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# RIVER DISTRICT | MASTER STREET PLAN & RIGHT OF WAY STANDARDS



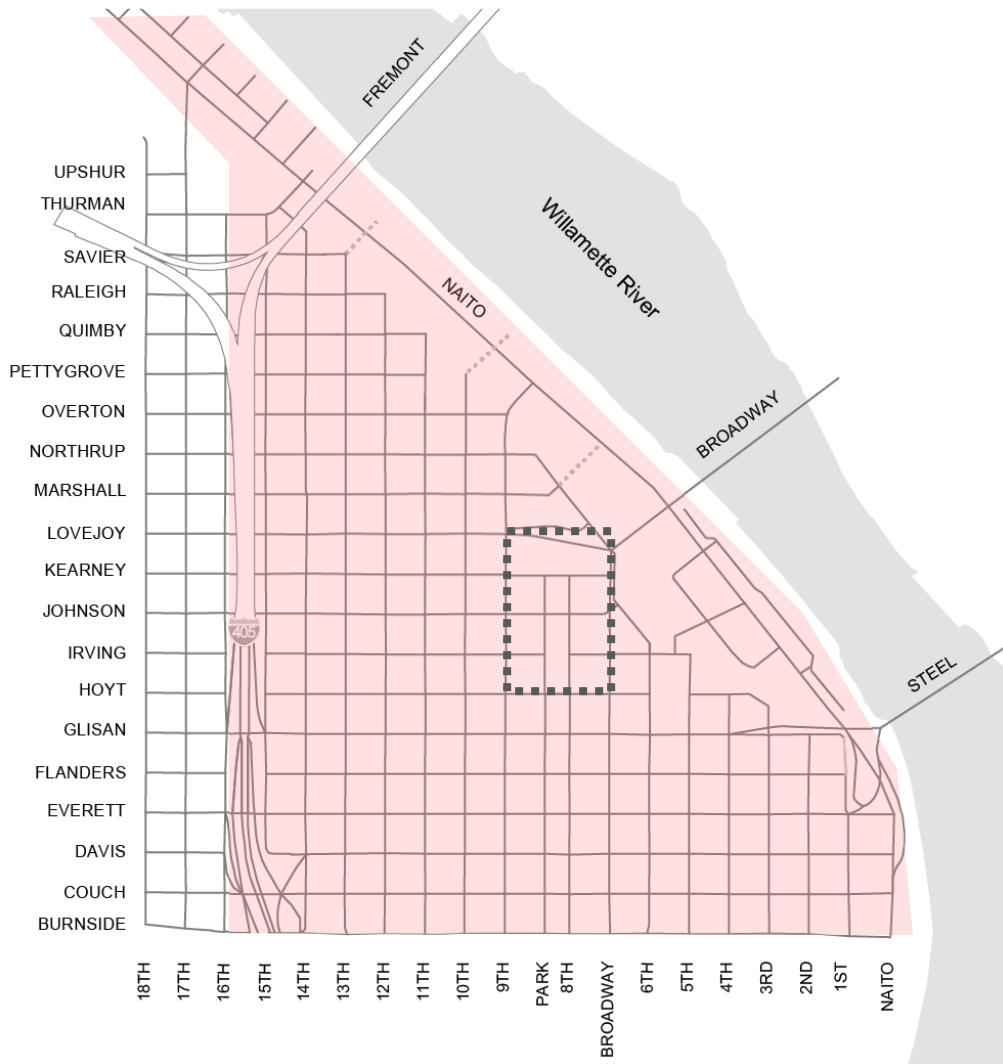
*April 15, 2020*

Portland City Council



**PBOT**  
PORTLAND BUREAU OF TRANSPORTATION

# The River District, USPS Site

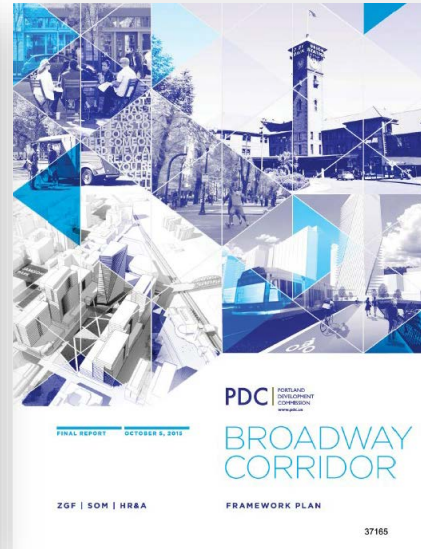
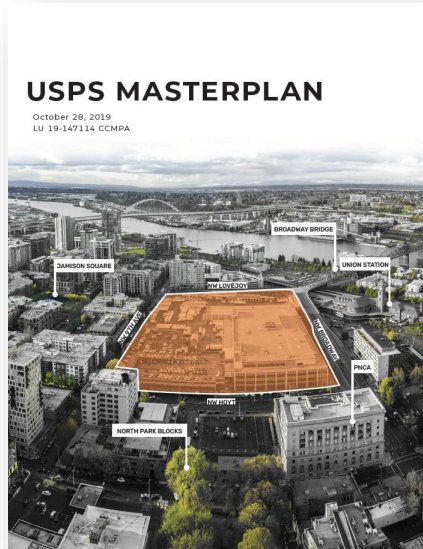


 River District

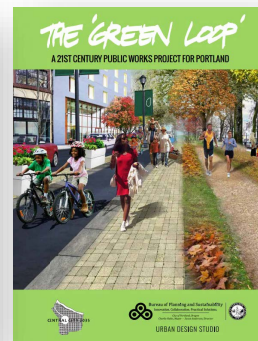
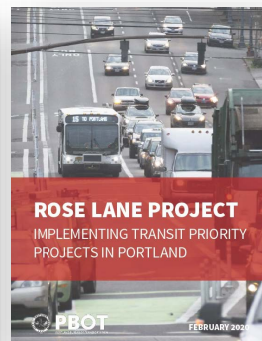
 USPS Site



