

# ROADWAY NOT IMPROVED

LARKE Planning +  
Woodstock  
Neighborhood  
Association +  
Portland State  
University







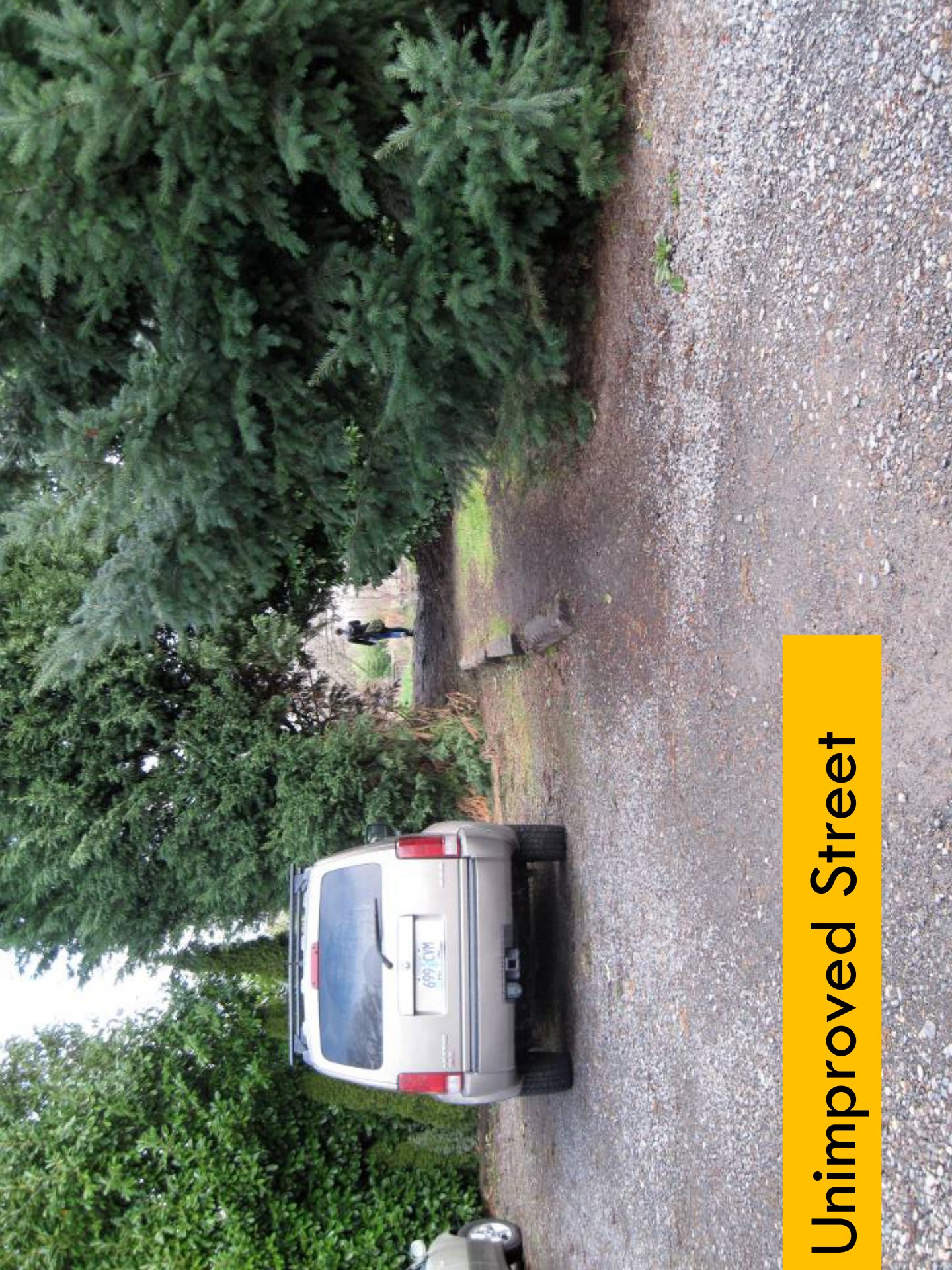
**Improved Street**





**Unimproved Street**





**Unimproved Street**





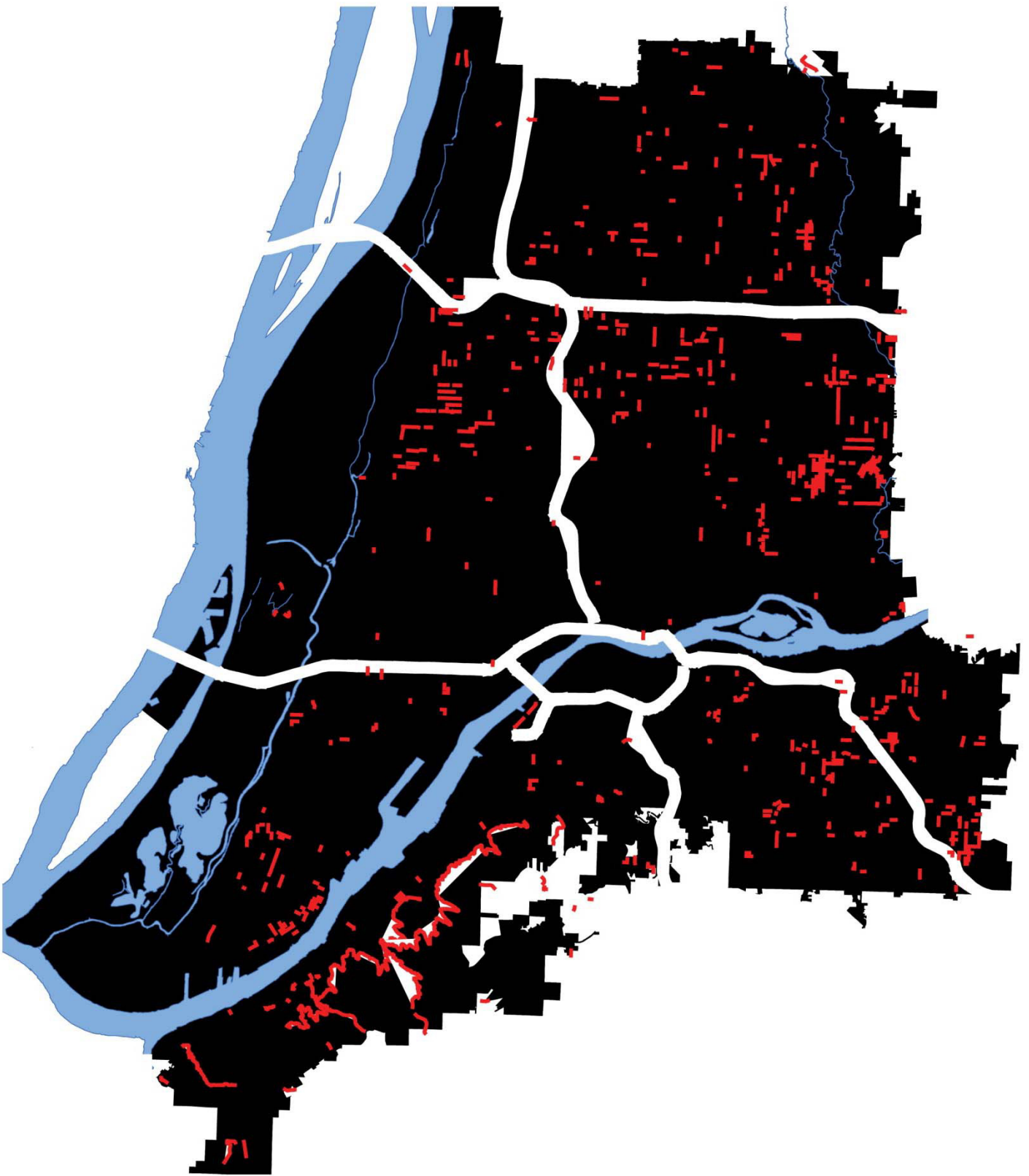
