyside



Portland State University Engineering Building



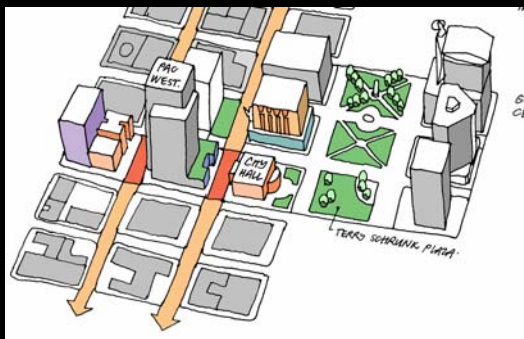
educational partners



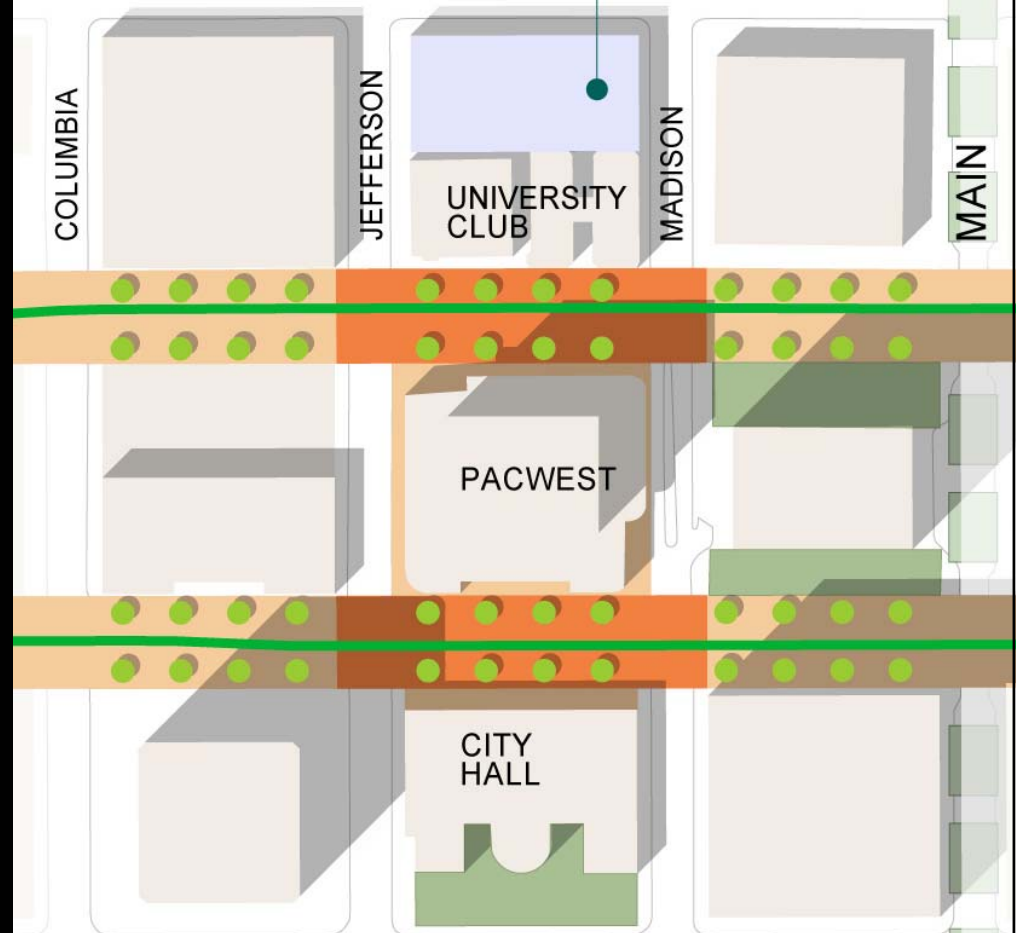
CENTRAL MALL STATIONS

Location: City Hall/
Jefferson/Madison

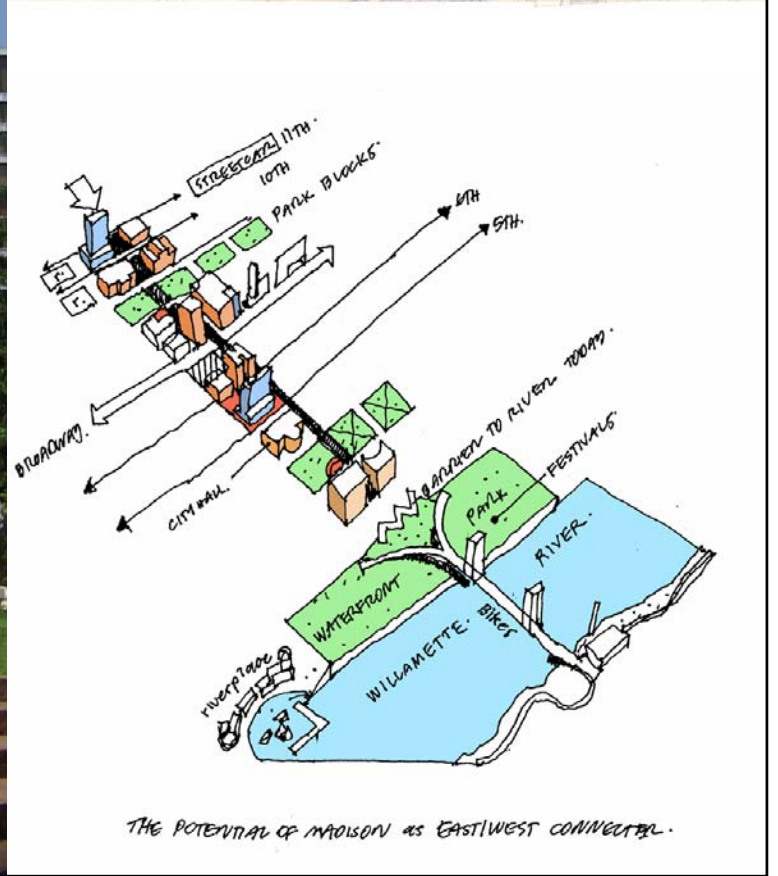