# Implementing City Council Visions



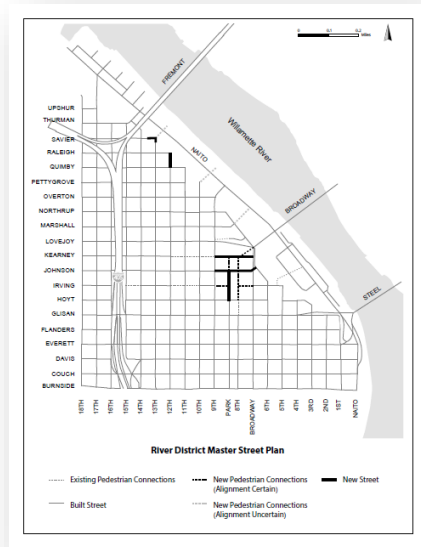
- **Broadway Corridor Framework Plan** adopted by City Council in 2015 via Resolution No. 37165
- **USPS Master Plan** review and hearing with the Design Commission in Spring 2020



- **Central City in Motion**
- **Rose Lane Project**
- **Green Loop Concept Report**

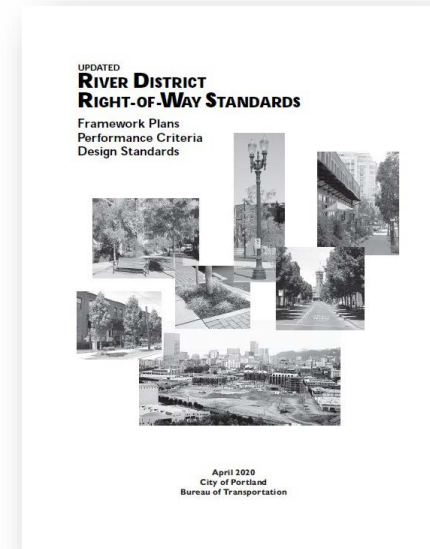
# Regulatory Tools

## Master Street Plan



- Specifies the location and extents of new streets and pedestrian connections.
- Prescribes connectivity needs, not design details

## Right-of-Way Standards



- Guides the design and construction details of streets within the district.
- Defines “Typical Streets” and “Special Streets”

# Public Involvement

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- **Pearl District Neighborhood Association, Old Town Community Association, and Pearl District Business Association** discussed the updates in subcommittee meetings.
- **The Broadway Corridor Steering Committee** discussed the updates during master plan discussions.
- **The Design Commission** discussed the updated Right-of-Way Standards in a briefing on the USPS site planning.
- **The Planning and Sustainability Commission** held a hearing and approved the updated Master Street Plan



# RIVER DISTRICT MASTER STREET PLAN

UPDATE APRIL 2020



# Introduction to Mater Street Plans



**Master Street Plans are a part of our Transportation System Plan.**

Requirement:

*“A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections.... The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation ...”*

Oregon Administrative Rule for State Land Use Goal 12, Transportation, Section 660-012-0020

# Master Street Plan Areas



- Gateway Regional Center
- Airport Way (Columbia Corridor)
- St Johns Master Street Plan
- Multnomah County Unincorporated Urban Pockets
- South Waterfront (Central City)
- South Portland (west end of the Ross Island Bridge)
- Cully Local Street Plan
- River District (Central City)
- Bridgeton (Northeast district adjacent to Marine Drive)
- Outer Powell Blvd Conceptual Plan Design
- Division-Midway Neighborhood Street Plan
- Southwest District Master Street Plan
- Tryon-Stephens Headwaters Neighborhood Street Plan





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1995





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2018



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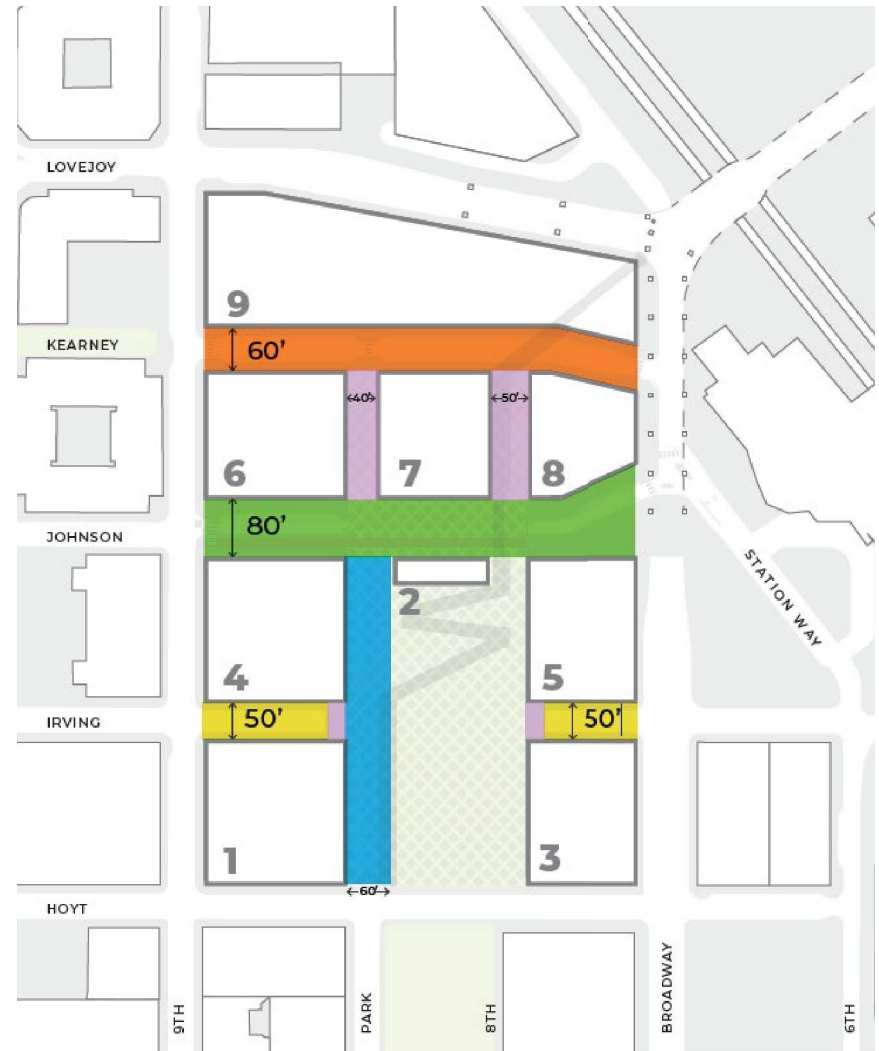


