

## Active Transportation Demonstration Project Project Application

**Project Title:** An LRT Station Area as the Focus for Active Transportation

**Project Description:**

The basic premise of this proposal is to create a foci for linking all kinds of transportation modes to active transportation destinations all over the region. This integration would be both seamless and intuitive for the user. In this concept the focus will be a light rail station area. The proposal will use only one station area as a proof of concept for discussion but it could be applied to all station areas once it is a proven concept so hence the term "foci".

The station area at NE 60th and NE Glisan on the Blue Line has been chosen as the proof of concept site. Two questions

arise. Why a station area? And why 60th & Glisan? First, if we are successful in implementing our station area planning, station areas will become important places in the regional place making hierarchy. They will become true communities offering all the services necessary for day to day living. They will house more people. It is estimated that their residential density will increase four or five fold in the next several decades.

Why 60th? It is cost effective. With a few exceptions it's infrastructure is built out. It is diverse in landscape and people. It has industrial uses, professional uses, a budding neighborhood retail district and a mixture of housing types and densities. Finally it is well connected to the rest of the region. It straddles a light rail line, a freeway (I-84) and proposed regional bike and ped path (Sullivan's Gulch). It is bracketed by bike boulevards (Everett-Davis, Hancock-Tillamook, and 50's and 70's bike boulevard. It is served by two major east/west arterials: NE Glisan & NE Halsey and one major north/south collector: NE 60th. It is very well connected internally with a pre-1950's style 200' X 400' street grid making internal access to key points such as the light rail easy and quick for residents . This central well connected location provides unparalleled connections to many different active transportation destinations and facilities. The Tillamook and Everett/Davis bike boulevard provide easy bike access to all point east and west. The 50's and 70's bike boulevard provide easy access to north and southeast portland. Light rail provides easy access to the Columbia Slough, the Springwater



Newly renovated mixed use building at  
NE 60th & NE Glisan

corridor via the Eastbank Esplanade and the Wildwood Trail and Washington Park. Essentially this location provides easy access to the entire 40 mile loop. Take light rail to the Rose Quarter Transit Center and the East Bank Esplanade to Springwater Corridor to Gresham and return home via light rail boarding at the last stop in Gresham. The perfect place for an individual or family interested in active transportation.

**Project Budget:**

<b>Street Improvements</b>	<b>Project Description</b>	<b>Cost</b>
NE 60th-Halsey to I-84: sidewalk widening	1507 ft. @ \$500.00/ft.	\$753,723.00
NE Oregon-60th to 63rd: Street impr.	920 ft. @ \$1200.00/ft	\$1,104,000
NE Holladay St-60th to 62nd: Street Impr.	509 ft. @ \$1200.00/ft.	\$610,800.00
NE Hassalo St-NE 57th to NE 63: Street impr.	1434 ft. @ \$1200.00/ft.	\$1,720,800
NE Multnomah St.-NE 60th to NE 63: Street impr.	625 ft. @ \$1200.00/ft	\$750,000.00
NE 58th Ave.-NE Holladay to NE Hassalo: Street impr.	286 ft. @ \$1200/ft.	\$343,200.00
NE 59th Ave.-NE Holladay to NE Hassalo: Street impr.	286 ft. @ \$1200/ft.	\$343,200.00
NE 61st Ave.-NE Multnomah to I-84	610 ft. @ \$1200/ft	\$732,000.00
NE 62nd Ave.-NE Holladay to NE Multnomah Street impr.	428 ft. @ \$1200/ft	\$513,000.00
<b>Street Improvements Sub-Total</b>		<b>\$6,870,723</b>
<b>Bike Boulevard Improvements</b>		<b>\$500,000.00</b>
<b>Pedestrian Improvements</b>		<b>\$200,000.00</b>
<b>Total:</b>		<b>\$7,570,723</b>