**Unimproved Street**





**Unimproved Street**

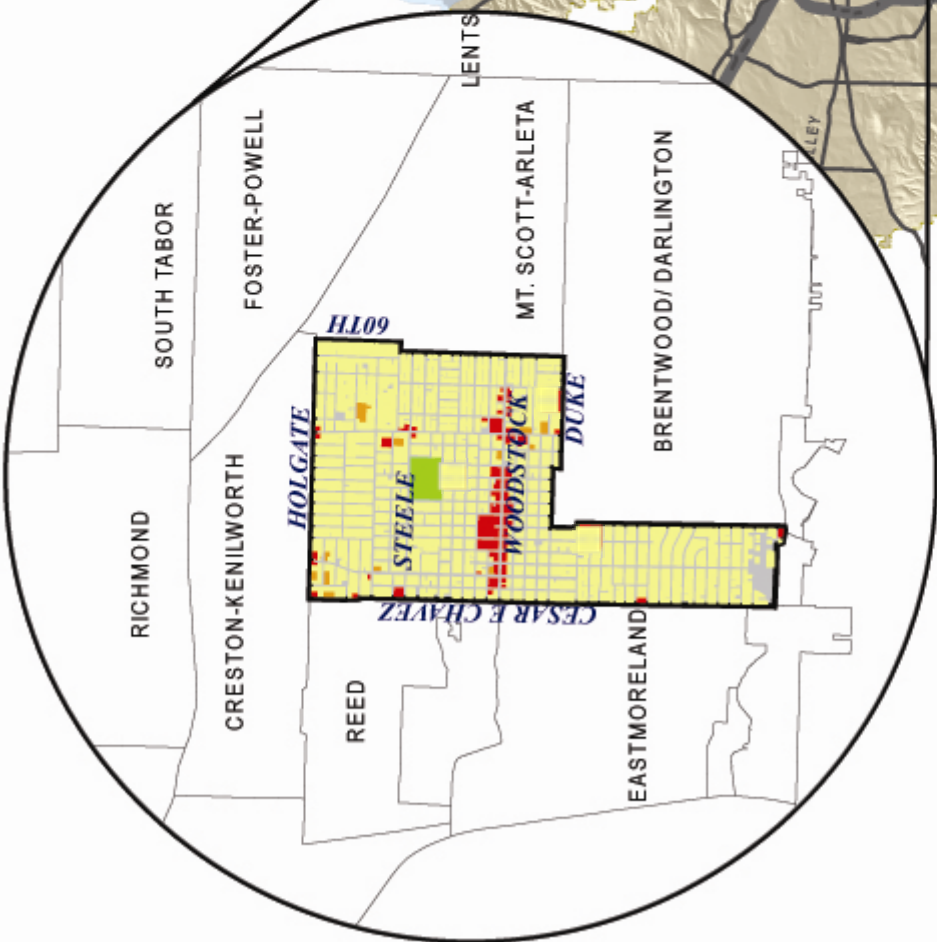






## Woodstock Land Use Zones

- Single-Family Residential
- Multi-Family Residential
- Commercial
- Park












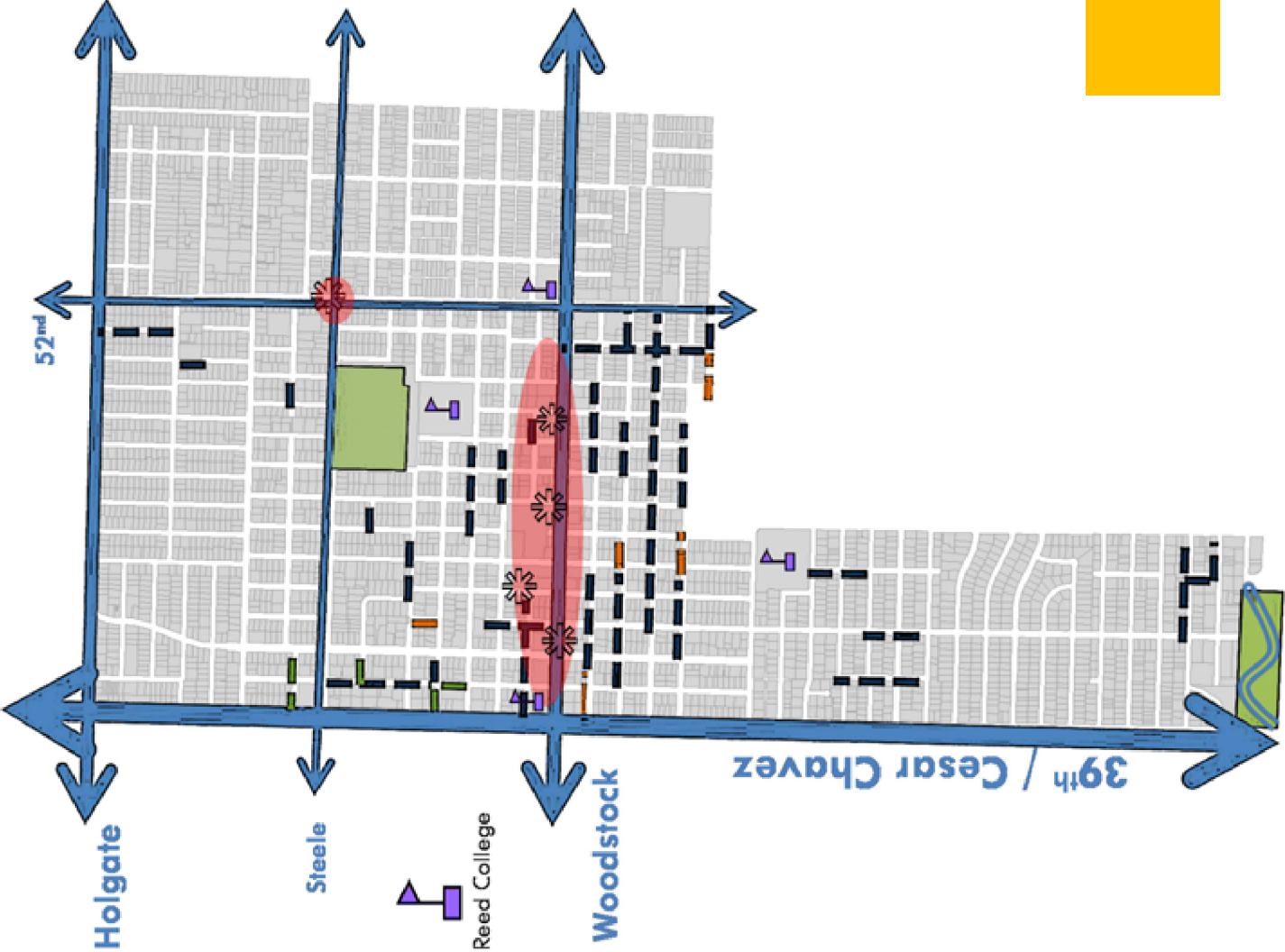
ADJACENT NEIGHBORHOODS  
**MAJOR STREETS OF WOODSTOCK**  
 MAJOR ROADS IN METRO REGION

