

# What are the Problems?

- I-5 southbound off-ramp at Rose Quarter/City Center exit connects to Broadway (a one-way westbound street heavily used by various transportation modes: cars, freight , bicycles, pedestrians and streetcar).
- Broadway curves and changes elevation west of I-5; several side streets intersect Broadway within a short distance from I-5 off-ramp.
  - ◇ **Result:** Limited sight distance, frequent turning and merging movements; creates multiple conflict points where paths of various transportation modes cross, increasing potential for crashes within the corridor.
- I-5 off-ramp right turn lane -“slip lane” - connecting motorists from southbound I-5 to westbound Broadway and Broadway Bridge not currently signalized, has a wide radius, allowing vehicles traveling at faster speeds to enter moving traffic on Broadway.
  - ◇ **Result:** Limited visibility of pedestrians and bicyclists, resulting in vehicles entering from I-5 exit ramp onto Broadway in close proximity to intersection of Broadway and Flint.
- High volume bicycle/pedestrian activity, merging and turning traffic on Broadway, poor sight distance due to horizontal and vertical alignment on Broadway create potential conflicts for bicyclists and pedestrians.
- History of vehicle/bicycle collisions at multiple intersections along corridor (specifically Broadway/ Flint/Wheeler Avenues).

