Growing Transit Communities Plan

Today’s Agenda

• GTC Plan Overview
• Background
  o 60th Ave Station Area Plan
  o Portland Pedestrian Design Guide
  o Portland Bicycle Plan for 2030
  o Potential Implementation Strategies
• Identifying Needs and Opportunities
• Next Steps
GTC Plan Overview

Overall Plan Goal:

Develop transit-supportive investment plans for a few transit corridors that help support both frequent transit service and multi-modal transit-oriented development.
GTC Plan Overview

Corridor Investment Plans:
The investment plans will identify and prioritize transit-supportive investments to address needs identified during the planning process, particularly:

- Pedestrian and bicycling safety & access to transit
- transit stop improvements
- transit priority treatments
- potentially recommended policy and programmatic changes
Service Enhancement Plans

www.trimet.org/future
GTC Transit Corridors Being Studied

• **MH—Middle Halsey (Bus line 77)**
  NE Halsey St (Hollywood Transit Center to 122\textsuperscript{nd})

• **OSB—Outer Stark-Burnside (Bus line 20)**
  E Burnside St (82\textsuperscript{nd} to 102\textsuperscript{nd})
  SE 102\textsuperscript{nd} Ave (Burnside to Stark)
  SE Stark St (102\textsuperscript{nd} to 162\textsuperscript{nd})

• **AW—Airport Way (Bus line 87)**
  NE 105\textsuperscript{th} Ave (Sandy to Holman)
  NE Holman St (105\textsuperscript{th} to Airport Way)
  NE Airport Way (Holman to City Limits)

Note: In all cases the Transit Corridor shall consist of the area within a ½-mile buffer of the streets identified above.
SELECTED TRANSIT CORRIDORS

Outer Stark-Burnside
- Line 20
- 82nd Ave to 152nd

Airport Way
- Line 87
- Sandy to City Limits

Middle Halsey
- Line 77
- Hollywood TC to NE 122nd Ave
GTC Plan
Process, Structure and Timeline
Background
Background

Portland Pedestrian Design Guide:

Citywide Sidewalk Corridor Width Standards for ‘City Walkways’

**Recommended** for City Walkways, for local streets in Pedestrian Districts, and for streets where ROW width is 60'-0".

<table>
<thead>
<tr>
<th>Curb Zone</th>
<th>Furnishings Zone</th>
<th>Through Pedestrian Zone</th>
<th>Frontage Zone</th>
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</thead>
<tbody>
<tr>
<td>150 mm</td>
<td>1.2 m</td>
<td>1.9 m</td>
<td>450 mm</td>
</tr>
<tr>
<td>(0' - 6&quot;)</td>
<td>(4' - 0&quot;)</td>
<td>(6' - 0&quot;)</td>
<td>(1' - 6&quot;)</td>
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Street By Street

Local Residential Street Design

- Initiated through the City’s Street by Street (Up Out of the Mud) effort in 2012.
- Established new practices and standards to introduce more affordable, flexible and sustainable ways of improving and maintaining low traffic residential streets.
- Allows partial improvements and alternatives street designs.

**Curb-less Street with Separated Sidewalk Conceptual Design**
Background: Potential Implementation Strategies

- Public Capital Improvement Projects (TSP → CIP)
- Private Redevelopment Permits - dedications, frontage improvements, half street improvements
- Private cost sharing and financing through Local Improvement Districts (LIDs)
GTC Plan:

Identifying Needs and Opportunities
Conceptual 60th Ave Bikeway from Oregon St to I-84 overpass, with Ped/Bike Crossing at 60th & Willow

Requires TriMet approval for bicycle turnaround and 60th/Willow curb extension
Conceptual 60th Ave Bikeway from I-84 overpass to Hassalo, and Ped/Bike Crossing at 60th & Hassalo
Conceptual Striping and Signal Modifications at 60th & Halsey

- Prohibit southbound left turns
- Relocate Trimet bus stop
- Protected Left Turn
Existing Cross Section on NE 60th Avenue - North of Interstate 84

ROW 50'

Future Cross Section with Setback and Landscaping - North Hassalo

ROW 64'

Future Cross Section with Setback and Landscaping - South Hassalo

ROW 64'
PRESERVE what we have built and OPERATE it well
Embrace VISION ZERO
BUILD A FUTURE where all can grow and thrive
Effectively MANAGE CITY ASSETS
Contribute to the HEALTH AND VITALITY of our people and our planet

Learn more.
Email: GTCplan@portlandoregon.gov  Website: www.portlandonline.gov/GTCplan