# Woodstock



# Woodstock

-  unpaved street w/ vehicle access
-  unpaved street pedestrian only
-  unpaved street no access
-  main transportation corridor
-  school
-  commercial point of interest
-  commercial area
-  park / natural area
-  Springwater corridor / Johnson Creek



Reed College





# Public Involvement



**“People drive into my yard”**

**“Lack of ‘ownership’ often means less tidy”**

**“Illicit sexual activity and drug deals are common”**

**“The dust.... THE DUST....”**

**“We have small children and think the streets create a real safety hazard”**

**“Unpaved streets act as a traffic calming device”**

**“Enough already with the paving”**

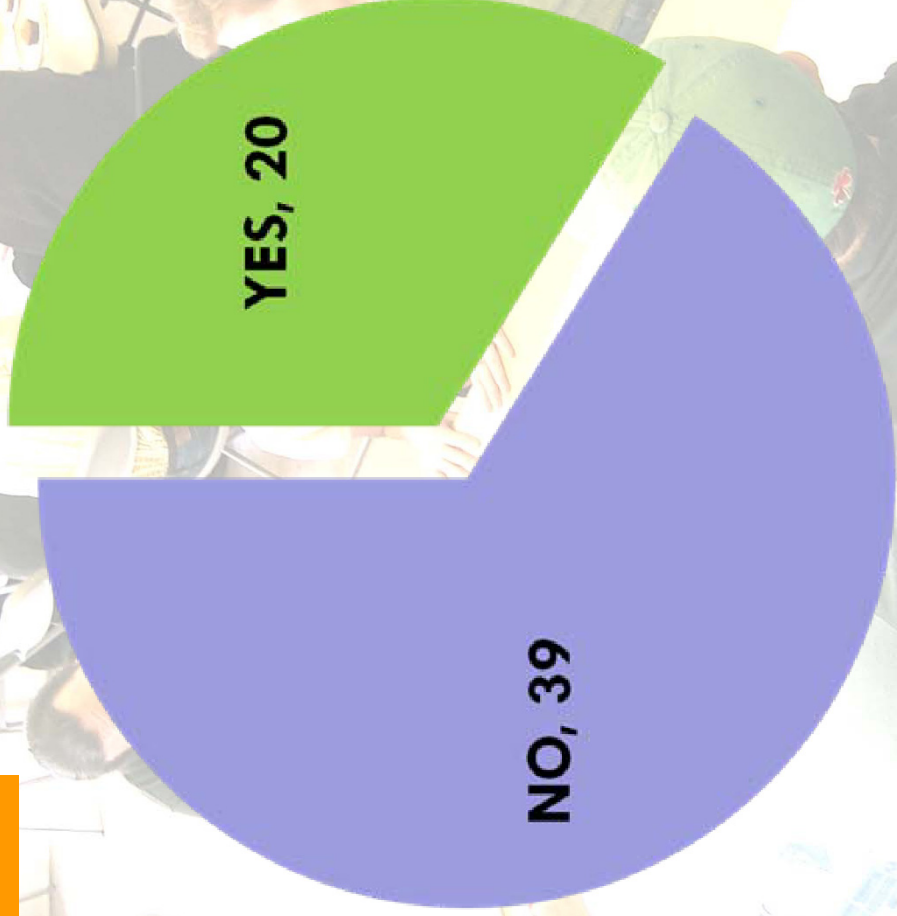
**“Little garden areas or compost bins”**

