



TRAFFIC PLAN PROPOSED — Map shows rerouting of traffic proposed with opening of I-405 (Stadium Freeway) off-ramps in September. Flow would be

east and west on both NW Nicolai and Vaughn streets; one-way north and south on NW 21st, 22nd avenues connecting with ramps (lower right).

City faced with alternatives for connections with freeway

Portland City Council members have been presented with an alternative for routing traffic through Northwest Portland upon completion of Interstate-405 (Stadium Freeway) in September.

The proposal, prepared by the city and the State Highway Division, will be heard before the regular meeting of the council at 3 p.m., Thursday July 20.

Under the plan, called "I-1", interim street connections would tie in off ramps near NW 21st and 22nd avenues and near Vaughn Street below the incomplete Fremont Bridge.

The temporary arrangement would be in effect until the closure of Harbor Drive and the opening of the Fremont Bridge, projected for July, 1973.

William Dirker, city transportation coordinator, explained that traffic moving west off the freeway would first move one-way north on NW 21st Avenue, then out NW Nicolai Street.

Eastward, traffic would move on NW Nicolai Street, then south on NW 22nd Avenue one-way to the I-405 ramp.

NW Vaughn Street would be restricted to automobiles and local commercial vehicles traveling over two lanes westbound and one lane eastbound; an extra lane would be possible through the elimination of off-street parking.

Dirker said some 10 variations of the plan had been studied but not recommended, principally because of effects on the Northwest neighborhood and opposition from the Northwest District Association and the Willamette Heights Neighborhood Association.

The NWDA supports the "I-1" concept, however and stated the plan would preserve the neighborhood character of NW Upshur and Thurman streets west of NW 22nd Avenue, as well as moving industrial traffic out of the area.

There is also the matter of I-505, the controversial freeway planned for the Northwest area, originally in a

corridor between NW Vaughn and Thurman streets and connecting with NW St. Helens Road.

The I-505 routing is in limbo, however, the result of court action and pending environmental impact statements of alternate routings, which should begin later this year.

Another study of the economic impact of I-505 is under way by the Western Environmental Trade Association, which has expressed concern over the alternate routes through the Northwest's manufacturing and industrial area north of NW Vaughn Street.

In U.S. District Court last spring, where neighborhood groups were unsuccessful in

stopping the I-405 ramps, Circuit Court U.S. Judge Alfred T. Goodwin made it clear that the I-405 ramps should in no way determine the alignment of the I-505 corridor, or should the ramps be permanent.

Under State Highway Division contracts for I-405, it is stipulated that the ramps be brought to the ground.

Supporting the alternative proposal, City Commissioner Lloyd Anderson said, "It is my feeling that the recommendation represents an adequate traffic engineering solution to the problem, while at the same time protecting and preserving the essential character of the Northwest Portland community."