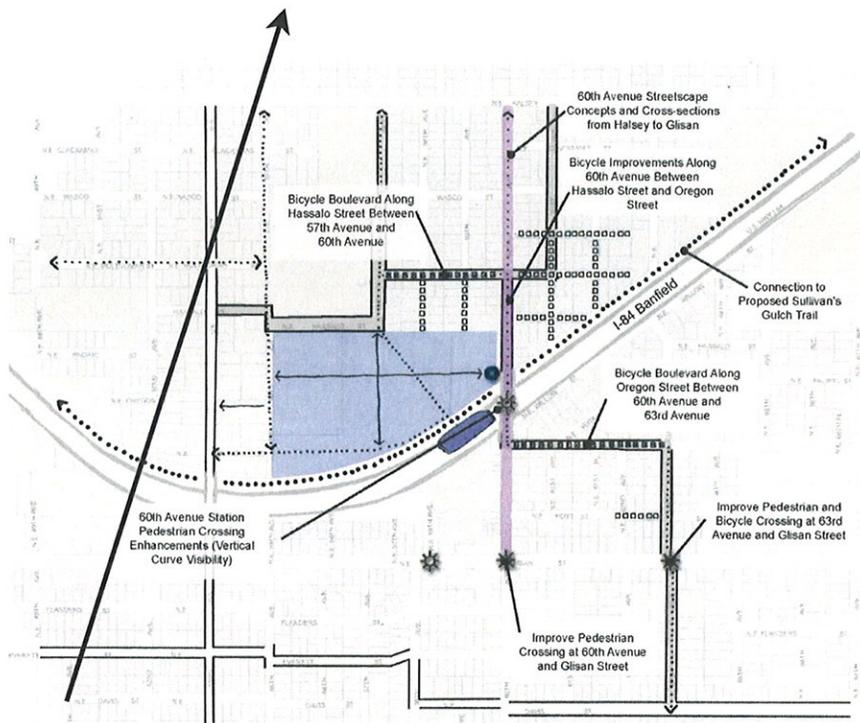


Undesirable development fostered by unimproved local streets

**Project Timeline:**

Since the planning for this project is complete, implementation can begin immediately. Once a grant is approved it would take 4 to 6 months to marshal resources and another 9 to 12 months to complete construction. Total time to completion would be 15 to 18 months.

transportation plan



Hancock-Tillamook Bike Boulevard just off map to north

**60th Avenue Station**  
Rose City Park / North Tabor

**Transportation**

**Legend**

**Circulation**

- ← Potential New Streets
- Street Improvements Necessary
- ← Primary Pedestrian
- ▬ Proposed Bicycle Boulevard
- ▬ Existing Bicycle Boulevard

**Public Amenities**

- Opportunity Site
- Transit Station
- Red Carpet to the MAX Station
- Crossing Enhancement
- Bike Station

**Station Area Transportation Improvement Projects**

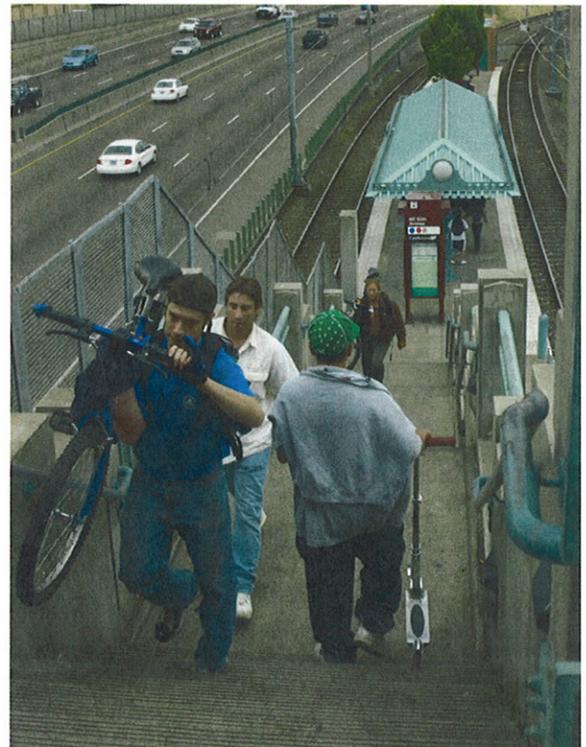
- Local Street Improvement LIDs and Green Street Connectors



Infill development welcomed by neighborhood

**Project Sponsors**

- ★ City of Portland-Bureau of Transportation: Project Sponsor
- ★ City of Portland-Bureau of Planning & Sustainability
- ★ Oregon Department of Transportation
- ★ Trimet
- ★ Metro TOD Program
- ★ Center Neighborhood Association
- ★ Rose City Park Neighborhood Association
- ★ Central Northeast Neighbor, Inc.
- ★ Project Contact: Stuart Gwin, City of Portland 503-823-7788



Active Transportation at the 60 St. Station