**“A wonderful part of Woodstock’s culture”**

**Survey Says...**

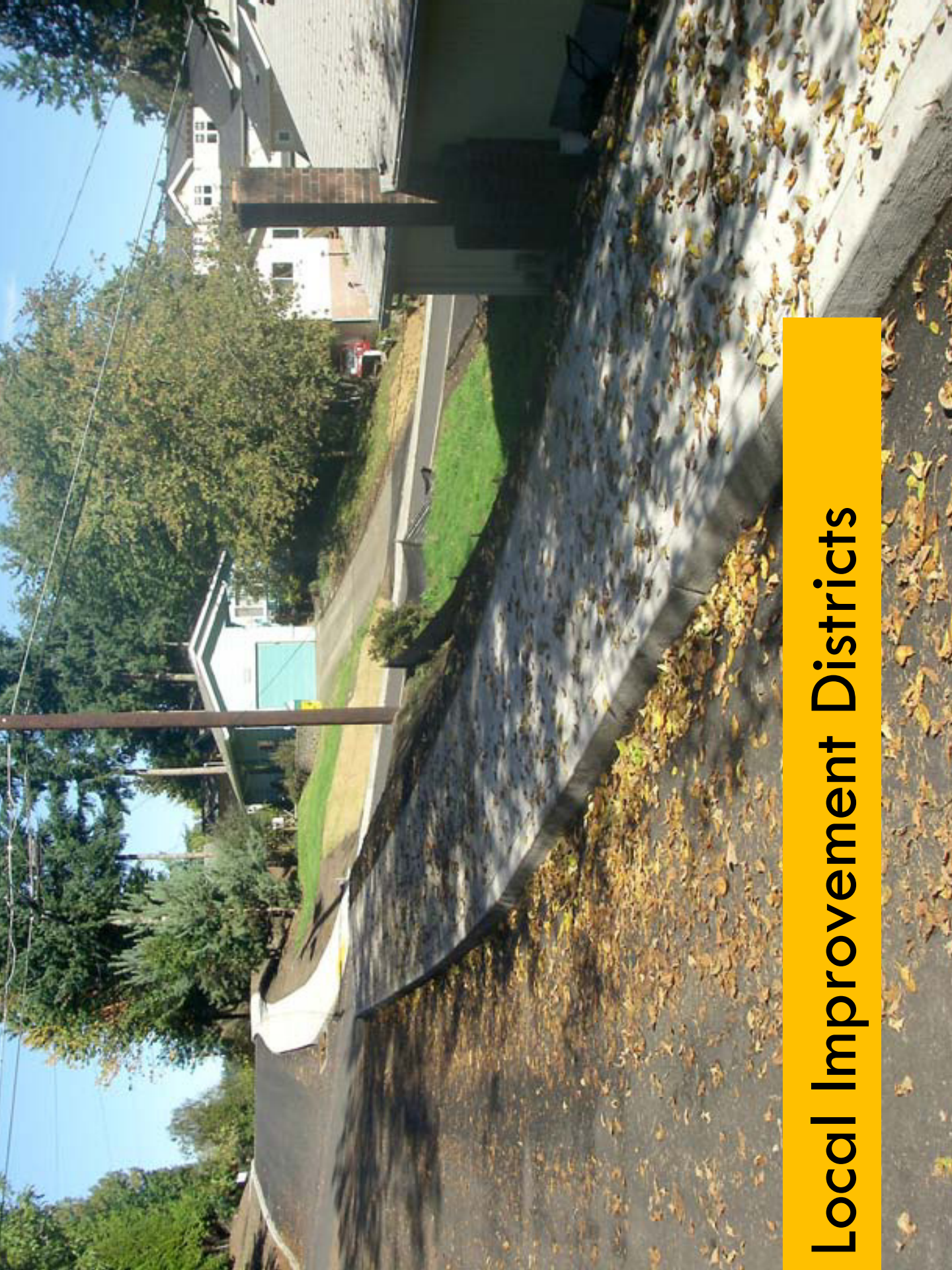


# Paving?



Survey Says...