Design: Right Side Platform

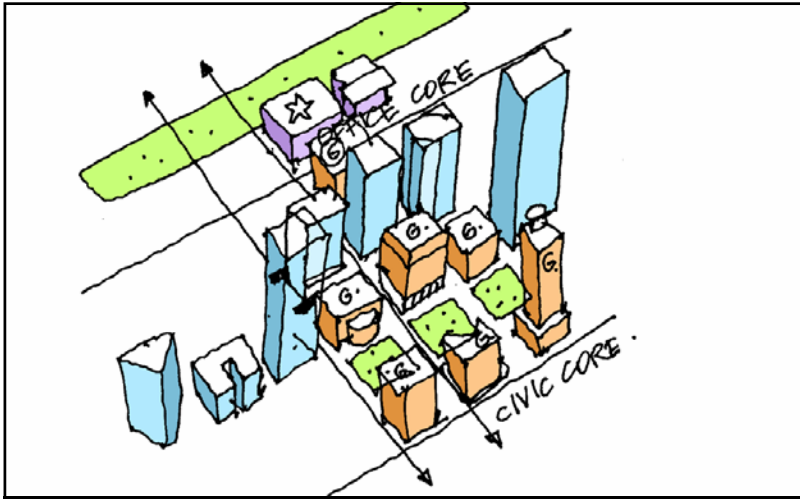


CITY HALL / MADISON STATION



CITY HALL / JEFFERSON STATION



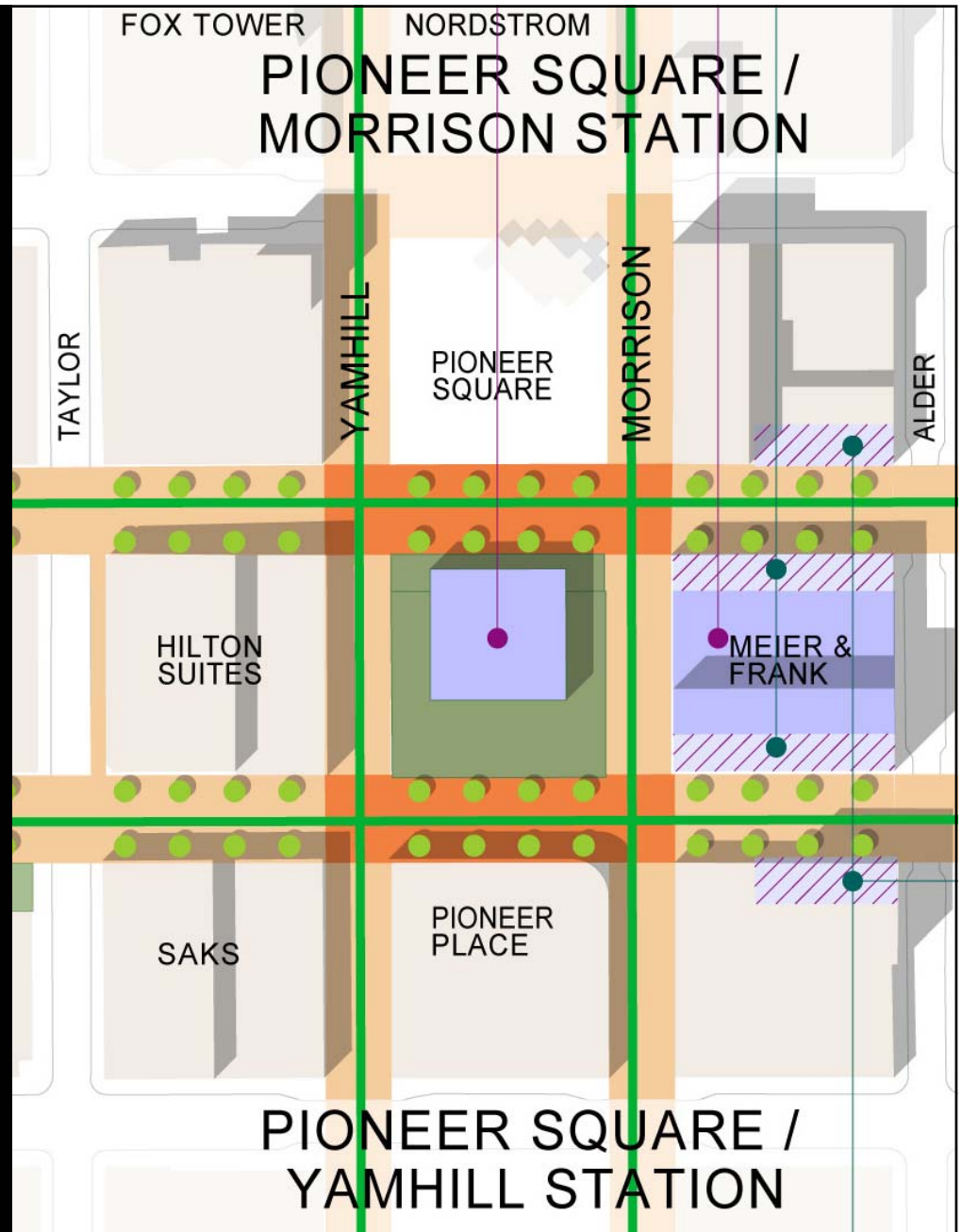
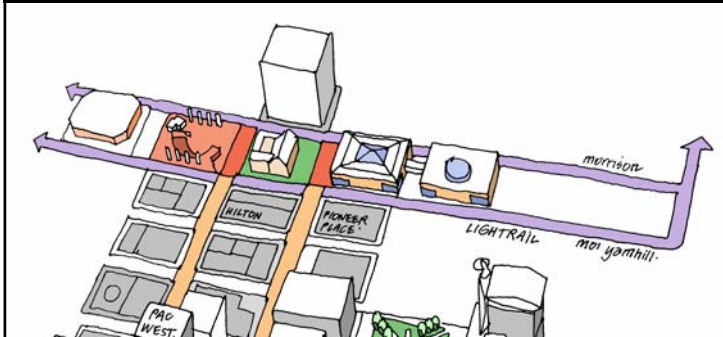


CENTRAL MALL STATIONS

Options:

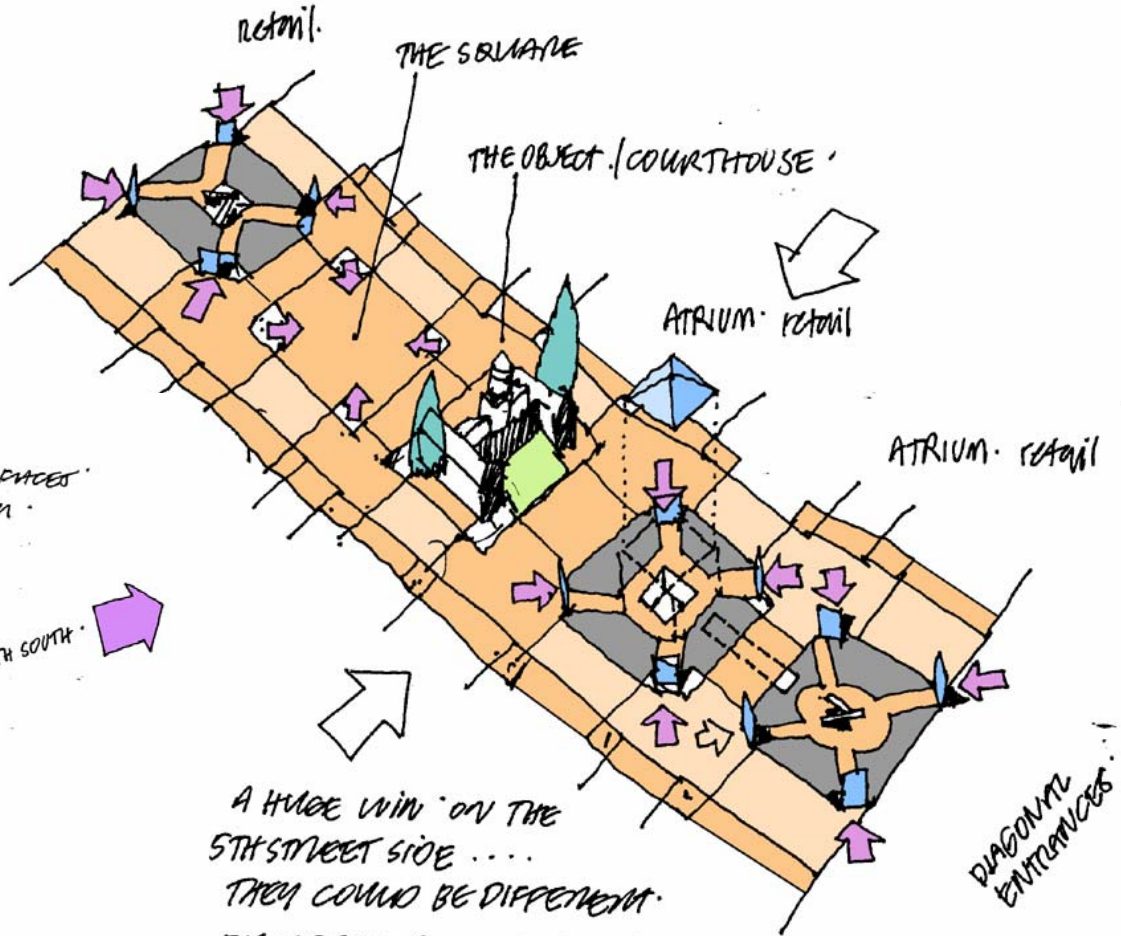
Location: Pioneer Square/
Yamhill/Morrison

Design: Right Side Platform

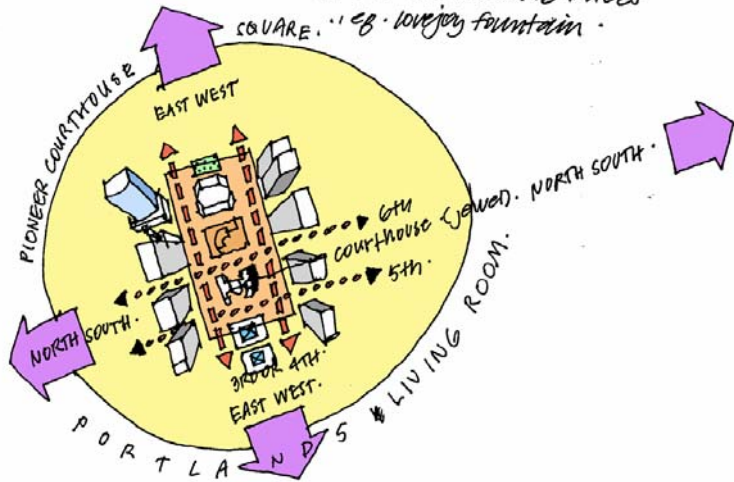




DROP-OFF IN INTERACTION BETWEEN 4TH AND 3RD.

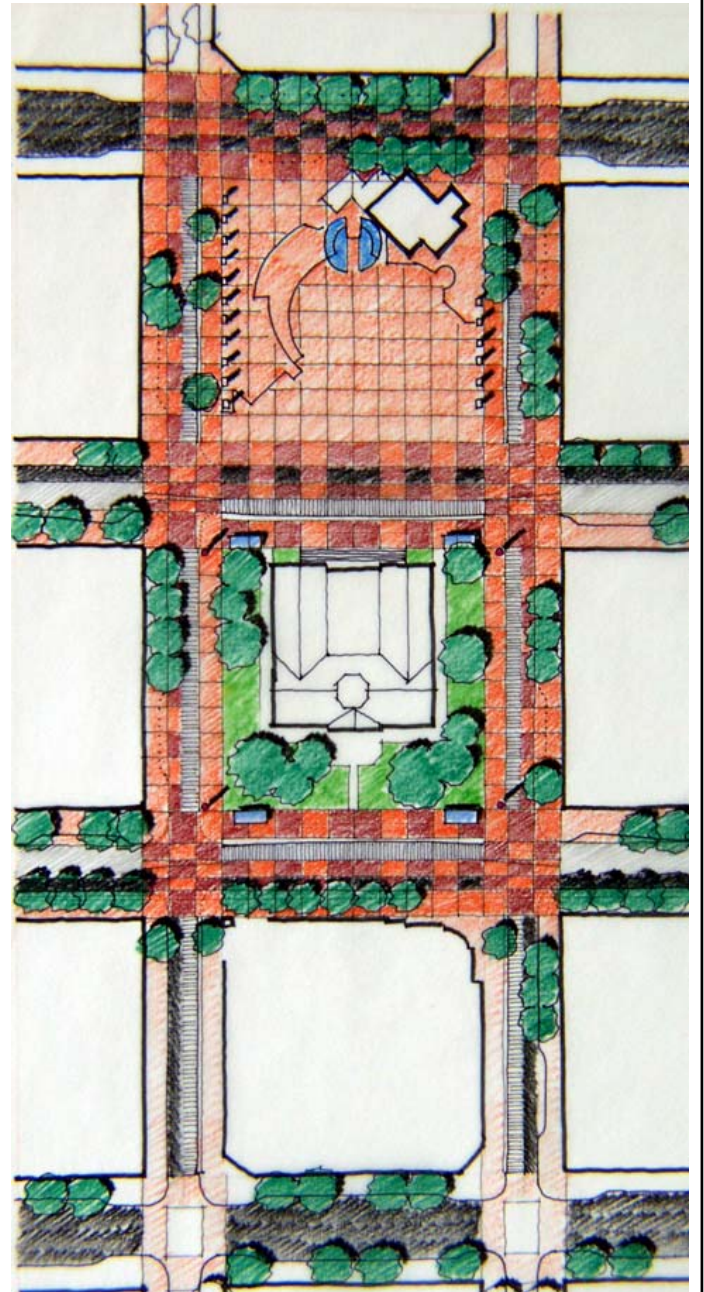
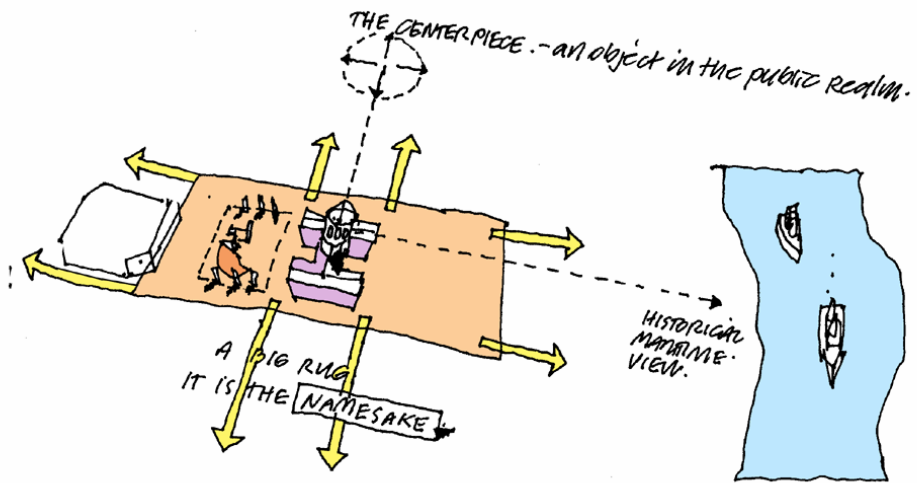