2018



# Illustrative USPS Site Concept

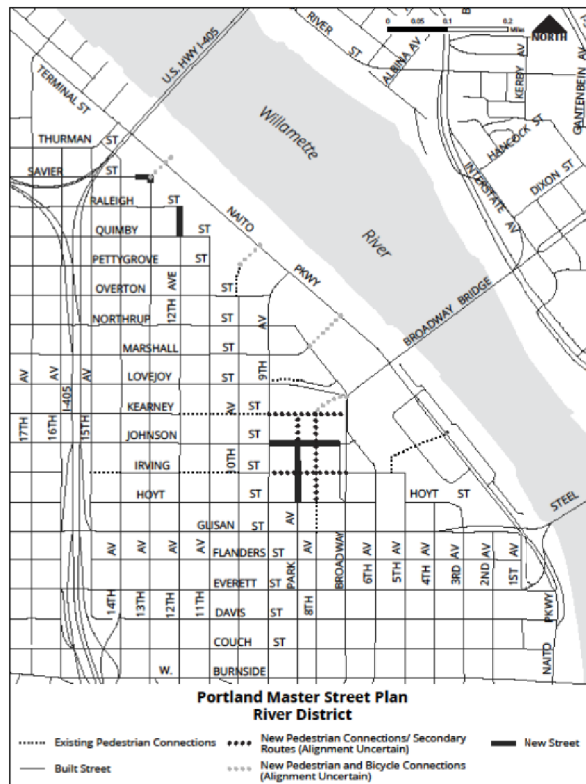
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# Update to River District Master Street Plan

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## Existing

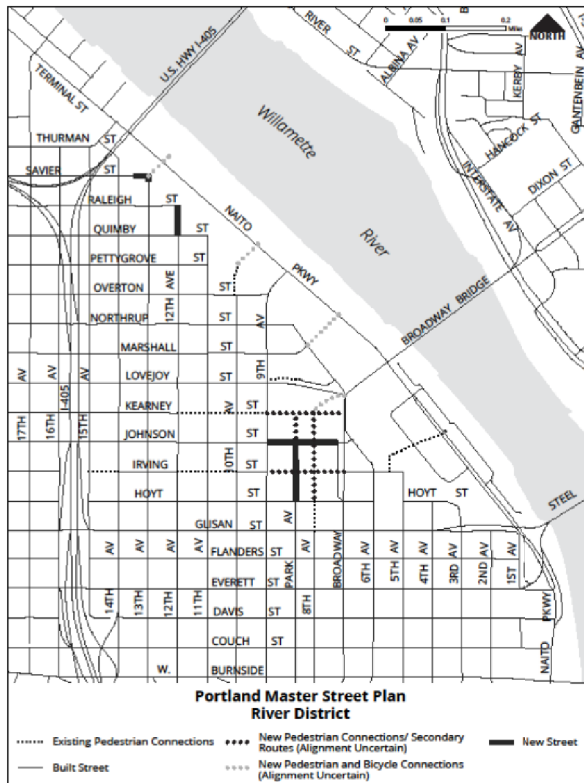


Adopted 2018

# Update to River District Master Street Plan

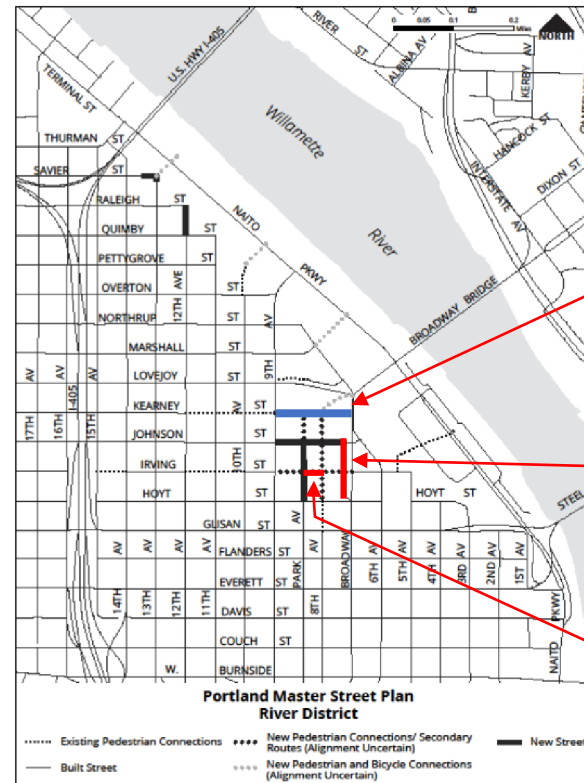
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Existing



Adopted 2018

Proposed



Designate NW Kearney St through the USPS site as a “New Street”

