

# NE 60th and Halsey Area Improvement Project

## PUBLIC FEEDBACK SUMMARY

### Overview

This summary is a report on the public feedback the Portland Bureau of Transportation (PBOT) received on the conceptual design for the NE 60th and Halsey Area Improvement Project which consists of several sub-areas. ([Click here for project area map](#)). PBOT solicited input on the design at an open house May 21 and an online open house and comment period May 31 – June 24. PBOT also solicited feedback via email and by phone, and through attendance at meetings of the Rose City Park Neighborhood Association’s Land Use and Transportation Committee April 18, July 18, and Sept. 19.

**Each section of this public feedback summary may be reviewed in tandem with the proposed design for each segment. Links to those materials are provided below.**

### Project Objectives

The overall project consists of three major segments with distinct objectives:

#### NE Halsey Street from 46th to 61st avenues

The primary objective for this segment of the project is to improve safety for all modes of travel by reconstructing the traffic signals. New features will be a left-turn phase to the signals, left-turn pockets, vehicle detection, communication between signals, and a new right turn lane to turn north at NE 57th Avenue. These changes reduce rear-end crashes because cars no longer need to stop in the travel lane to wait to turn. They also reduce conflicts between vehicles turning and pedestrians. New coordinated signals can also respond better to current traffic conditions.

This section of the project will address safety concerns the city has received about who has the right of way at the NE 57th Avenue and Halsey Street intersection. It will also widen traffic lanes to standard widths, upgrade street lighting to new city guidelines, improve transit reliability, and provide a place for pedestrian refuge islands and crossings to be added in the future.

#### NE 60th Avenue from Halsey to Holladay streets

The primary objective for this segment is to improve the pedestrian experience with wider sidewalks and better lighting at crossings. PBOT will widen the sidewalk from 4 feet to 6 feet on both sides of the street. Unfortunately, existing water mains throughout the corridor make it hard to widen them further than 6 feet or add a planting strip.

## 60s Bikeway between Alameda and Davis streets

The primary objective for this section is to extend the 60s Bikeway between NE Alameda and Davis streets. Bikeways are intended to provide safe and comfortable routes for people bicycling and minimize conflicts with other road users. PBOT will provide striped bike lanes and make additional improvements so this segment behaves like the city's low-stress bike boulevards, known as neighborhood greenways. Neighborhood greenways are places where people bicycling and driving share the road. In order for neighborhood greenways to work well, there need to be fewer vehicles and a lower speed limit. PBOT prioritizes bikeways and neighborhood greenways because they provide a direct connection to parks, schools, and commercial districts.

## Project History

For years, PBOT and Portland's Bureau of Planning and Sustainability (BPS) have identified this area for transportation improvements, including:

- The **Eastside MAX Station Communities Plan** (2009) was a joint BPS-PBOT land use and transportation plan for transit stations between NE 60th to 162nd avenues. The plan recommended sidewalk improvement to NE 60th Avenue north of the station (to Halsey), a bike boulevard that went over the freeway at 60th but otherwise used parallel streets, and other improvements near the businesses surrounding NE 60th Avenue and Halsey Street.
- PBOT's **Growing Transit Communities Plan** (2016) refined these concepts, added others, and prioritized investments. It conceptualized how to widen sidewalks on NE 60th Avenue, refined the bikeway alignment, and featured newly designed crossings. The plan also recommended safety improvements along the Halsey corridor such as wider travel lanes and eliminating the alternating parking limits. Finally, it contained recommendations to rebuild traffic signals at NE 47th, 57th, and 60th avenues to make them safer, reduce transit delay, and solve ongoing issues with traffic flow.
- Both PBOT's **Transportation System Plan** and Metro's **Regional Transportation Plan** recommended funding these planned improvements in their respective 2018 updates.

## How PBOT gathered feedback

PBOT held five events to solicit public feedback on this project:

### Open House (May 21)

The May 21 open house was held before and after the general meeting of the Rose City Park Neighborhood Association. Over 100 people attended and were able to interact with PBOT staff and see and ask questions about the conceptual designs at a series of stations with maps and graphics. In addition to these conversations and questions, participants were encouraged to fill out comment cards. PBOT received 18 of these.

## Online Open House (May 31 – June 24)

Community members unable to attend the May open house in person, were invited to give PBOT feedback through an online open house May 31 – June 24. This online forum presented the same information, organized by geographic area, and provided the same opportunity for community members to comment and provide feedback. PBOT staff advertised the online open house through the project website and in an email sent to 365 people who had signed up for updates on the project. PBOT gathered 285 comments this way. Here is how they came in by project segment:

<b>NE Halsey from 46th to 61st avenues</b>	189 comments
<b>NE 60th Avenue from Halsey to Holladay streets</b>	39 comments
<b>60s Bikeway</b>	57 comments

## Land Use and Transportation Committee Meetings of the Rose City Park Neighborhood Association (April 18, July 18, and Sept. 19)

PBOT staff presented information, answered questions, and listened to feedback at three meetings of this committee over the course of spring and summer.

## Summary and Next Steps

Portlanders provided a wide range of comments at PBOT's five events. Here are some key themes and proposed next steps, organized by the various sections of this project.

### NE Halsey Street from 46th to 61st Avenues

[46th to 48th avenues](#) (Click here for map)

#### What PBOT heard:

- Most participants liked the traffic signal upgrade and new lane configuration at the intersection of NE Halsey Street and 47th Avenue, including the removal of on-street parking near the intersection.
- Several people wanted to see more proposals for bike facilities, better pedestrian facilities, and bus lanes for this segment.
- A few people suggested PBOT increase the number of left turn pockets or improve signal timing onto NE Halsey Street and to provide protected bike facilities at the intersection.