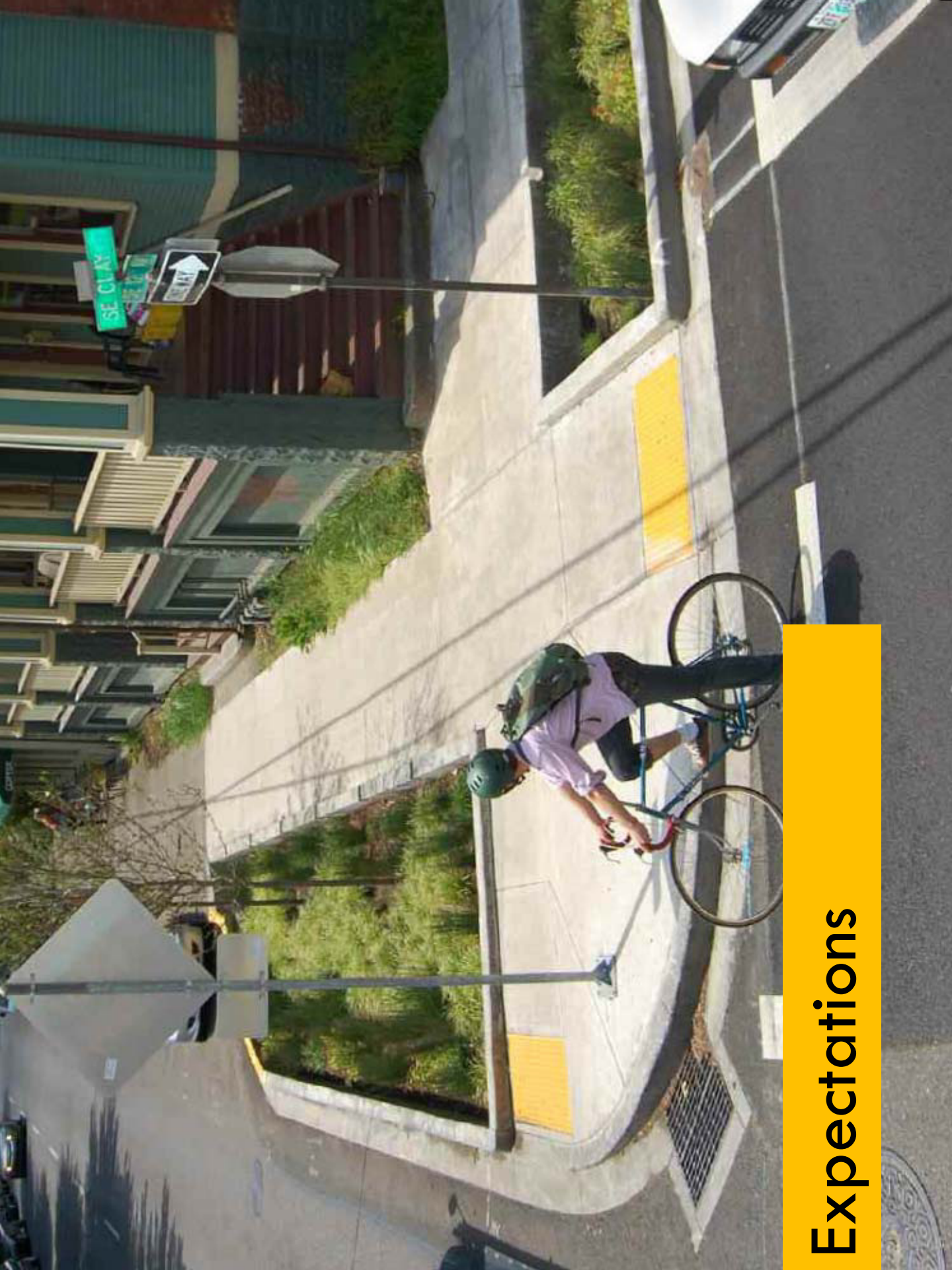
# Local Improvement Districts





**Expanded Maintenance**





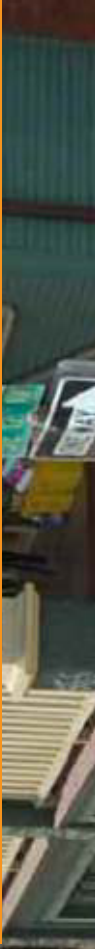
# Expectations



**Connectivity**



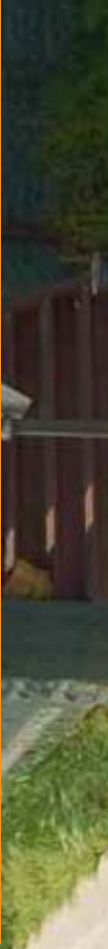
**Placemaking**



**Safety & Security**



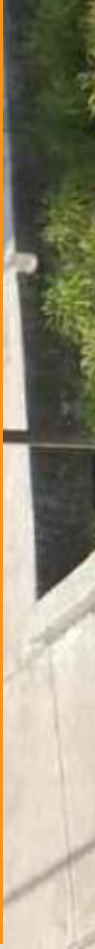
**Public /Private**



**Access**



**Environmental Quality**



**Health**



**Nature**



**Expectations**







**Cultivate streets as places**

**Promote Active and Green  
Transportation**

**Increase Participation in  
Physical Recreation and  
Community Activities**

**Green the Built Environment**

**Portland Plan**

**Make Healthy Food the Easy  
Choice**

**Deliver Good Service Value  
and Stabilize Communities to  
Improve Quality of Life**

**Build on Portland's  
Distinctive Qualities**





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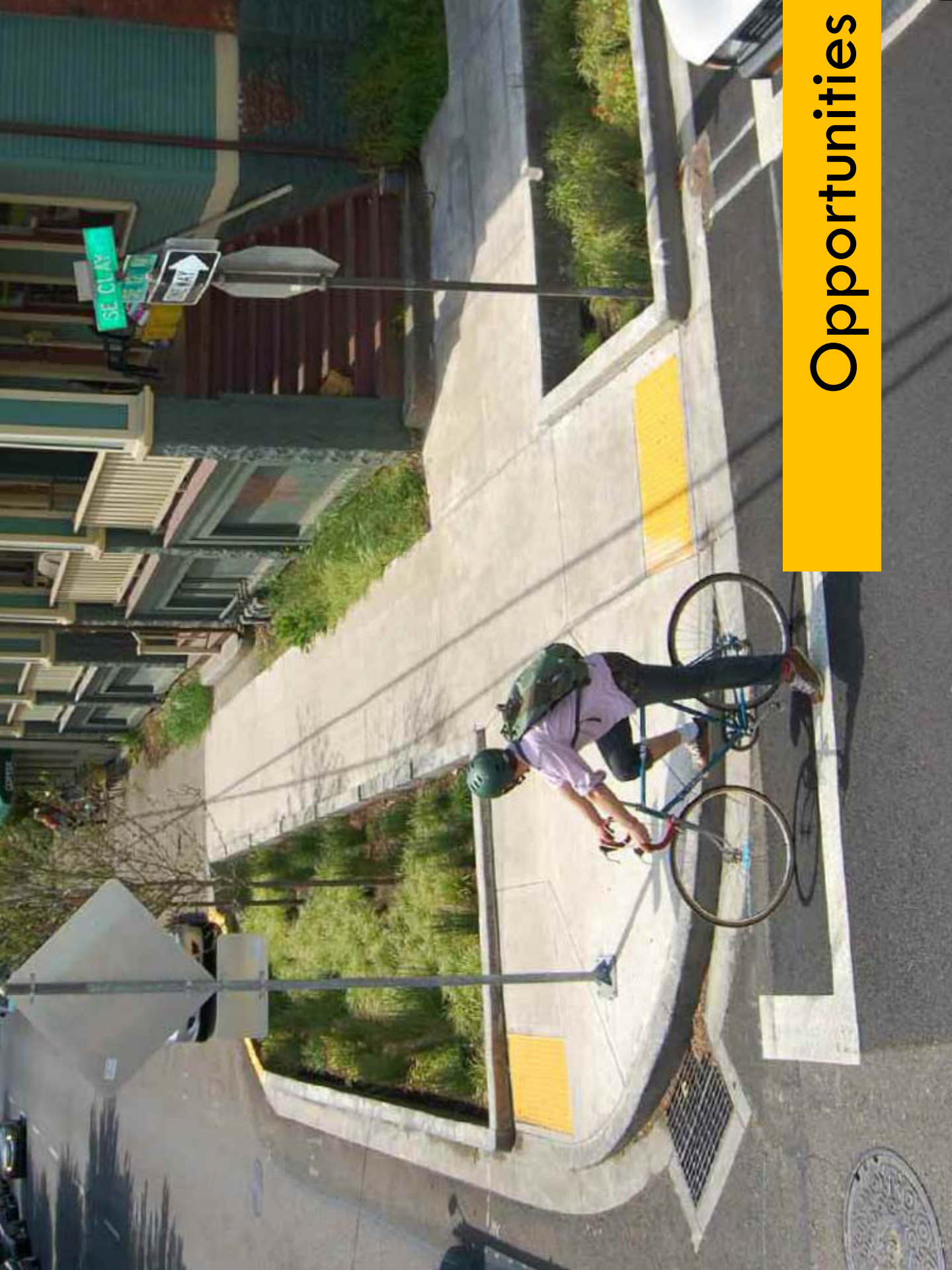
**Portland Plan**