Remove the frontage road along Broadway Blvd

Remove Irving St segment through the new North Park Block



# RIVER DISTRICT **RIGHT OF WAY STANDARDS**

UPDATE APRIL 2020

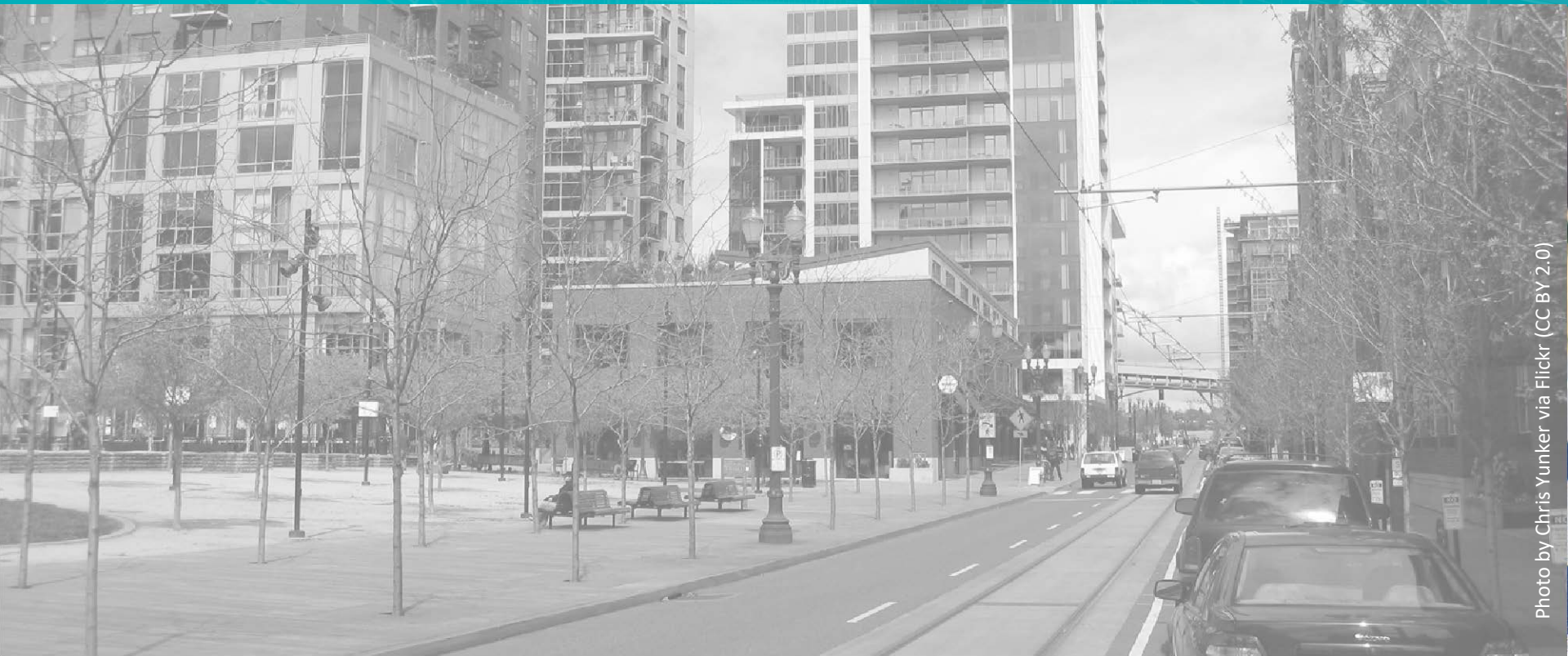
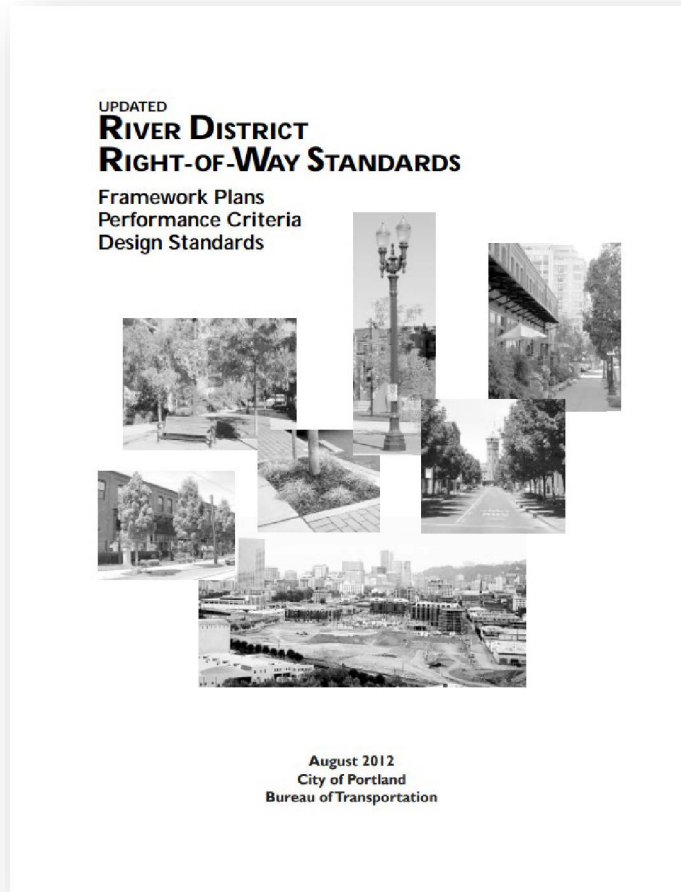


Photo by Chris Yunker via Flickr (CC BY 2.0)

# Introduction to the River District Right of Way Standards



“This document establishes a common understanding of the improvements required in the River District’s public rights-of-way. Both private and public street improvements are subject to this document and approval by the City Engineer.”

- Authored in 1996, updated in 2004 and 2012

# Framework Plan

The framework plans provide a district-wide perspective of the standards to illustrate issues related to the functional intent established by policy.

## 1.4 SPECIAL FUNCTION RIVER DISTRICT STREETS

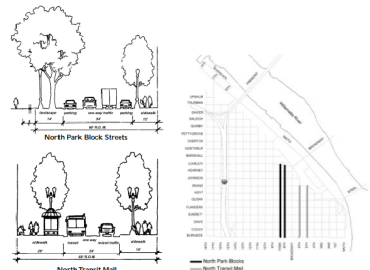
There are a variety of street widths for Special Function Streets in the River District. North Broadway, 1st, 2nd and 3rd carry through-traffic from beyond the area and that are wide streets. Others, such as the North Transit Mall, the Park Block streets and the in their use and design configuration. Petzgrove is envisioned as a 'green' street less on-street parking, eventually leading from the Fields Park to Wallace Park details.



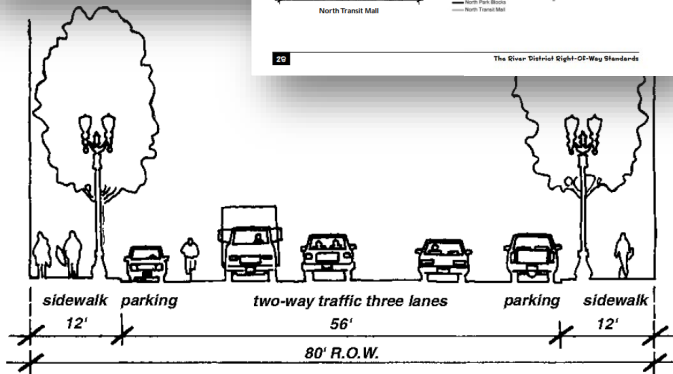
River District Right-Of-Way Standards

## FRAMEWORK PLANS

	1.4.3 North Park Block Streets	1.4.4 North Transit Mall
Right-of-Way	60 ft.	60 ft.
Roadway	35 ft.	24 ft.
Sidewalks	Continue existing pattern (no sidewalk on park side frontage)	20 ft. transit loading side 16 ft. opposite side
Curbside	Straight	Straight
Circulation	One-way Two lanes	One-way one lane exclusive transit One lane mixed traffic
Parking	Allowed both sides	Not allowed