IDENTIFY IT AS COURTHOUSE SQUARE.
 ... EXTEND THE SQUARE TO THE BUILDING FRACES.
 SQUARE. ... eg. lovejoy fountain.



A HUGE WIN ON THE
 5TH STREET SIDE ...
 THEY COULD BE DIFFERENT.
 THE GREAT PART OF THE 5TH
 ST SIDE IS THAT THE BUS MALL
 WILL GO AWAY. ... MORE
 OPEN.

DRAGON
 ENTRANCES



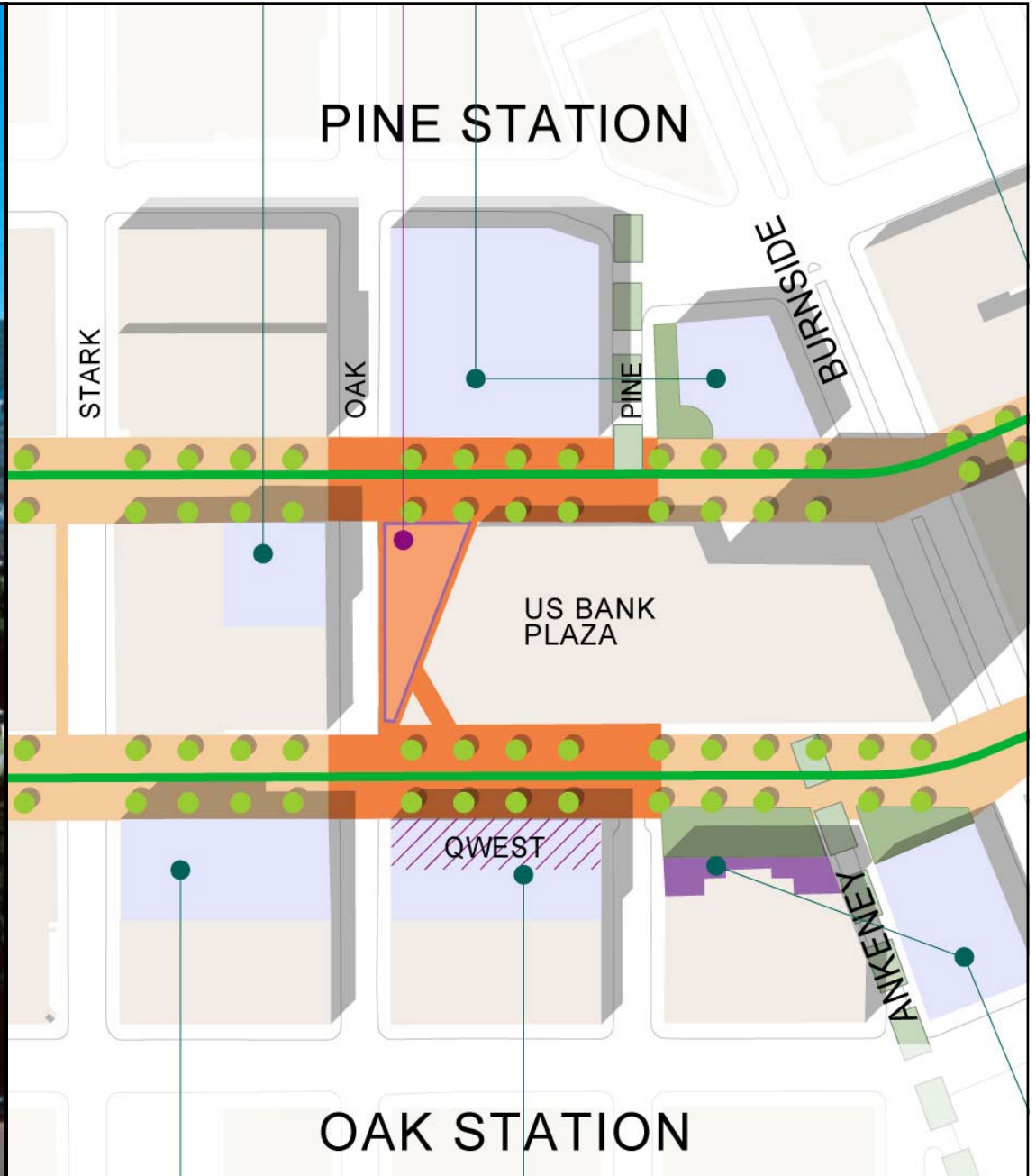
CENTRAL MALL STATIONS

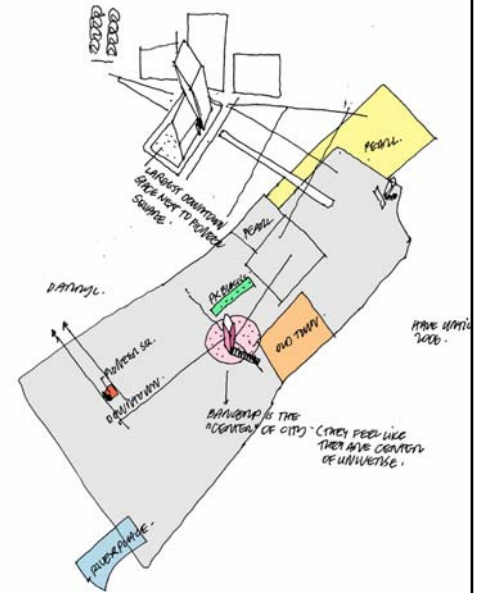
Options:

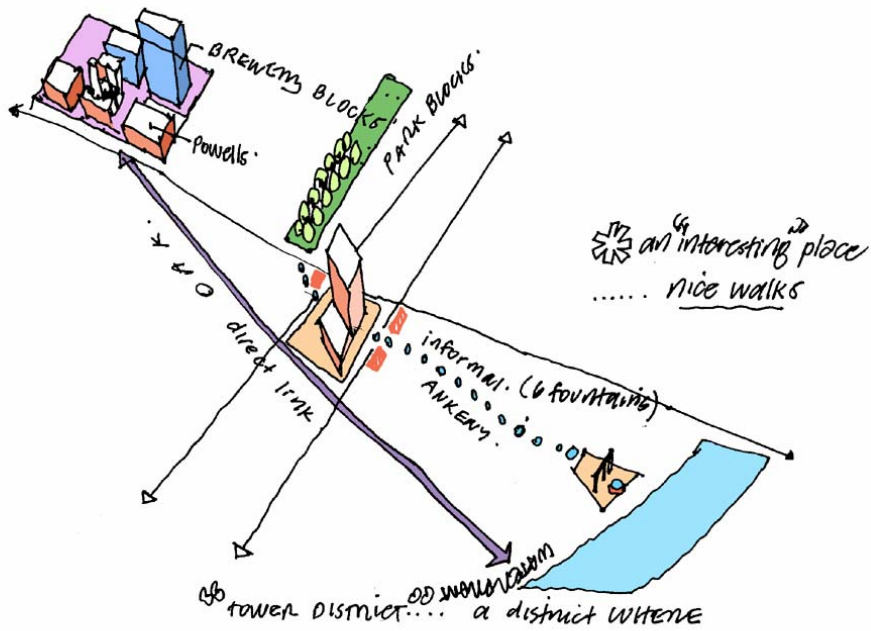
Location: Oak/Pine/
US Bank Plaza

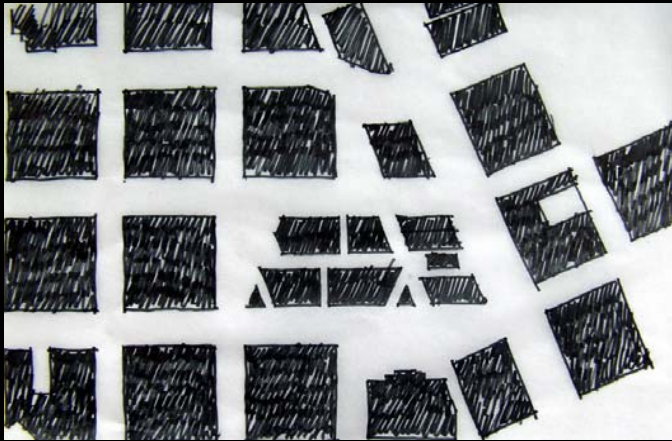
US Bank Plaza

Design: Right Side Platform









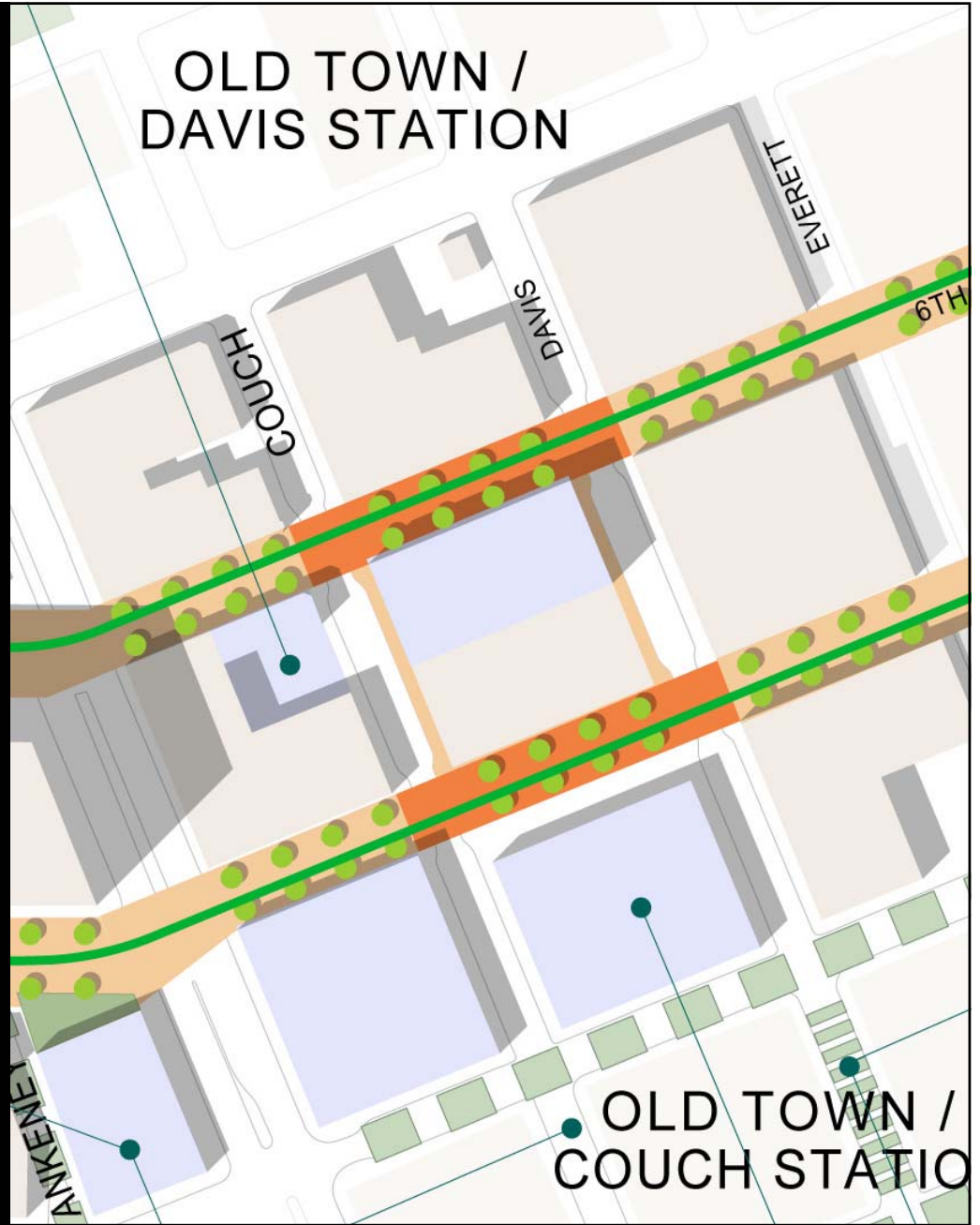
NORTH MALL STATIONS

Location: Couch/Davis Street