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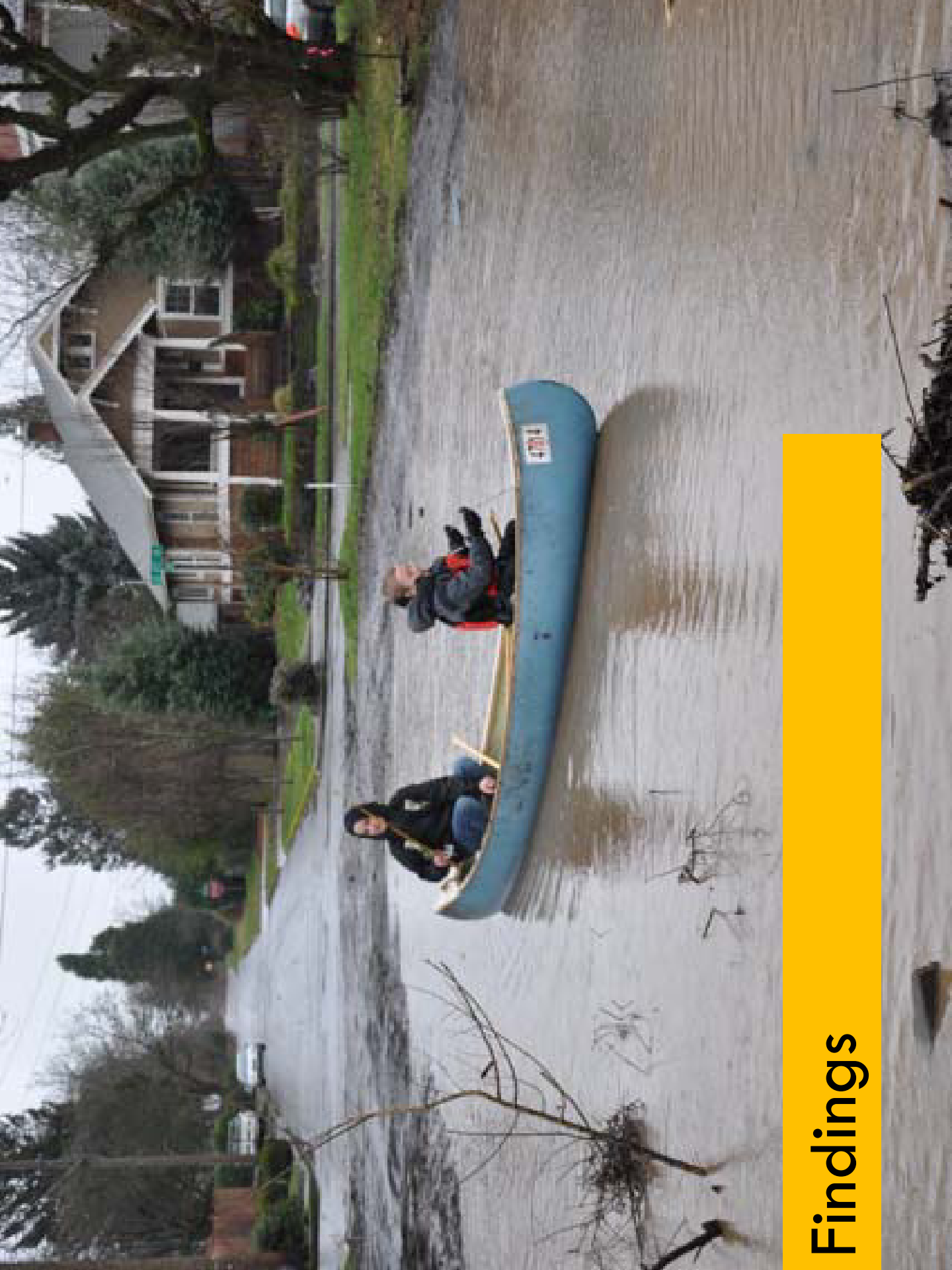
**Build on Portland's  
Distinctive Qualities**





Opportunities





# Findings





**LARKE Planning**

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Al Klein

Rani Boyle

Katie Lynd

Emily Lieb

# UNIMPROVED STREETS IN PORTLAND

## AN EXPLORATION OF OPPORTUNITIES & CHALLENGES





ROADWAY NOT IMPROVED



# COMMUNITY TOOLKIT

A RESIDENT'S GUIDE TO UNIMPROVED STREETS

June 2010

~ Dedicated to the Woodstock Neighborhood ~





# Table of Contents



## Introduction

Introduction to the issue of unimproved streets in Portland and to the Roadway Not Improved project.

Why Are So Many Streets Unimproved?	6
Current Policy	7
Unimproved = Opportunity	8
Project Background	8-9

## The Woodstock Neighborhood

Introduction to the Woodstock neighborhood, which served as the case study for the development of the Toolkit. Findings from Woodstock are highlighted throughout the Toolkit.

Location	10
Physical Profile	10-11
Development Patterns	12
Neighborhood Demographics & Trends	13
Woodstock Neighborhood Plan	13

## Rights & Responsibilities

Overview of the options available to property owners along unimproved streets to improve or maintain the right-of-way alongside their home.

A Resident's Guide to City Policy	14-16
Dealing With Uncertainty	17

## Good Neighbor Advice

Suggestions for individual actions residents can take to promote a positive physical and social environment along their unimproved street.

The Basics	18-19
Small Steps & Actions	20

## 1 Start a Conversation

Why residents on unimproved streets should communicate with one another, and step-by-step advice for starting a conversation with neighbors about your shared street.

From Conversation to Decision	23
Just Say Hello!	24
Conduct a Street Audit	26
Evaluate Resources & Capacity	27

## 2 Special Considerations

Tips for considering vehicle access, utilities, and infrastructure needs on your street.

Vehicle Access	28
Development Requirements	30
Utilities & Infrastructure	31

## 3 Design Criteria

Geared toward helping a group of neighbors move beyond a discussion of personal priorities to a consideration of the larger mobility, health, social, and environmental implications of decisions about streets.

Connectivity & Traffic	33
Safety & Security	34
Accessibility	35
Health	35
Placemaking	36
Public/Private	37
Nature	38
Environmental Quality	39
Durability & Maintenance	40-41

## 4 Design Concepts

Practical information about the elements of the street and potential configurations and uses of the ROW. These concepts range from basic maintenance to community projects to standard street improvements.

Design Menu	43
Basic Maintenance	44-46
DIY Street	
Gravel	
Interim Pavement	
Special Projects	47-50
Shared Court	
Community Garden	
Linear Park	
Serpentine Street	
Streets the City May Adopt	51-52
Shed Street	
Standard Improvement	
Phased Approach	53
Approval & Permitting	54

## 5 Decision-Making

How to reach an agreement with neighbors about the future of the street, and how to create a maintenance agreement.

Steps for Making a Decision	56
Maintenance Agreements	57

## Neighborhood Approach

Strategic neighborhood planning and awareness-raising tactics that could be useful in neighborhoods with a high concentration of unimproved streets.

Street Inventory & Circulation Assessment	59
"Halo" IID	61
External Funding & Local Organizations	61-64
Barn-Raising	65
Celebrations & Guerilla Tactics	65

## Advocacy

How to advocate for changes to city policy and practice regarding unimproved streets, and highlights from the recommendations of the Roadway Not Improved Final Report.