The River District Right-Of-Way Standards



Broadway

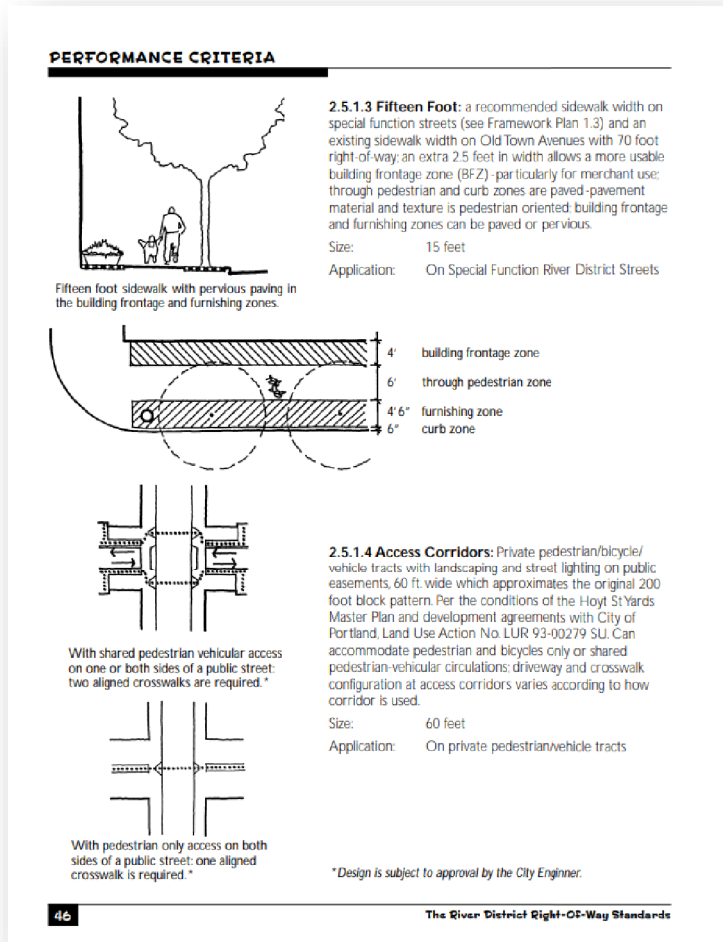
- TSP Classifications
- Street Widths and Right of Way
- Typical Streets
- Special Streets
  - Individual Street Plans
- Street Trees
- Street Lighting



# Performance Criteria

The performance criteria are intended to guide the design detail of individual right-of-way elements where either case-by-case design is needed, or flexibility is allowed to encourage streetscape diversity

The Criteria are to guide and not to prescribe design solutions

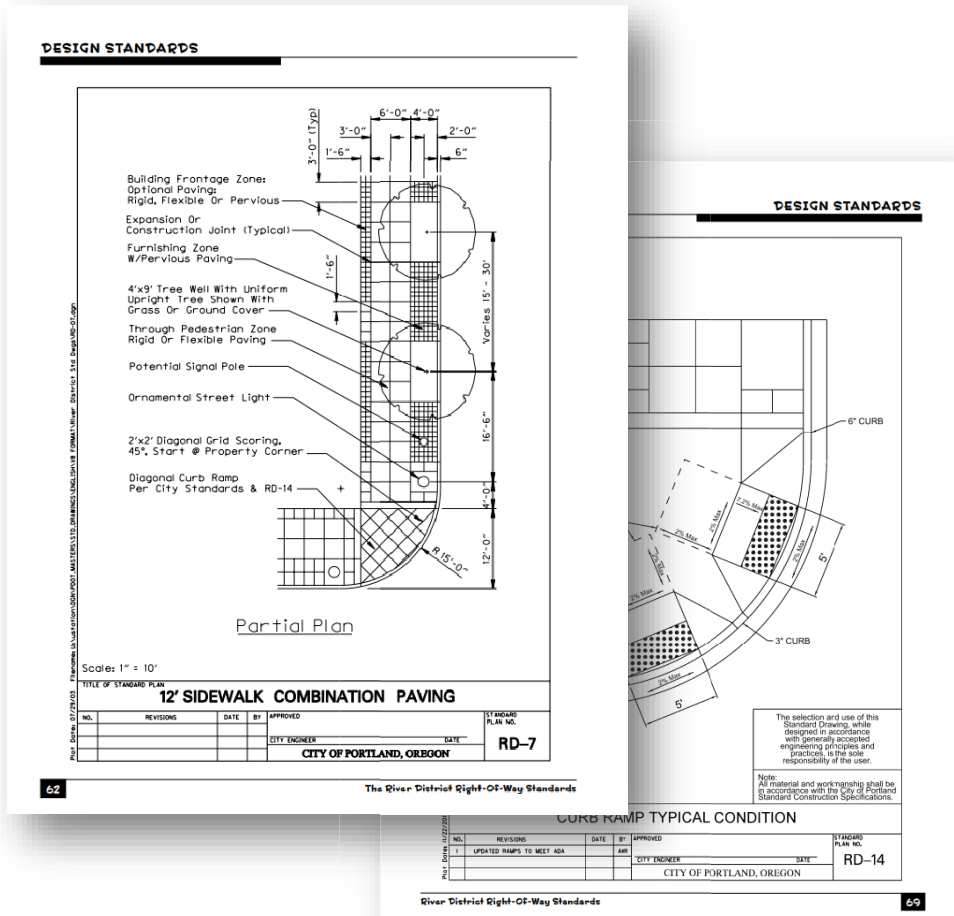


- Vehicular
- Bicycle
- Transit
- Utilities
- Pedestrian
- Sidewalk Use
- Zones
- ADA Requirements
- Street Lighting
- Street Furniture
- Street Tree
- Special Features (Art)
- Constructability and Maintenance