#### What PBOT proposes: *implement the proposed design*

- PBOT will install dedicated left turn signals in all directions, and these upgrades will also make it easier to adjust signal timing, as needed.

- PBOT will upgrade all corner ramps to meet Americans with Disabilities Act (ADA) standards.
- PBOT will not stripe bike lanes on this segment of NE Halsey Street because the road is too narrow to provide standard-width lanes and protected left turn lanes and bike lanes.
- In order to lengthen the left turn pockets on NE 47th Avenue, on-street parking would need to be removed, which is outside the scope of this project.

[48th to 56th avenues](#) (Click here for map)

### **What PBOT heard:**

- Many commenters objected to having only one travel lane in each direction and were concerned this would contribute to congestion and an increase in cut-through traffic on adjacent neighborhood streets.
- There were several comments that on-street parking in this segment is unnecessary and the parking width could be used for bike facilities, a bus lane, or a continuation of the center turn lane.
- Several participants requested speed enforcement and pedestrian improvements.

### **What PBOT proposes: *revise the design based on public feedback***

- The new proposed design includes three 12-foot lanes, including a center turn lane. We will remove parking on both sides of NE Halsey Street between 47th and 57th avenues. With the new lane configuration from four to three lanes, we expect to see a significant decrease in crashes.
- Although we do not expect to see an increase in traffic volumes on local streets because of these changes, PBOT will collect data on traffic volume on local streets surrounding the project area, both before and after the project is built to determine if any mitigation is necessary
- Because NE Halsey Street between 57th and 60th avenues is too narrow for bike lanes, this segment will not be striped for bike lanes because they would have to end abruptly at NE 57th Avenue.

[56th to 61st Avenues](#) (Click here for map)

### **What PBOT heard:**

- Participants overwhelmingly supported the signal upgrades, protected left turns, and lane reconfigurations on NE Halsey Street between 57th and 60th avenues.
- Some participants were concerned about the plan to make NE 57th Avenue (south of Halsey Street) one-way southbound. Respondents were concerned the one-way proposal would limit access to Normandale Park and force heavy traffic onto NE Hassalo Street.

- There was concern that reducing parking will negatively affect businesses.
- Some participants were concerned about vehicles turning left from eastbound NE Halsey Street to NE 60th Avenue and increasing traffic through the neighborhood.

**What PBOT proposes: *revise the design based on public feedback***

- PBOT will install dedicated left turn signals in all directions, and these upgrades will also make it easier to adjust signal timing, as needed.
- The segment of NE 57th Avenue (south of Halsey Street) will remain a two-way street with a signal. For vehicles traveling northbound on NE 57th Avenue onto Halsey Street, the traffic signal will have a green light every other cycle.
- Vehicles traveling east on NE Halsey Street will be prohibited from turning left onto NE 60th Avenue.
- PBOT will not stripe bike lanes on this segment of NE Halsey Street because the road is too narrow to provide standard-width lanes and protected left turn lanes and bike lanes.

**NE 60th Avenue from Halsey to Holladay Streets** ([Click here for map](#))

**What PBOT heard:**

- The reaction was generally positive, although respondents were concerned that a 6-foot sidewalk would still be too narrow and that bike lanes do not extend between NE Hassalo and Halsey streets.
- Several commenters suggested that on-street parking on one or both sides of NE 60th Avenue north of Hassalo Street could be removed to make room for bike facilities instead of cyclists needing to take the lane or jog east to the 60s Bikeway.

**What PBOT proposes: *implement the design as proposed.***

- PBOT is unable to widen the sidewalk on NE 60th Avenue beyond the proposed 6 feet or add a planting strip due to proximity to existing water mains in the corridor.
- PBOT determined that it would be unfeasible to put a bike facility on NE 60th Avenue (north of NE Hassalo Street) because, with no room for bike lanes on NE Halsey Street between 57th and 61st avenues, new bike facilities on NE 60th Avenue would end abruptly at Halsey Street.

**60s Bikeway** ([Click here for map](#))

**What PBOT heard:**

- The reaction was generally positive, although respondents were concerned about narrow sidewalks and the poor condition of the pavement.

- A major concern was the “zig-zagging” and “jogging” route cyclists would have to take; most prefer the route to be as direct as possible.

**What PBOT proposes: *revise the design based on public feedback***

- PBOT agrees with the feedback that the bikeway should take the most direct path possible. Since NE 60th Avenue is the only street that crosses I-84 in this area, the path does do a jog.
- North of NE Hancock Street, the bikeway route will be revised to remain on 61st Avenue and will continue north to Sacramento and Alameda streets instead of jogging back to 60th Avenue.

## Next Steps

With this public input and additional technical analysis, PBOT has made the following major changes to the project design:

- NE Halsey Street between 47th and 57th avenues will be modified to remove parking on both sides of the street to provide three 12-foot-wide lanes: one travel lane in each direction and one center turn lane.
- NE 57th Avenue south of Halsey Street will not be converted to a one-way street; it will remain a two-way street. During peak morning and evening commute times, the traffic signal will allow northbound traffic to enter NE Halsey Street with every other cycle.
- The 60s Bikeway alignment north of NE Hancock Street will now continue north on 61st Avenue instead of jogging west back to 60th Avenue.

PBOT is now moving to the final design of this project. Construction is expected to start in late 2020.