Advocacy, Step-by-Step	67
Tips for Public Testimony	68
Roadway Not Improved Final Report	68

## Resources

Directory	70
Materials & Costs	71
Sample Maintenance Agreement	72
Street Audit Form	73





# DIY Street

*Existing travel lane graded, with edges defined by markers and flexible use of right-of-way space*

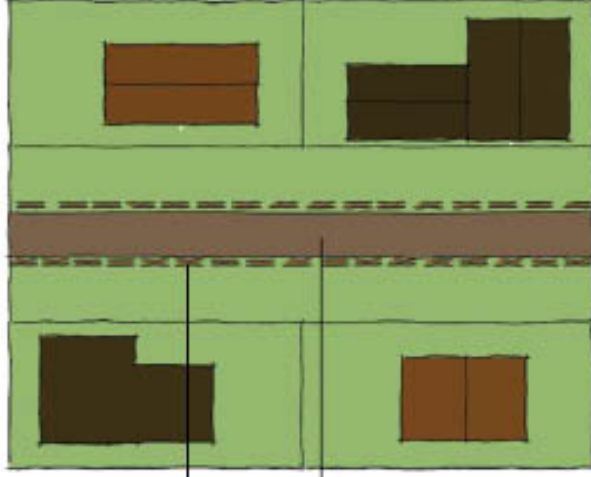
edges defined with railroad ties, logs, or other salvaged material

Do-it-Yourself (DIY) Street is a minimalist design concept aimed to enhance the navigability and aesthetics of an unimproved street. This concept could help to encourage stewardship of the ROW by adjacent property owners.

### CONSIDERATIONS:

- » Could be maintained indefinitely, or installed as a interim step to gravel, asphalt, porous pavement, and/or improvement to city standards (see p. 53 for the Phased Approach)
- » Costs per household would be lower if rental of equipment were coordinated among an entire block or series of blocks.

existing travel surface is graded



### ADVANTAGES:

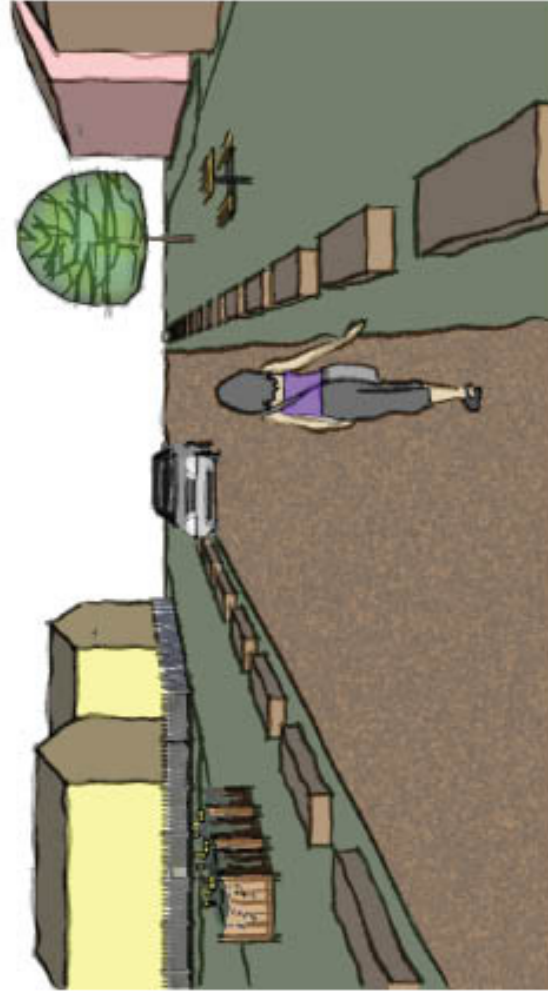
- » Encourages low vehicle speeds
- » Prevents widening of the travel lane
- » Allows for flexible use of the ROW edges
- » Requires minimal collaboration or planning
- » Does not require city permit

### DISADVANTAGES:

- » Unfavorable conditions for bicycles and strollers
- » Inadequate ADA access
- » Creates dust
- » Requires regular maintenance
- » Does not provide stormwater management
- » Will not be maintained by the City

### MATERIAL COST ESTIMATE: \$712-\$744

- » Travel lane (dirt/existing surface): \$0
- » Grading: \$500/half-day
- » Gravel for filling potholes: 1-2cy (6" depth): \$32-\$64
- » Railroad Ties or Recycled Lumber (36 x 55/each): \$180





# Shared Court

*Multi-purpose courtyard space, hardscaped with colored asphalt, that prioritizes pedestrian use and includes significant traffic calming elements.*

The purpose of a Shared Court is to encourage active use of the street as a shared community space designed to accommodate a variety of transportation modes, while deterring through traffic.

## CONSIDERATIONS:

- ✧ Recommended to include grading of surface and installation of 6" of gravel and 2" of pavement to increase durability and reduce ongoing maintenance
- ✧ Requires collaborative decision-making about funding, maintenance and use of the space, and may be better achieved at a neighborhood scale
- ✧ Design works well with adjacent commercial uses (i.e. sidewalk café)
- ✧ Including drive access may be necessary on some streets

**CAUTION:** The City of Portland's Expanded Maintenance Options do not currently allow for the installation of traffic calming devices. Placing furnishings in the travel zone may violate the Expanded Maintenance Options and the City's encroachment policies. Currently, the City of Portland enforces these policies on a complaint basis, so if someone were to submit a complaint about furnishings located in the ROW, the City could tell you to remove these objects.



30' travel width

street furniture

movable planters

## ADVANTAGES:

- ✧ Provides access for all modes, but deters through traffic
- ✧ Accommodates bicycles and strollers
- ✧ Creates open space for community interaction
- ✧ Adds aesthetic value
- ✧ Encourages low vehicle speeds and discourages through traffic

## DISADVANTAGES:

- ✧ Potentially alters drainage patterns
- ✧ Current conditions may necessitate engineering analysis
- ✧ Requires maintenance (every few years)
- ✧ Requires City permit with no evidence of previous asphalt
- ✧ Will not be maintained by City

## MATERIAL COST ESTIMATE: \$17,134

- ✧ Gravel subgrade- (6,000 SF gravel/6" depth): \$3,552
- ✧ Travel lane (6,000 SF or 55.5 CY of colored, stamped asphalt): \$12,640
- ✧ Planters, tables, & salvaged furnishings: \$500
- ✧ Garden treatments: \$250
- ✧ Grass seed (60 lbs.): \$192



# Community Garden

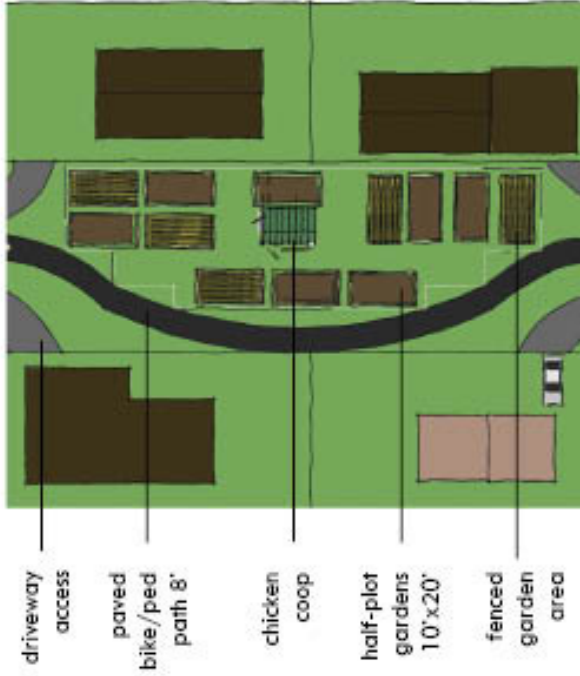
*Repurposing of entire right-of-way for garden space, with paved pedestrian and bicycle facilities*

Both Woodstock and Portland as whole have expressed demand for community garden space. Under-developed rights-of-way (ROWs) offer an opportunity to create gardens, while increasing bicycle and pedestrian connectivity and aesthetic value.

## CONSIDERATIONS:

- ✧ Requires sun exposure, which design should take into account
- ✧ Most suitable for streets currently lacking vehicle access
- ✧ Potential conflicts between public use of right-of-way and private residential uses
- ✧ Requires high degree of organization and collaborative decision-making about funding, maintenance, and use of space
- ✧ Design should consider accessibility to neighboring properties
- ✧ Potential coordination with City (Parks & Recreation/Bureau of Transportation)

## 4 Design Concepts



## ADVANTAGES:

- ✧ Engages people with nature and outdoor activity
- ✧ Creates space for social interaction
- ✧ Accommodates bicycles, strollers, and wheelchairs
- ✧ Adds aesthetic value (neighborhood character)
- ✧ Increases local food production

## DISADVANTAGES:

- ✧ No vehicle connection or on-street parking

## MATERIAL COST ESTIMATE: \$21,400

- ✧ Bicycle/Pedestrian Path (1,700 SF porous pavement): \$11,05
- ✧ Mulch for garden area (3,825 SF/28 CY): \$2,530
- ✧ Garden plots (five 10x20' standard plots x \$120/each): \$600
- ✧ Chicken coop (x1): \$300
- ✧ Chickens (3/household x 4 households): \$180
- ✧ Compost bins (x4): \$160
- ✧ Ballards (2 permanent "Type III" barricades): \$820
- ✧ Chain-link security fence (392 linear feet): \$5,760

Of all nine concepts in the Toolkit, the Community Garden concept was the most popular concept at the Roadway Not Improved open house in the Woodstock neighborhood.





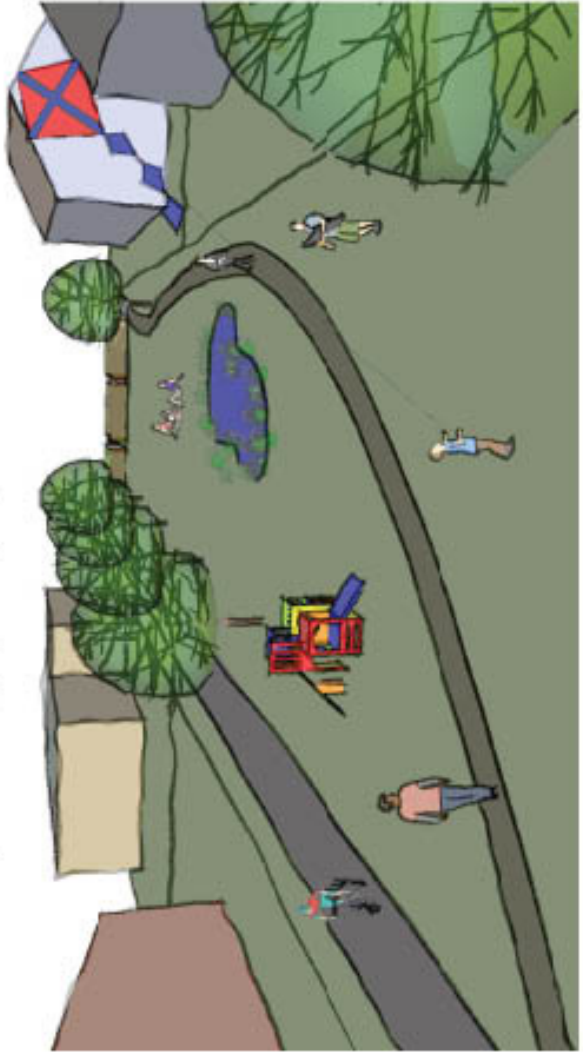
# Linear Park

*Re-purposing of entire right-of-way to public green space, with paved pedestrian and bicycle facilities*

The Linear Park concept is geared toward rights-of-way (ROW) that are not necessary for connectivity purposes. Many developed neighborhoods of Portland have been identified as park deficient. Transforming unimproved ROW segments into parks can create neighborhood open space while still providing bicycle and pedestrian connectivity.

### CONSIDERATIONS:

- ✘ Most suitable for streets that do not currently have vehicle access
- ✘ Potential conflicts between public use of ROW and residential uses
- ✘ Requires collaborative decision-making about funding, maintenance and use of the space, and may be better achieved at a neighborhood scale
- ✘ Requires coordination with City (Parks and Recreation and/or Bureau of Transportation) or other organization for maintenance and liability responsibilities
- ✘ Future changes to surrounding properties may require vehicle access



### ADVANTAGES:

- ✘ Creates space for social interaction and recreation
- ✘ Increases natural amenities
- ✘ Adds aesthetic value
- ✘ Accommodates bicycles and strollers

### DISADVANTAGES:

- ✘ No vehicle connection or on-street parking

### MATERIAL COST ESTIMATE: \$9,048

- ✘ Subgrade for 8' bike lane (1,600 SF): \$447
- ✘ Paved 8' bike lane (1,600 SF): \$2,164
- ✘ Mulch for pedestrian path (650 SF): \$440
- ✘ Wood chips (1,600 SF play area): \$990
- ✘ Grass (5,450 SF): \$174
- ✘ Chain-link fence (144 linear foot): \$2,117
- ✘ 10'x10' garden plots (9 x \$60/each): \$540
- ✘ Trees (6 x \$30/each from Friends of Trees): \$180
- ✘ Children's play equipment: \$447











[RoadwayNotImproved.com](http://RoadwayNotImproved.com)







