# Design Standards

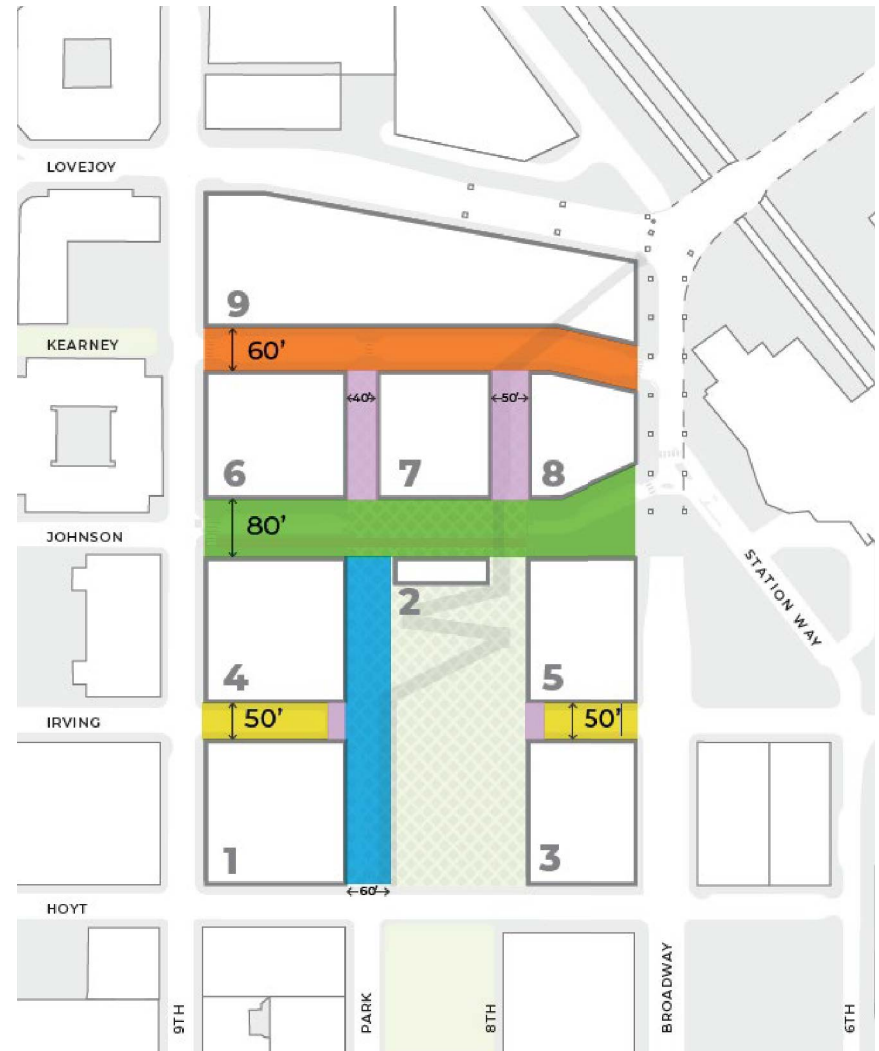
The R.O.W. Design Standards provide detailed sections, elevations and plans which supplement the City's Standard Construction Specifications and Plans. The River District standards represent requirements whose application may only be altered by the City Engineer.

