

**Eastside MAX Station Community Project
NE 60th Avenue Station
Proposed Transportation System Plan and Bicycle Plan 2030 Items**

	Project type	Project location	Rationale	Short-term solutions (PBOT Operations) *	Long-term solutions *
1	Pedestrian Corridor Improvements	NE 60 th Avenue from NE Halsey Street to NE Glisan Street	60 th Avenue has a narrow right-of-way with no landscape strip and narrow sidewalks resulting in an unpleasant pedestrian experience. Improvements are currently required as corner lots redevelop but only dedications (not improvements) are required as mid-block lots redevelop.	Adopt streetscape standards from NE Halsey Street to NE Glisan Street and ensure consistent application of right-of-way dedications.	Construct sidewalks and planting strips when enough right-of-way dedication has occurred.
2	Pedestrian Access and Safety Improvements	NE 60 th Avenue at station entrance	Visibility issues along the 60 th Avenue overpass raise concerns about pedestrian safety.	Modify the direction and/or illumination of streetlights along the 60 th Avenue, add additional pedestrian crossing signs, realign the marked crossing.	Add a signalized hawk light at the station entrance in conjunction with realigning the marked crossing.
3	Bicycle Improvements	NE 57 th Avenue to NE Halsey Street NE 60 th Avenue overpass NE Oregon Street to NE 63 rd Avenue	North-south bicycle connectivity through the station area is limited. 60 th Avenue has a narrow right-of-way which constrains bicycle access to the station and across I-84. NE Oregon Street is only partially improved but provides a connection to the NE 63 rd Avenue bikeway		Add a bicycle boulevard from NE 57 th Avenue to NE Hassalo Street. Add bicycle lanes along NE 60 th Avenue to the overpass by removing parking on the west side. Stripe bicycle lanes on NE 60 th Avenue overpass. Add bicycle boulevard from NE Oregon Street to NE 63 rd Avenue. NE Oregon Street is only partially improved and would require street improvements. Add a hawk light or pedestrian island at NE Glisan Street and NE 63 rd Avenue.
4	Pedestrian Safety Improvements	NE 58 th Avenue and NE Glisan Street	NE Glisan Street is four lanes through the station community with neighborhood traffic accessing and exiting I-84 at NE 58 th and NE Glisan. The location of crosswalks and curb cuts at this location create the pedestrian safety issues due to vehicles turning on and off the freeway and entering and existing the gas station.	Modify pedestrian signal timing at NE 58 th and NE Glisan Street. Potentially coordinate pedestrian safety improvements with the renovation of the gas station at the southeast corner of this intersection which PBOT has flagged for NE Glisan access modifications.	Potential long-term solutions include improvements to the pedestrian corridor and crossings at this location.
5	Pedestrian Safety Improvement	NE 60 th Avenue and NE Glisan Street	Pedestrian crossings at the intersection of NE 60 th Avenue and NE Glisan Street are complicated by heavy traffic .	Modify signal timing at the intersection. (I need further information on this one).	
6	Pedestrian and Bicycle Improvements	Sullivan's Gulch Trail Connection	A concept plan is under development for the Sullivan's Gulch Trail, along I-84 from the Eastbank Esplanade at the Willamette River to I-205 at Rocky Butte and the Gateway District.		Include a connection from the station to the potential Sullivan's Gulch Trail.

* Short-term and long-term solutions may require further scoping and public outreach by PBOT