Design: Left Side Platform



OLD TOWN / DAVIS STATION



OLD TOWN / COUCH STATION



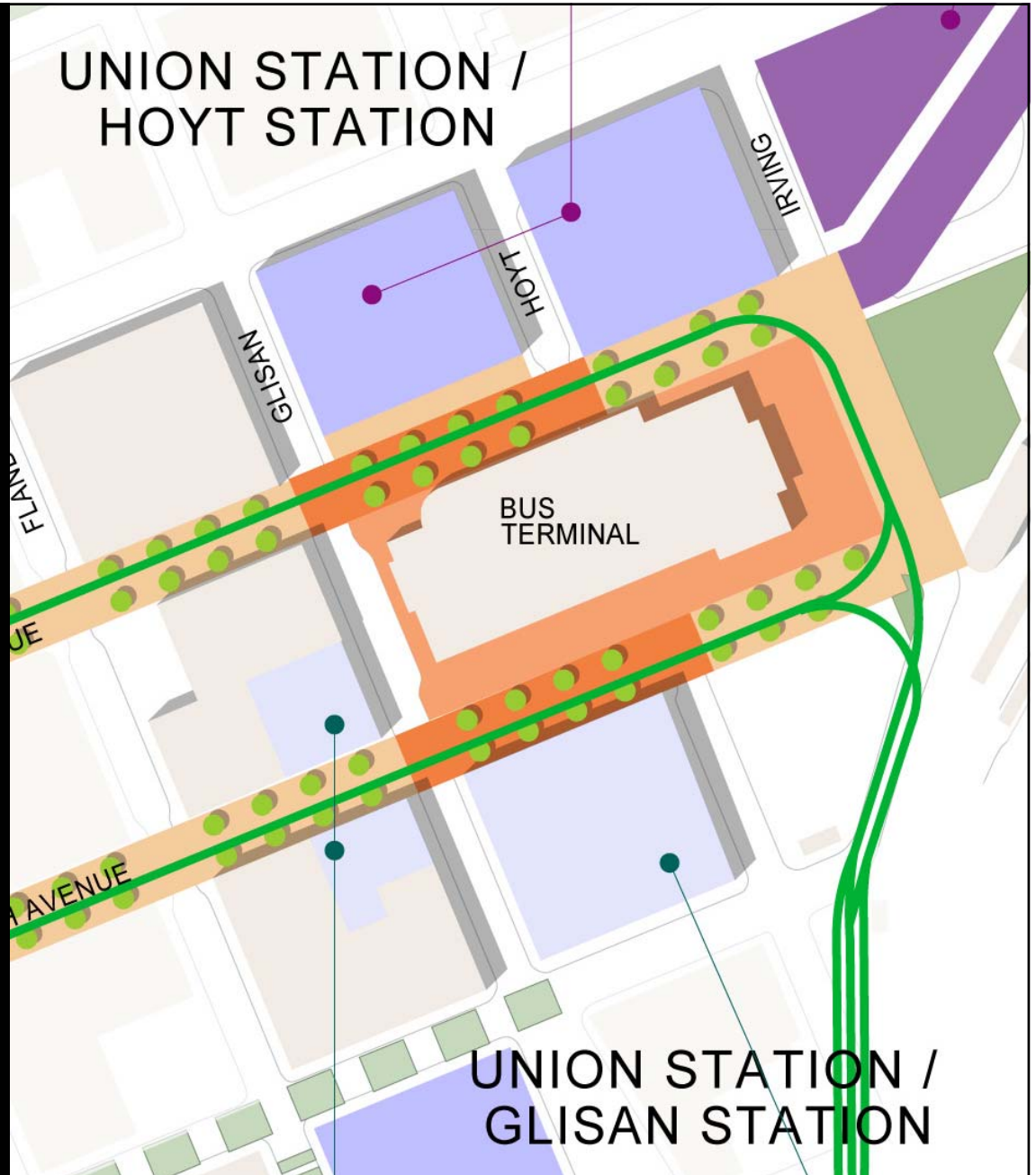
NORTH MALL STATIONS

Location: Glisan/Hoyt

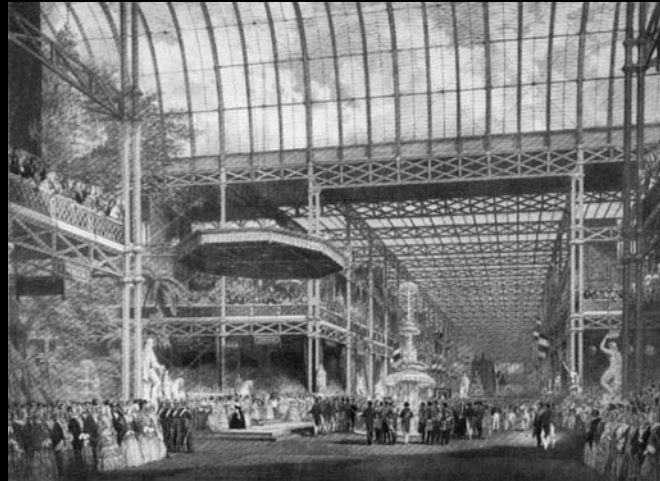
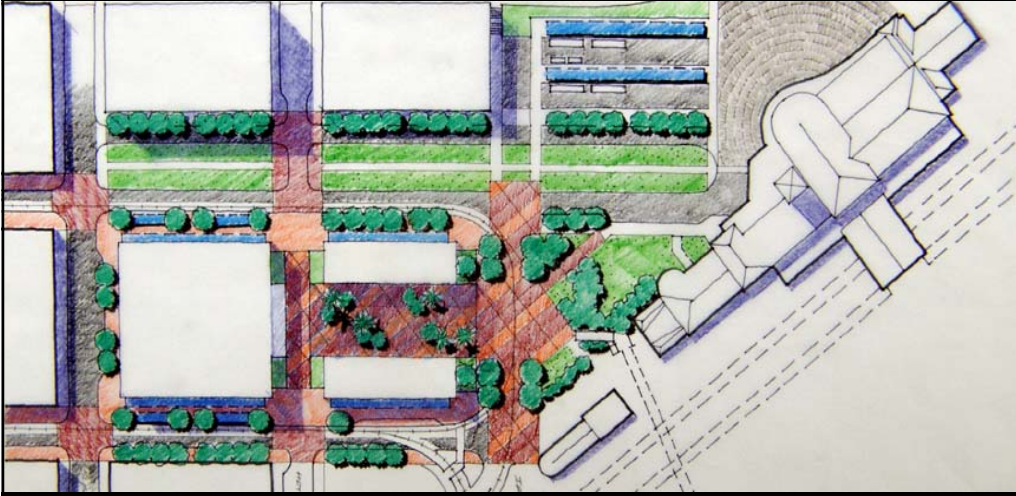
Design: Left Side Platform