- Typical Conditions
- Special Streets
  - Ipe Wood Sidewalk
  - NW Pettygrove

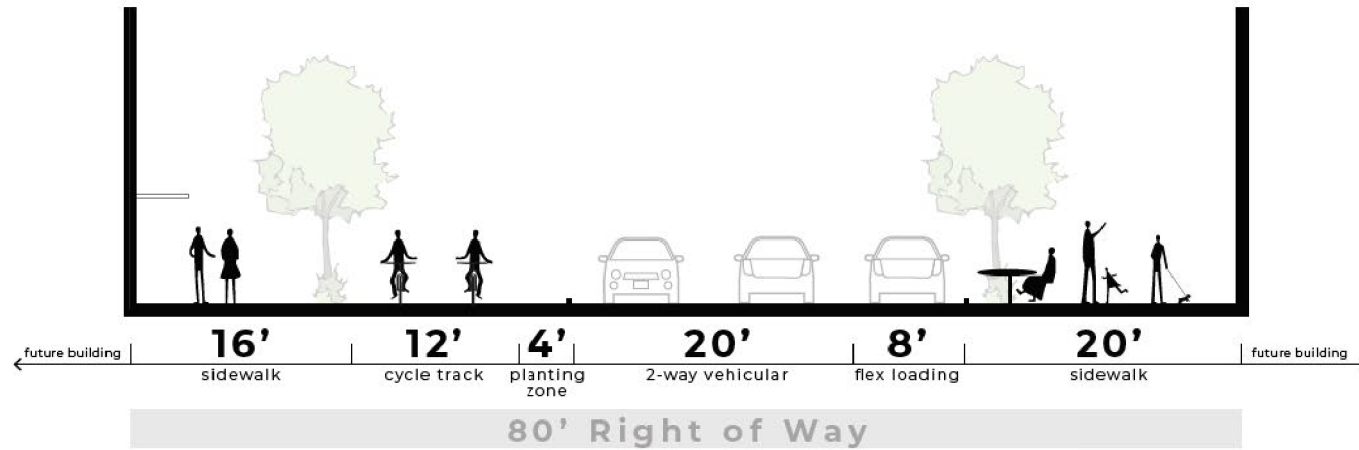


# Illustrative USPS Site Concept

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## Design

- Level surface design with unique materials

## Additional Specifications

- Trees: Mixed Layer Street Trees. Larger canopy on North side

Figure 4.26  
Johnson street section



# NW Park Ave

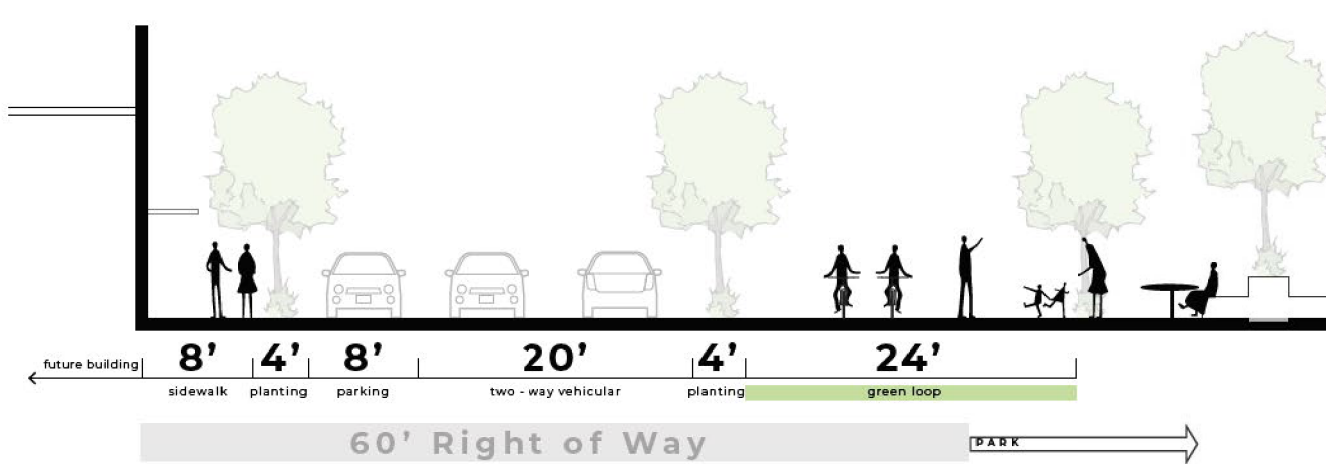


Figure 4.30  
Park Ave. street section

## Design

- Level surface design with unique materials matching NW Johnson St.

## Additional Specifications

- Lighting: Single Ornamental Lights
- Trees: North Park Block Planting Standards

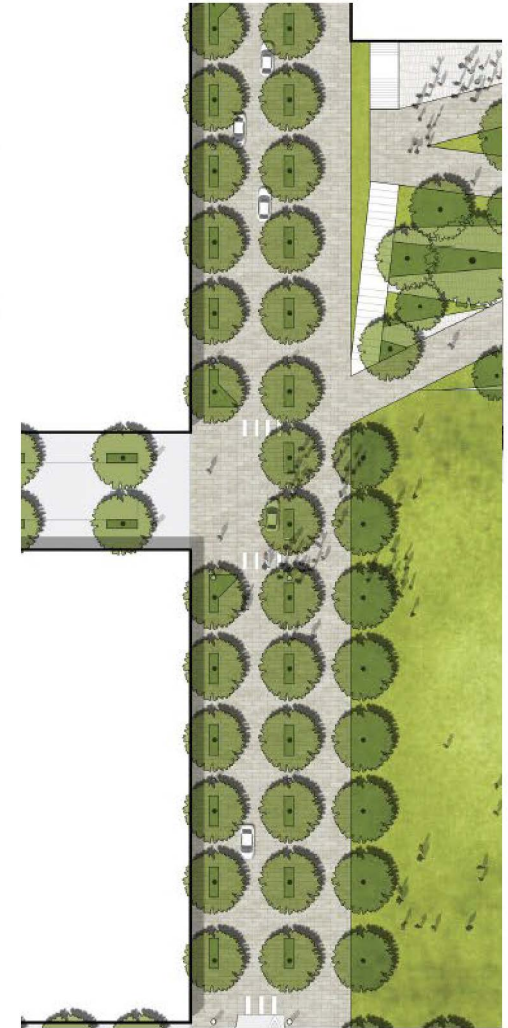
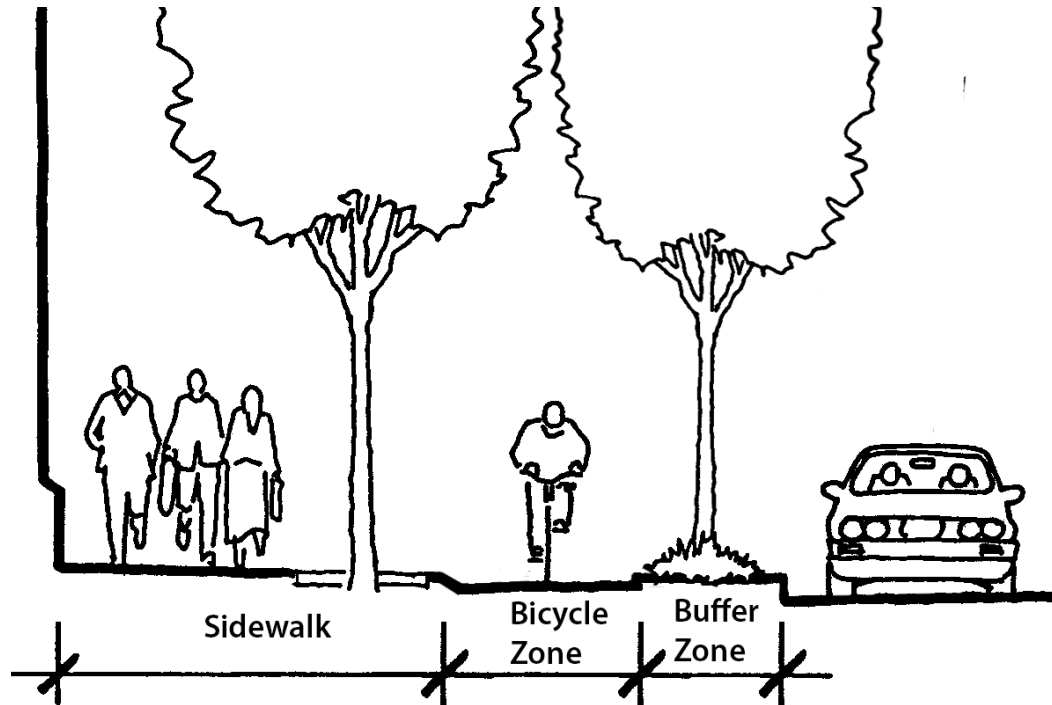


Figure 4.31

# Performance Criteria: Bicycle Facilities



**Advances Central City in Motion** (Resolution 35395)

## New Additions

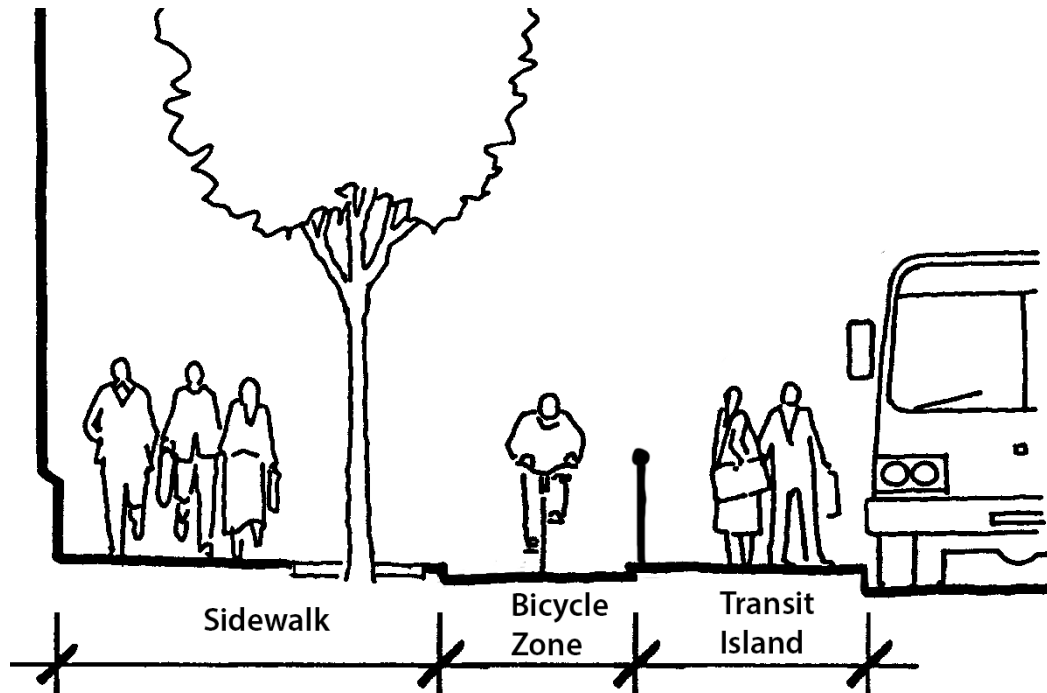
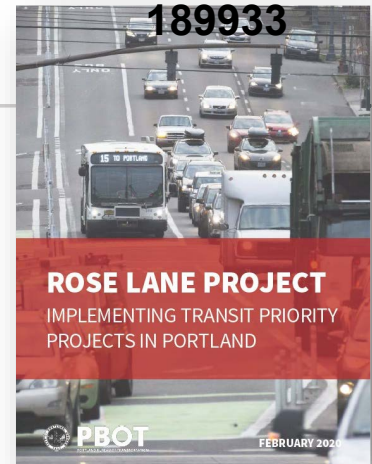
- Neighborhood Greenways
- Protected Bike Lanes
- Bicycle Corral

## Removal

- ODOT Shared Roadway
- Wide Outside Lane



# Performance Criteria: Transit Facilities



## Advances the Rose Lane Project (Resolution 37481)

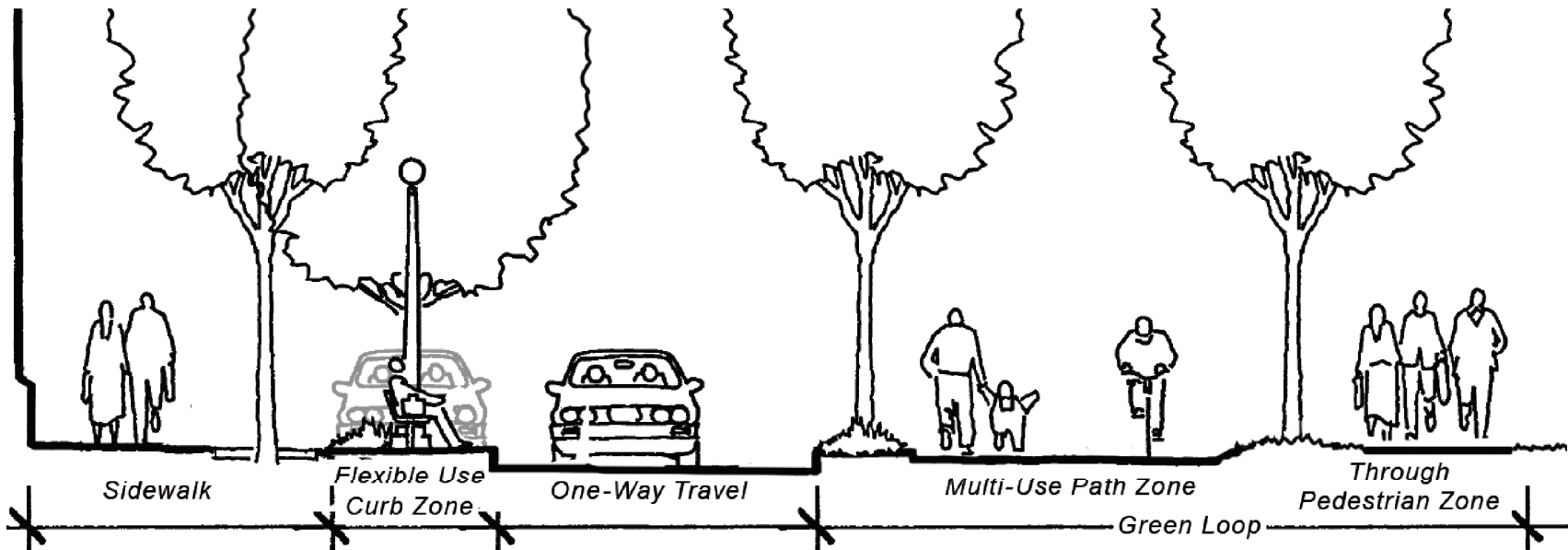
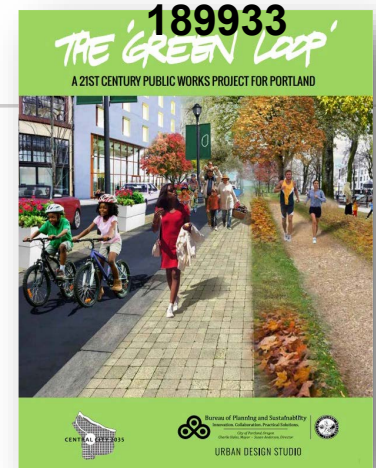
### New Additions:

- Transit Only Lane
- Business Access and Transit Lane
- Transit Stops with Bikeways

# Performance Criteria: Green Loop

## Advances the Green Loop Concept Report (Resolution 37361)

- Alignment
- Basic Dimensions
- Design Principles



# Thank you!

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