UNION STATION / HOYT STATION



UNION STATION / GLISAN STATION

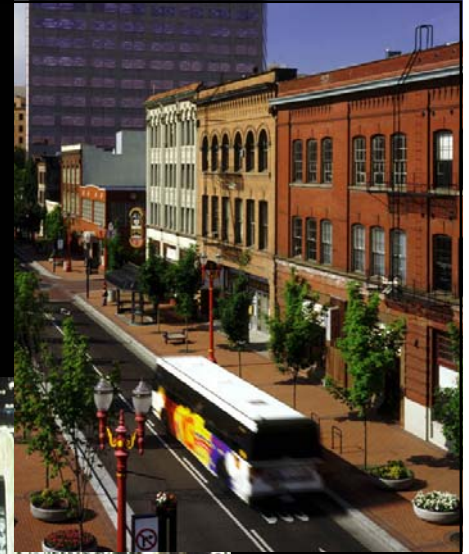


Vehicle operations



Bus assumptions:

- optimum volume range: 90-120 buses/peak hour
- operation protocol
- stops every 4 blocks
- bus/train operation established in South-North



LRT assumptions:

- I-205: 2 car trains, 7.5 and 15 minute headways
- Mall shuttle: 1 car train looping
- combined service: 5 minute headway
- priority circulation; shared trackway
- stations 4-5 blocks apart

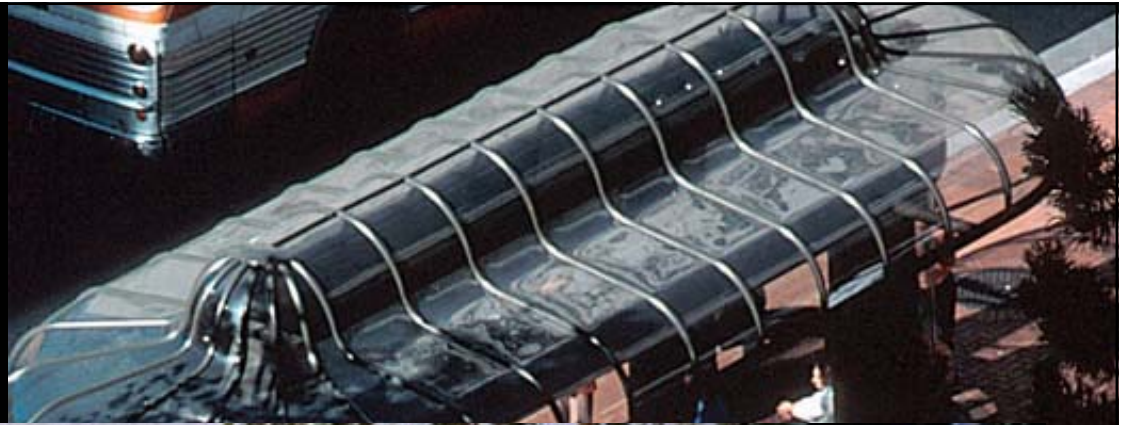


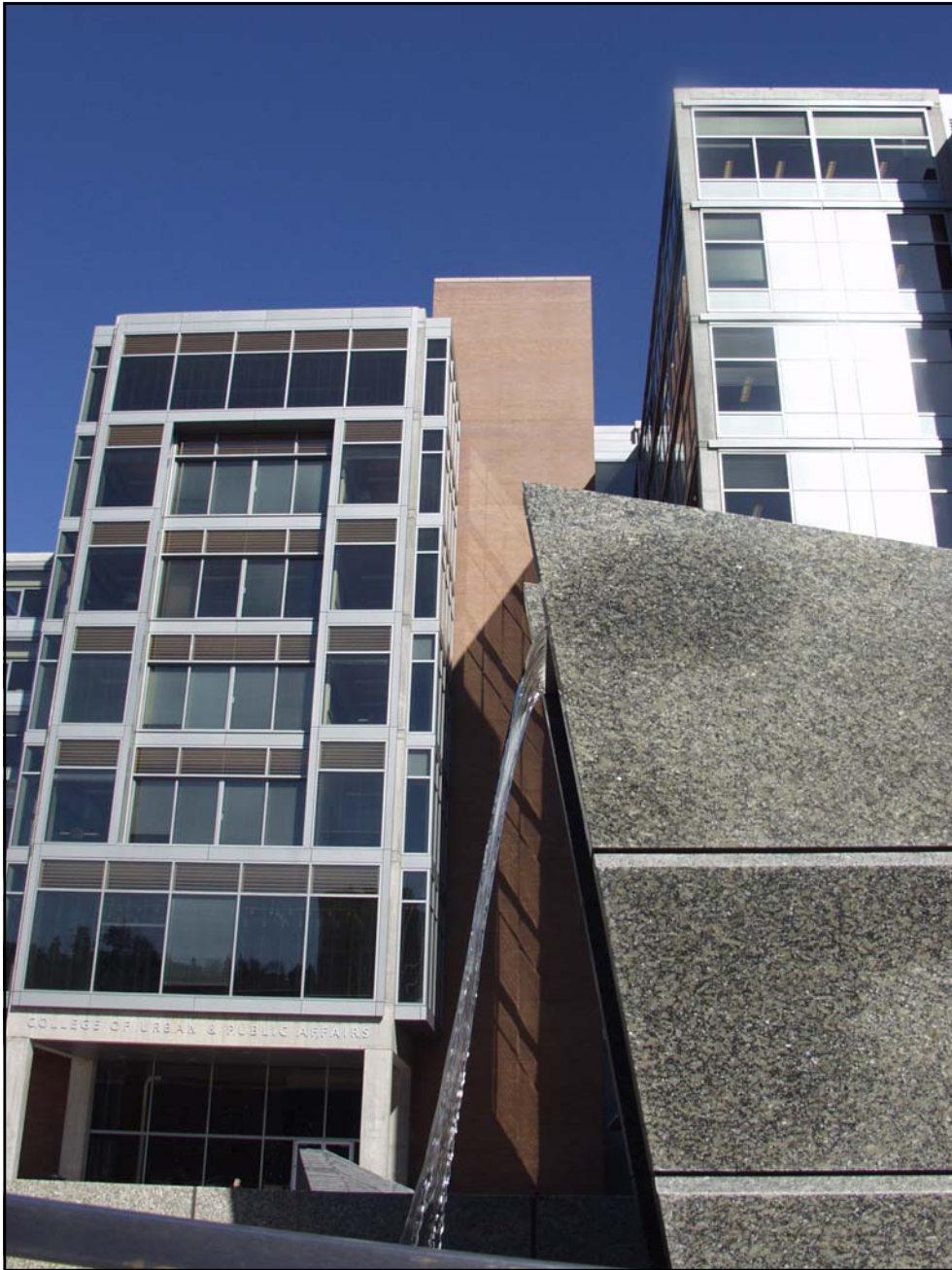
Auto assumptions:

- local, non-through: 200-400 vph peak
- Left lane, left turns only
- loading/drop off policy under consideration

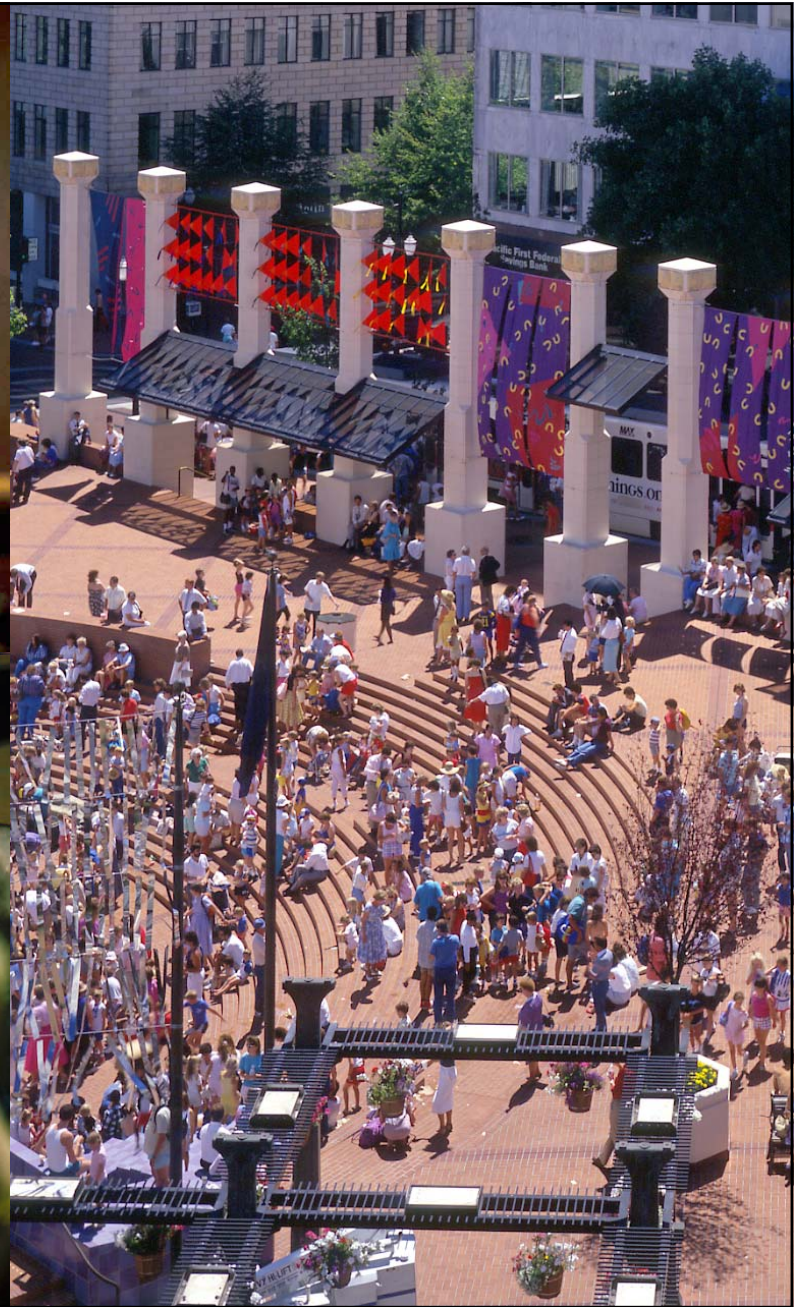
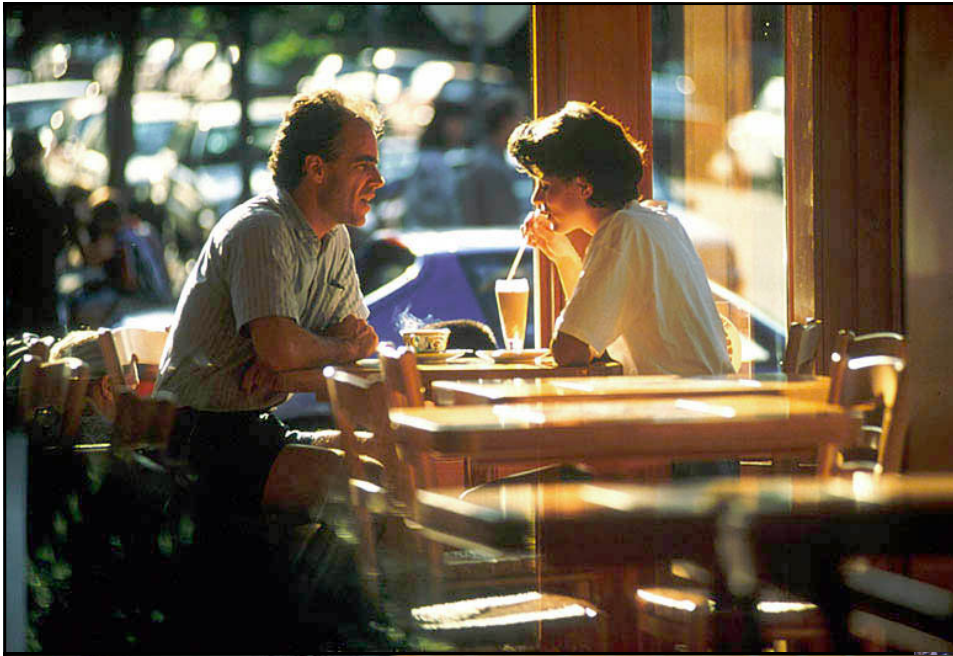












Next Steps: