Cully Main Street and Local Street Plans Project

Planning and Sustainability Commission Briefing

April 10, 2012

Bureau of Planning and Sustainability

Innovation. Collaboration. Practical Solutions.

Implements: Cully-Concordia Action Plan Priorities -

- Economic development
- Community infrastructure & amenities

Region 2040 Growth Concept Plan

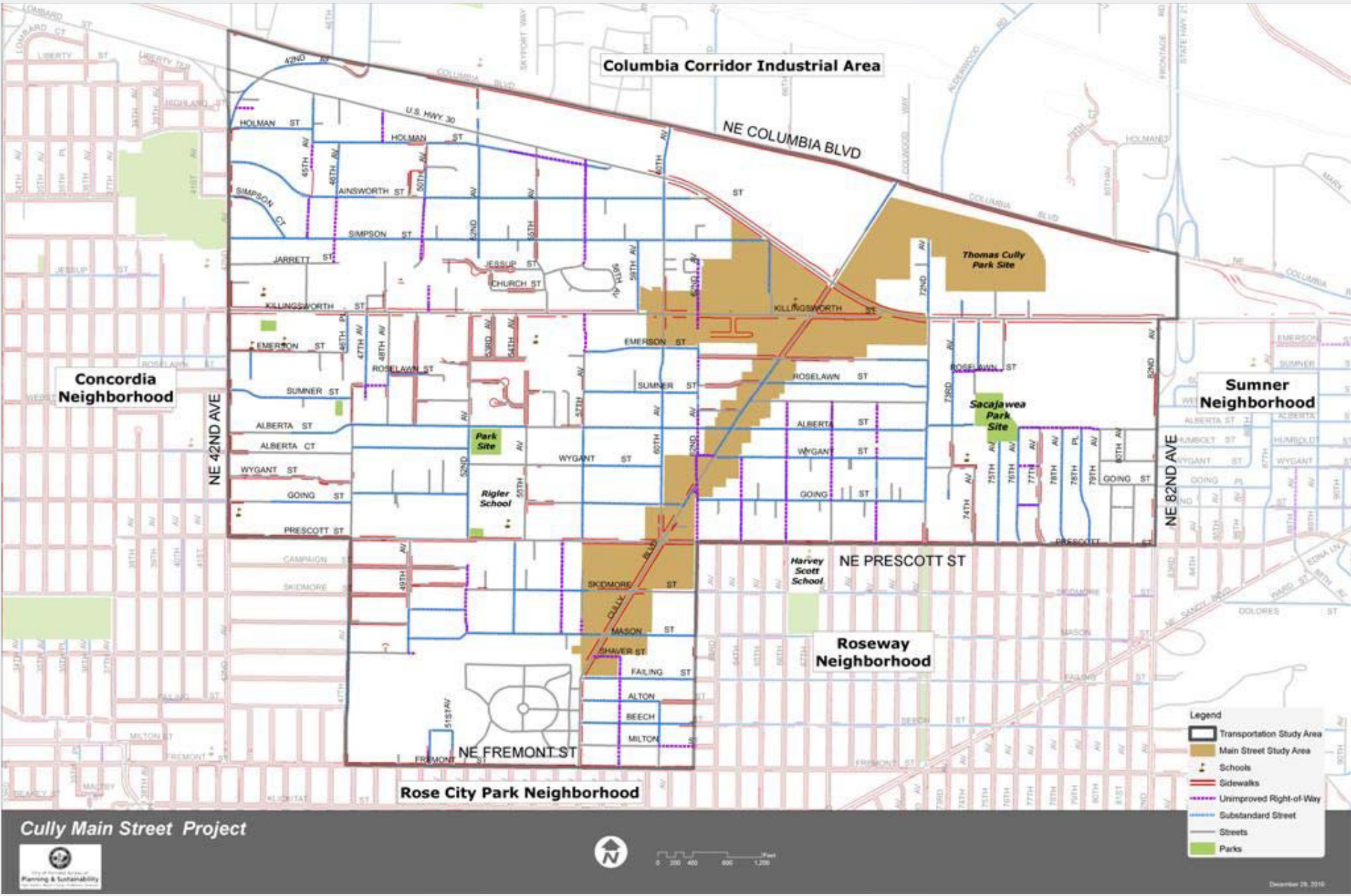
Portland Plan

Climate Action Plan

Desired Outcomes of this Project:

- A land use pattern that enables Cully Boulevard to function as a thriving Main Street
- Alternative street design standards and funding mechanisms that can be implemented to improve local street connections

Existing Conditions



Cully Main Street Project

Project Partners

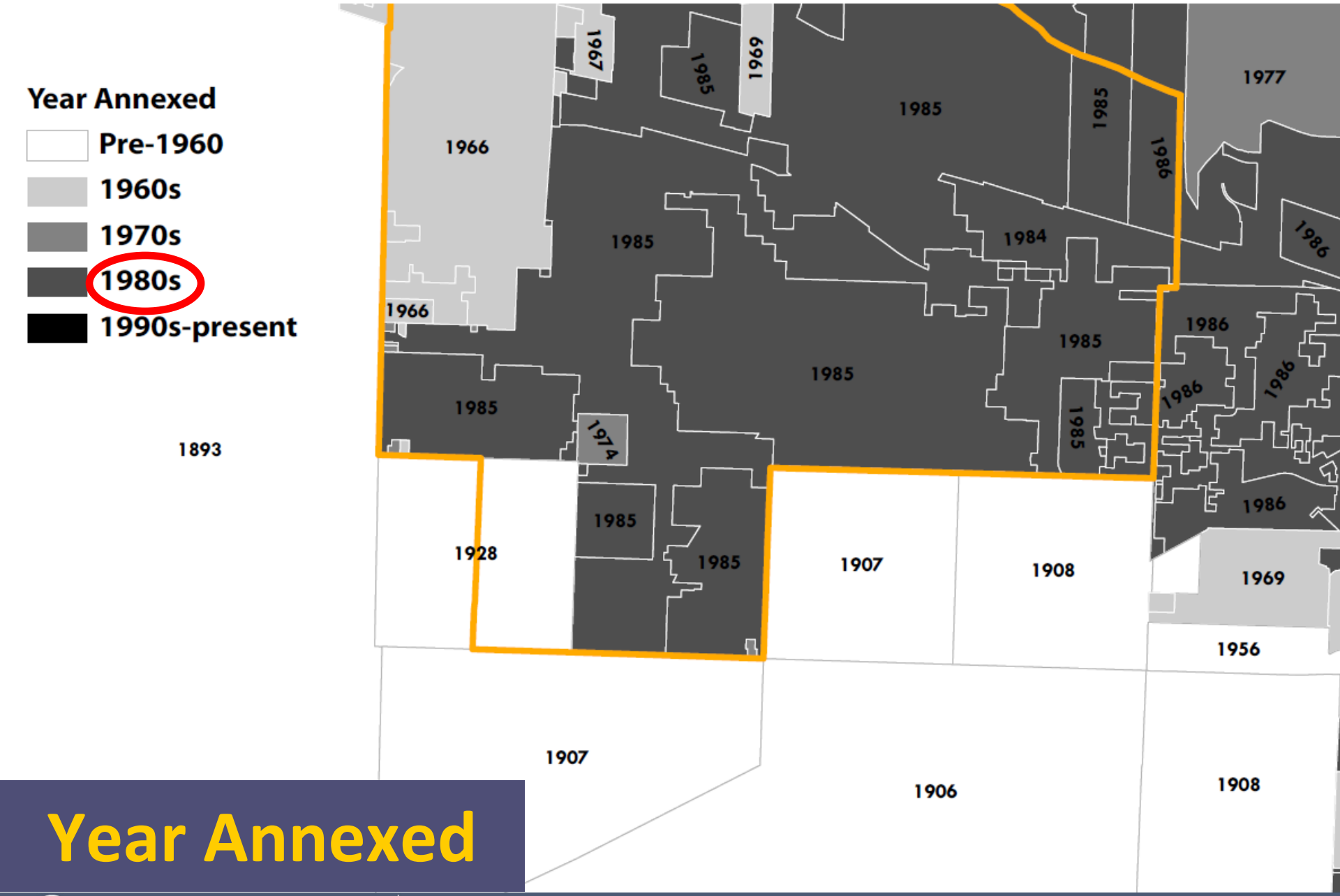
- Portland Bureau of Transportation
- Portland Public Schools
- Cully Association of Neighbors
- Local business association and businesses
- Hacienda Community Development Corp.
- Native American Youth and Family Center
- Multnomah County Health Department
- Cully Blvd. Alliance and NE 42nd NPIs
- Local institutions, e.g. faith-based
- Portland Commission on Disability

Outreach and Engagement

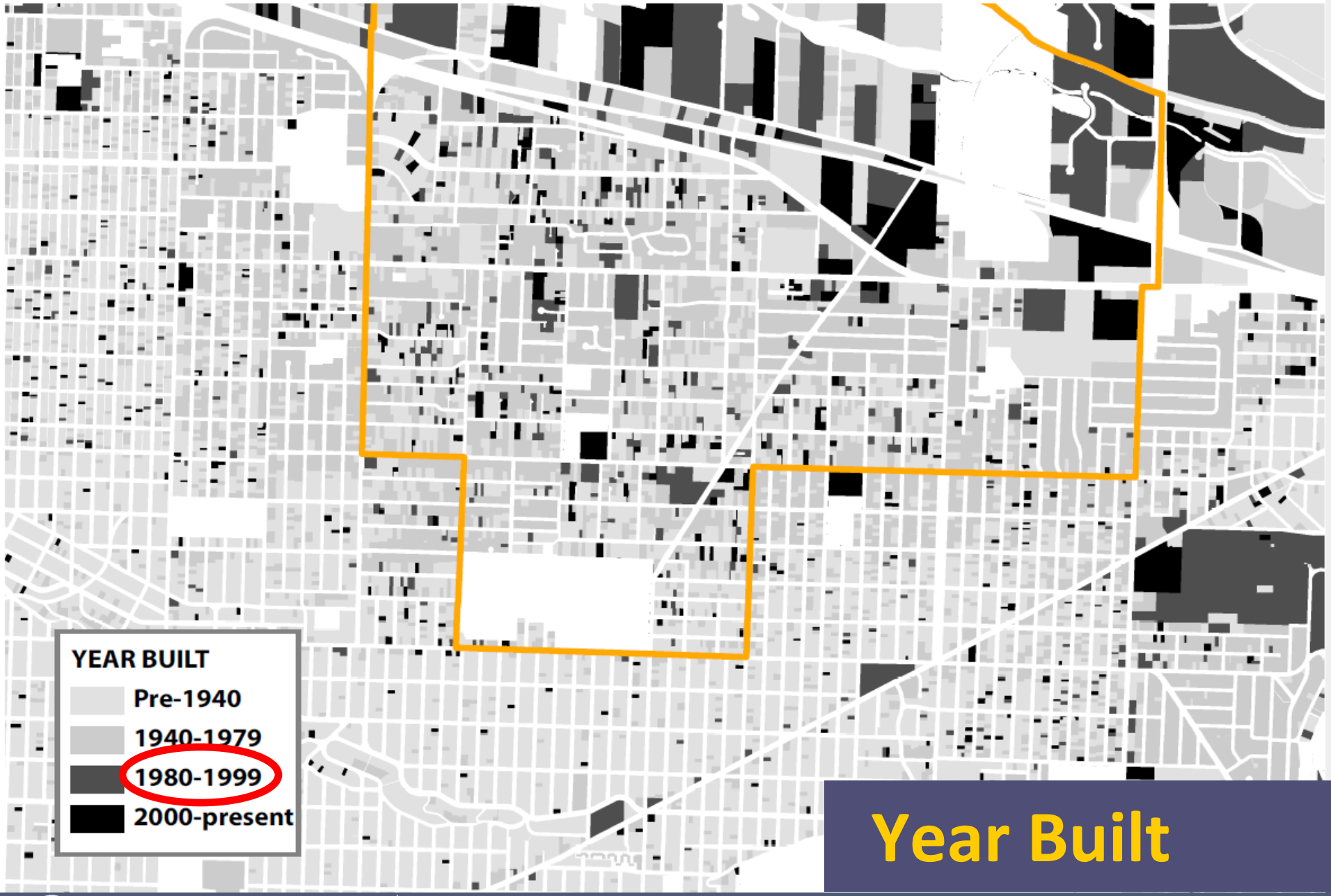
- Roll and stroll
- An open house and community workshop
- Other events and activities
- Project Working Group
- Widespread notification

Cully Main Street Rezoning Proposals

- Consider existing context, potential opportunities and community desires
- Strategically promote main street character
- Respond to community support for additional residences
- Use criteria developed by PWG and endorsed by public



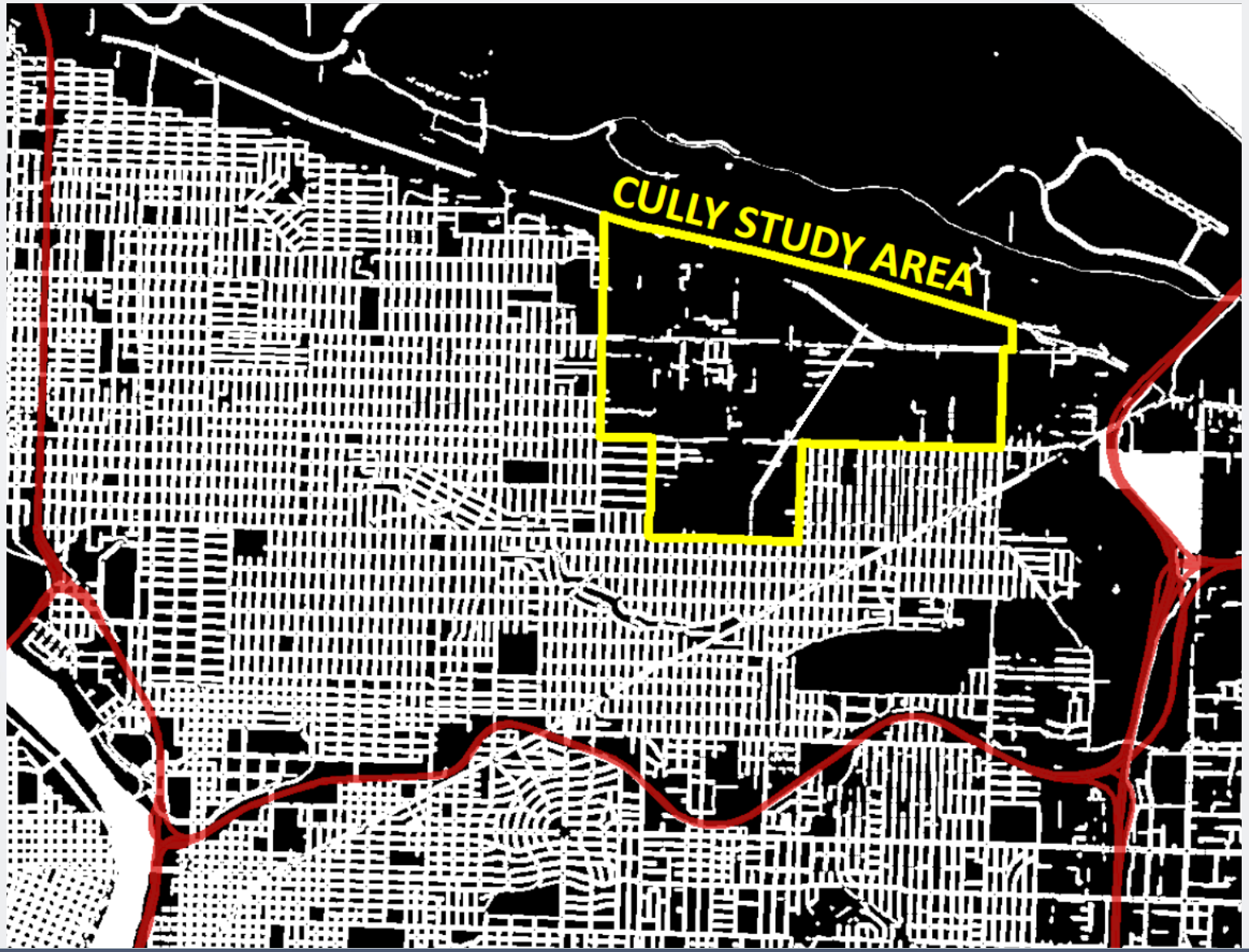
Year Annexed



Year Built


Street Condition
Complete Street
Complete Street Under Construction
Cully Main Street Project
0 500 1,000 2,000 Feet
NORTH
December 30, 2010
Planning & Sustainability

getting around on foot



unimproved/substandard streets

50+ blocks unimproved dirt/gravel

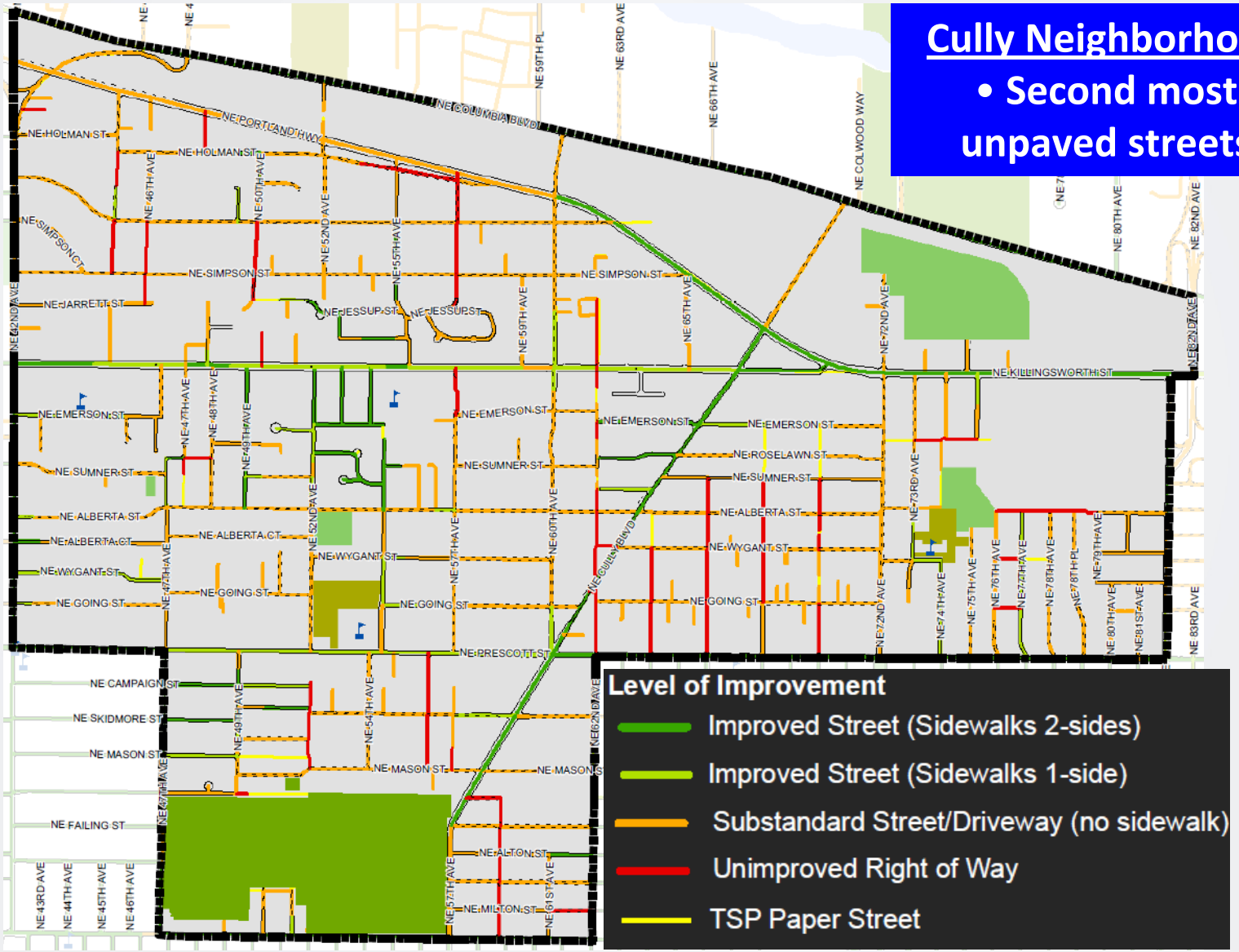
67 percent substandard

STREET CONDITION	*Miles*	*%*
Improved Street (sidewalks on both sides) *9.8*	22%	
Improved Street (sidewalks on 1 side)	*5.0*	11.5%
Substandard Street/Driveway (paved with curb)	*6.9*	16%
Substandard Street/Driveway (paved no curb)	*18.1*	41.5%
Dirt or Gravel Street	*3.8*	9%

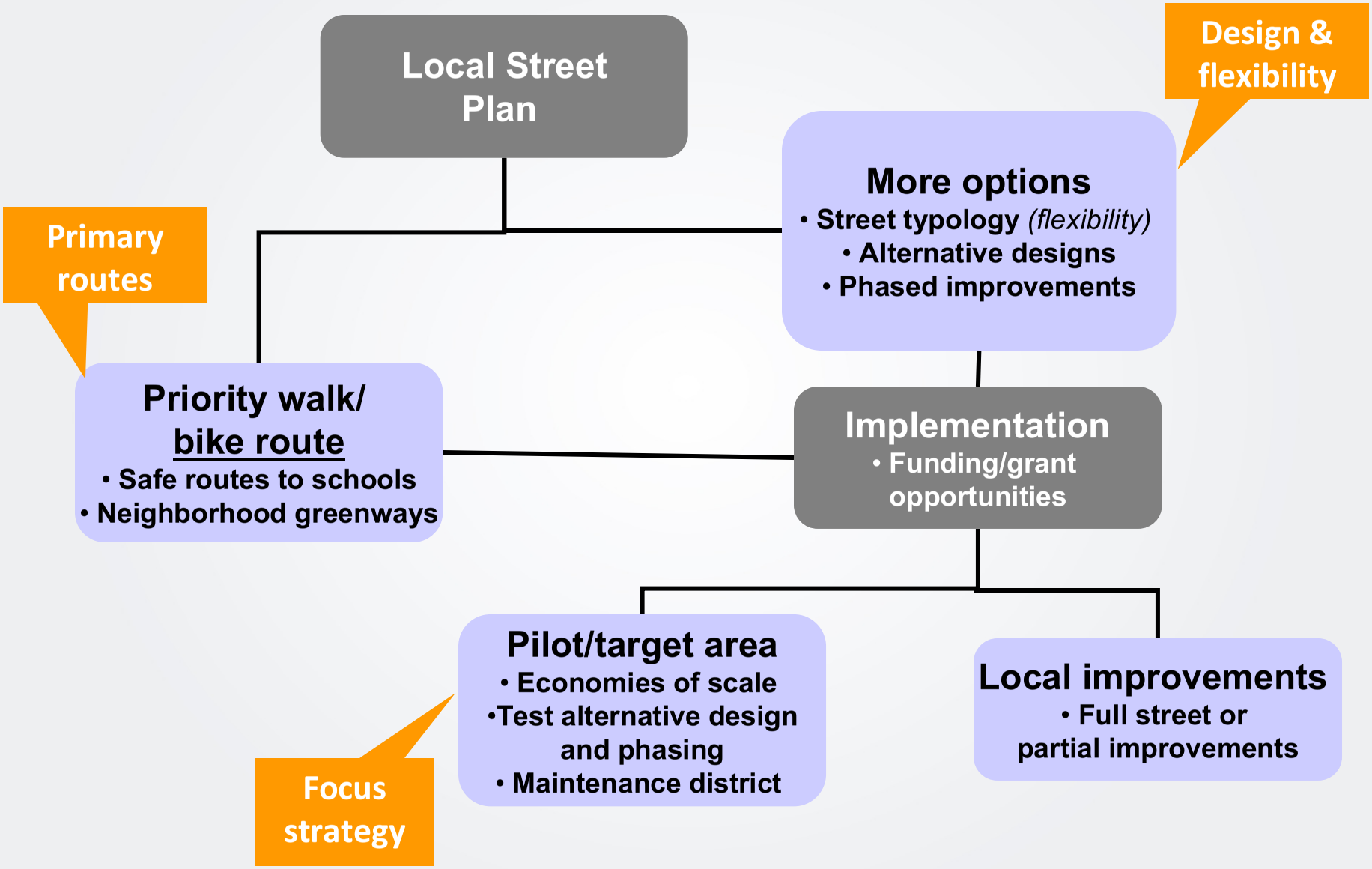
Table 2. Street Level of Improvement in the Study Area

33% have a sidewalk

unimproved/substandard streets



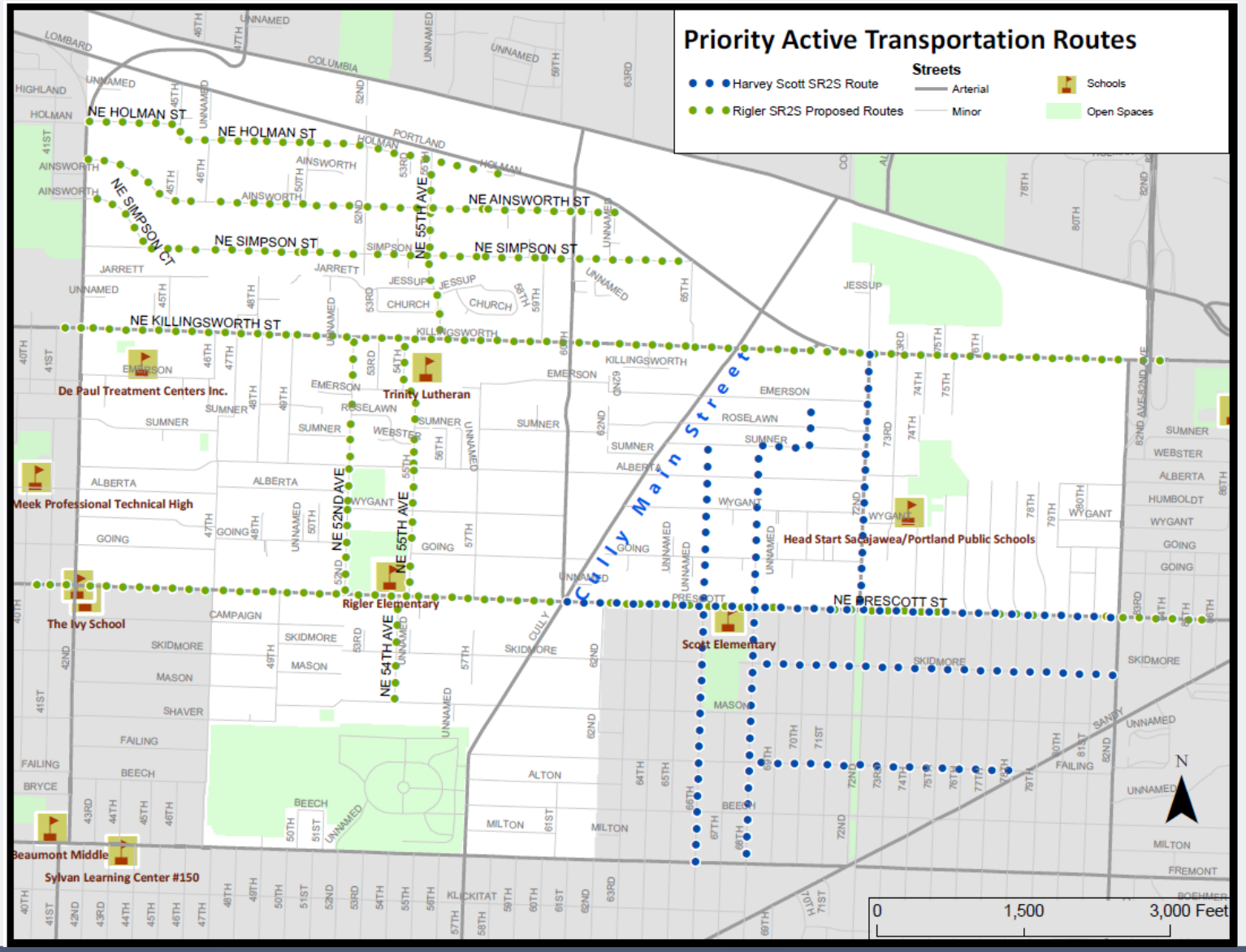
local streets approach



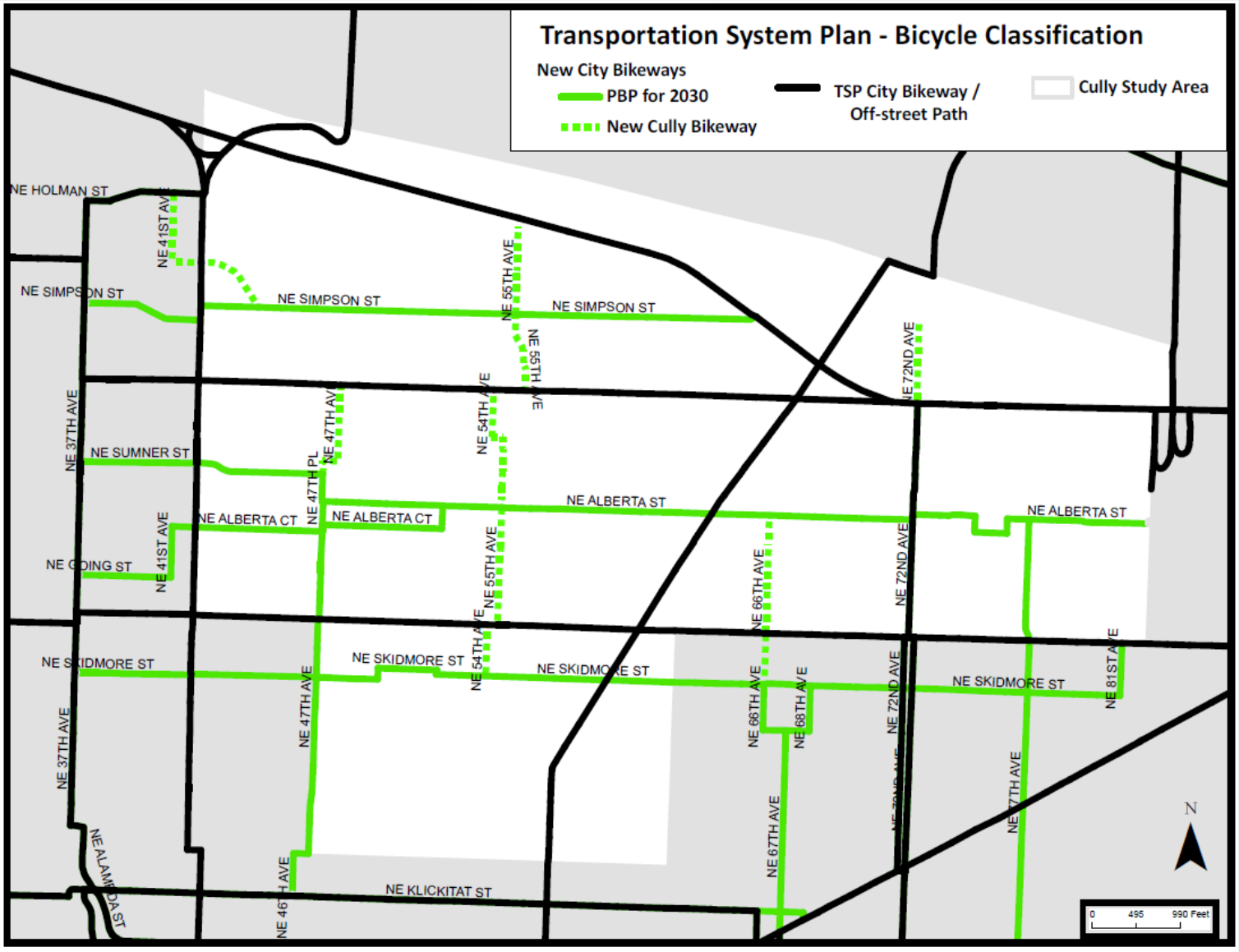
priority active transportation routes

RIGLER ES
K-6

SCOTT ES
K-8



priority active transportation routes



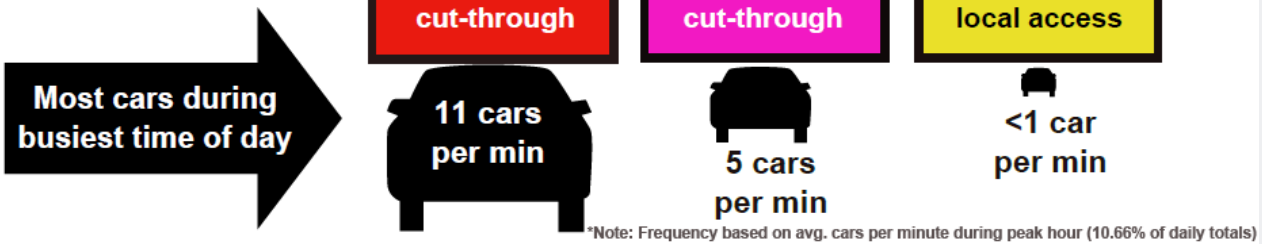
varied traffic functions – local streets

LOCAL SERVICE TRAFFIC STREETS

Average Daily Traffic Volumes

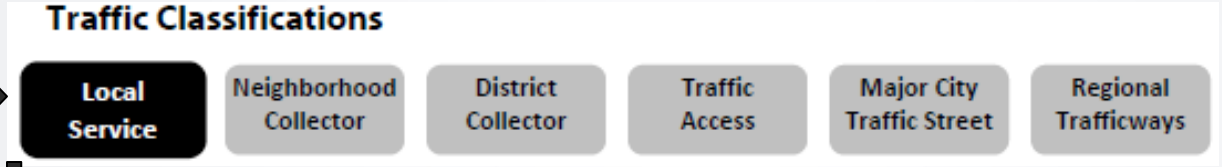
Local streets with traffic count data:
36 streets total

Avg daily traffic	Est. cars per minute
>5,600	>10
2,800-5,600	5-10
1,100-2,799	2-5
550-1,099	1-2
<550	<1



*Note: Frequency based on avg. cars per minute during peak hour (10.66% of daily totals)

local street typology



Local Street Typology (for Local Service Traffic Streets)

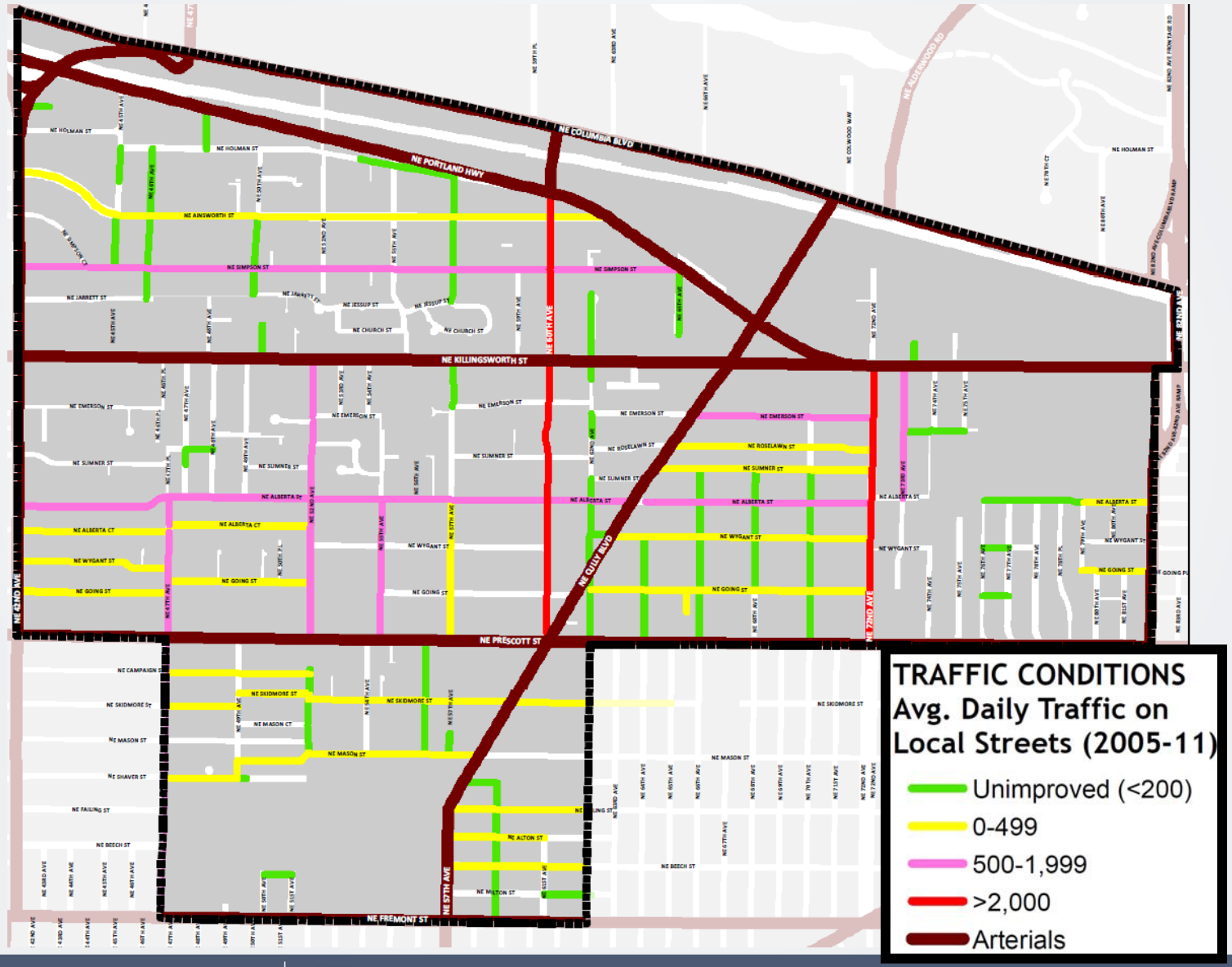
TYPE	Traffic Level (vehicles/day)	User	Continuous Blocks	Design Speed	Destinations	Cars per min (Est. peak hr)
Local Accessway	Max: 1,000 Target: 500	Residents of that street/neighborhood	Few	Walking/ bicycling pace <20 mph	Local residences	Max: 2 cars Target: 1 car
Local Distributor	More than 1,000	Neighborhood & district residents	Few or many	20 or 25 mph	Some local attractors	>2 cars

*Note: Frequency based on avg. cars per minute during peak hour(10.66% of daily total). *ITE Trip Generation Report.*

Note on land use context:

Cully south of State Hwy 30 is a predominantly residential neighborhood, with zoning for multifamily housing along many of the arterials, and single-family housing along most local streets. The suitability of this typology (as currently defined) for higher density neighborhoods remains to be determined.

traffic volumes



street design objectives

NE 45th

Lower cost: greater flexibility

Emergency access: calm traffic

Less runoff: green street

SW 9th

Neighborhood character: common space/preserve space

Population < ¼ mile of a park
50% of Portlanders
24% of Cully residents

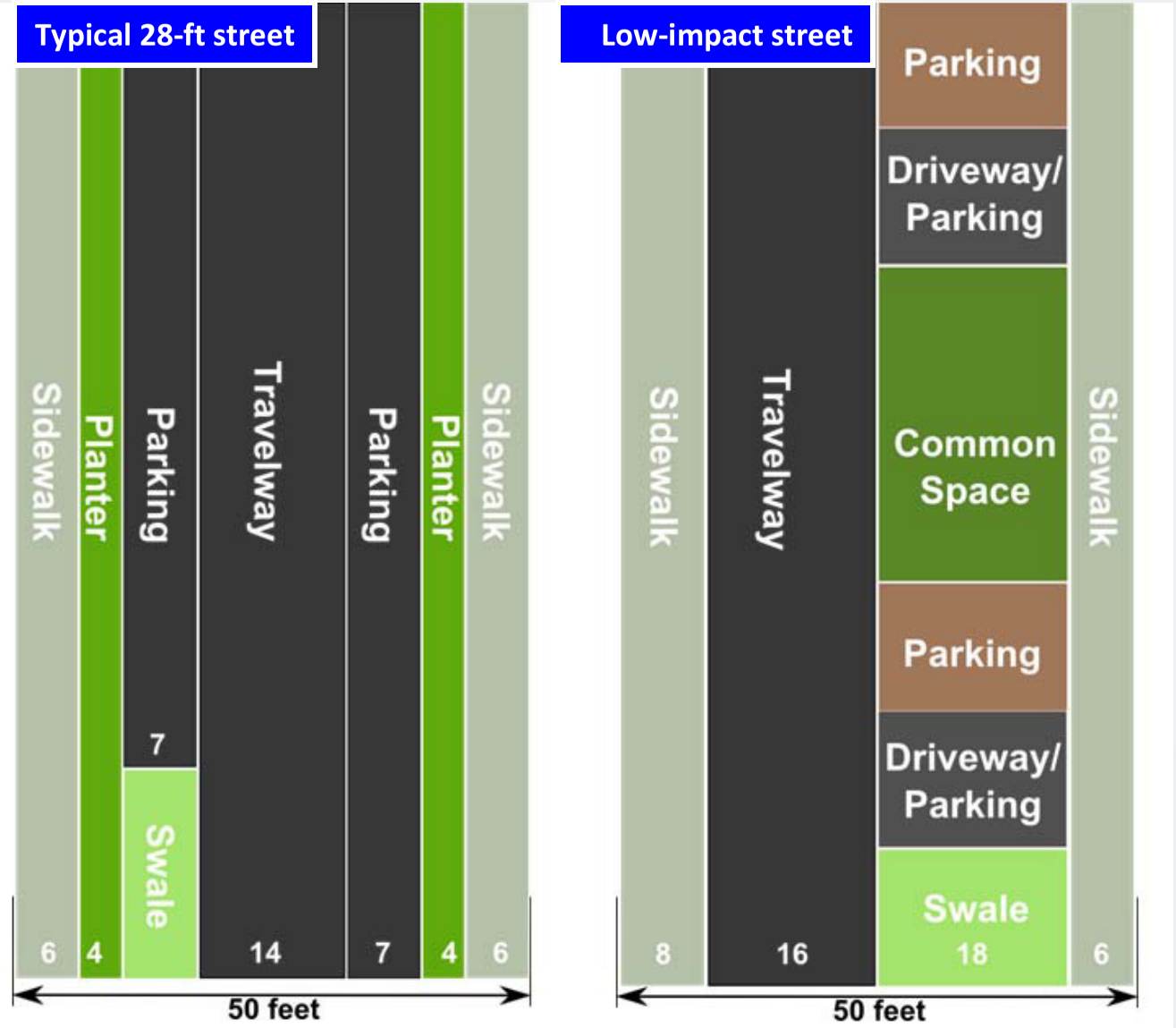
input: what should be preserved?

- Low auto traffic
- Slow auto speeds
- Space for gardening
- Space to play

input: what should be preserved?

- pr
tree
comm

low-impact and typical 28 ft streets

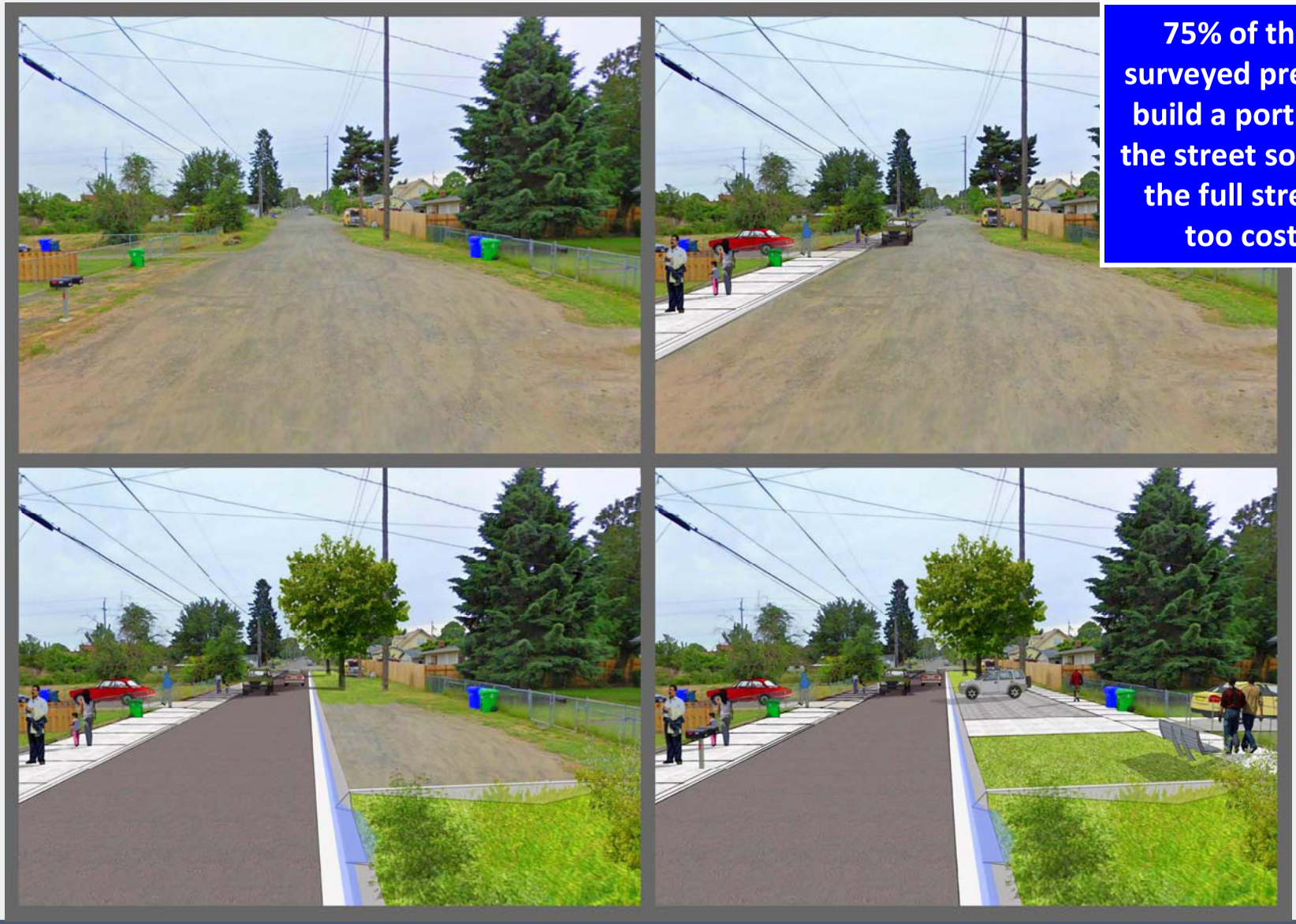


low-impact: intersection

Directors Park

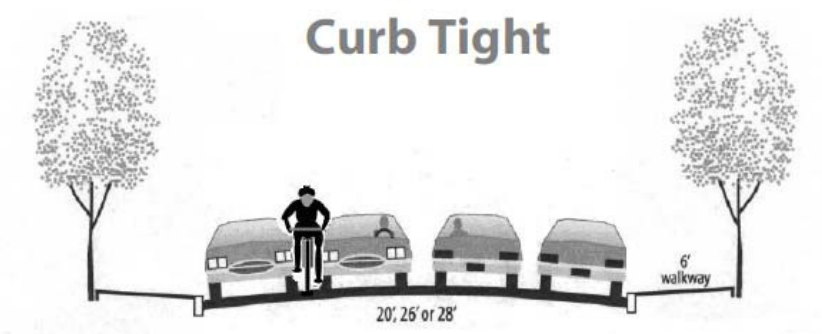
N Kerby Ally

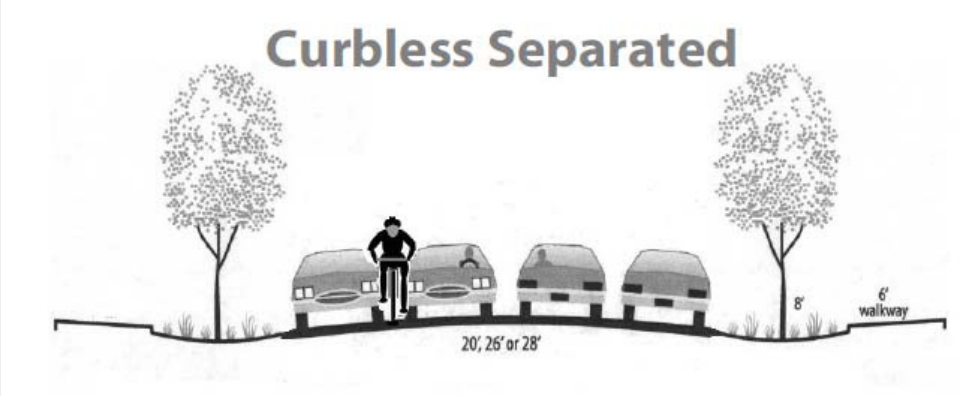
low-impact street: phasing



75% of those surveyed prefer to build a portion of the street sooner if the full street is too costly

street types and sections





Curb Tight
SW 29th Ave

Curbless Separated
NE 45th and Holman

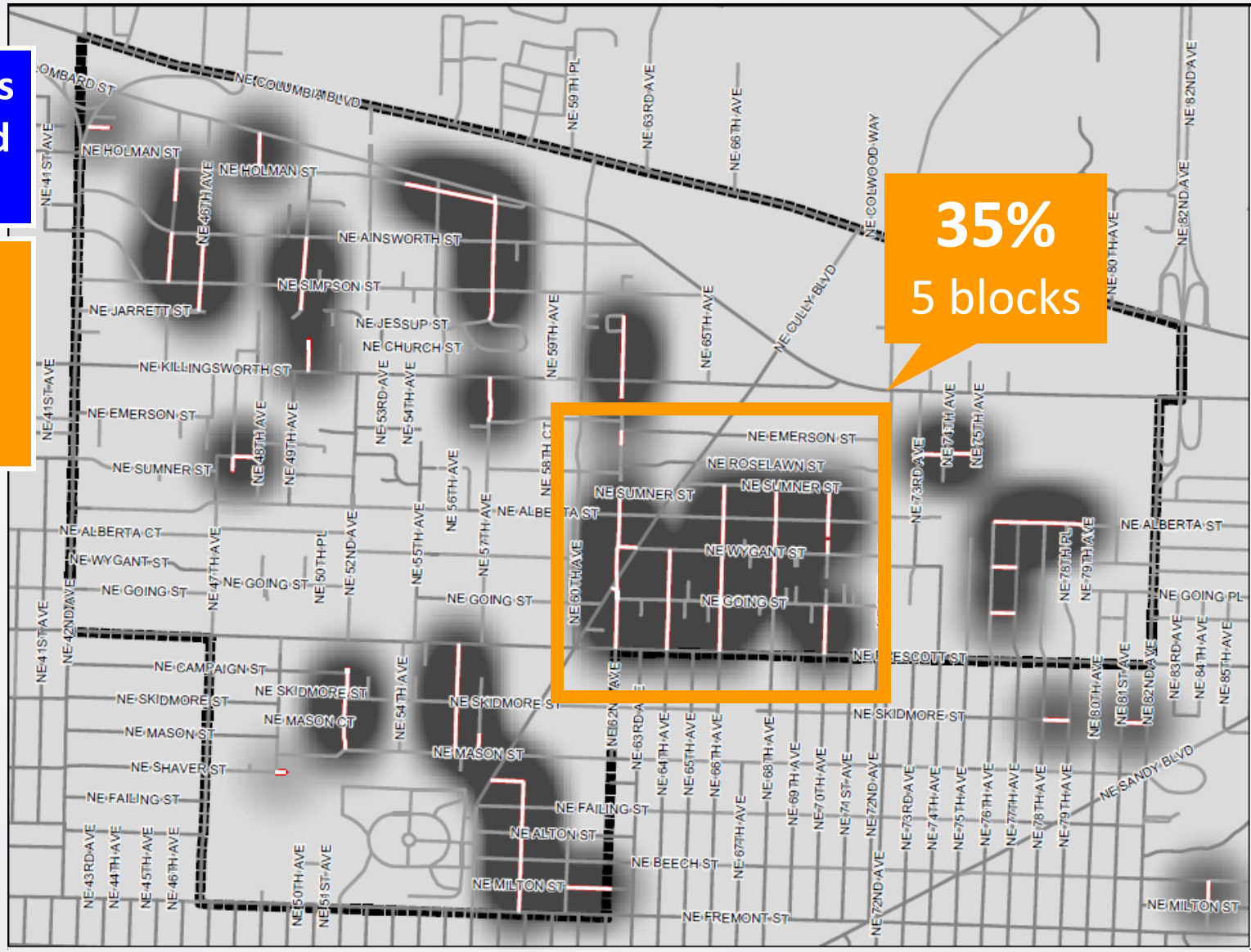
Curbless Flush Tight
Vancouver, BC

target area

Concentrations of unimproved streets

Build upon area-wide/ system approach

- Large enough to consider context
- Small enough to define the project (scope and funding)

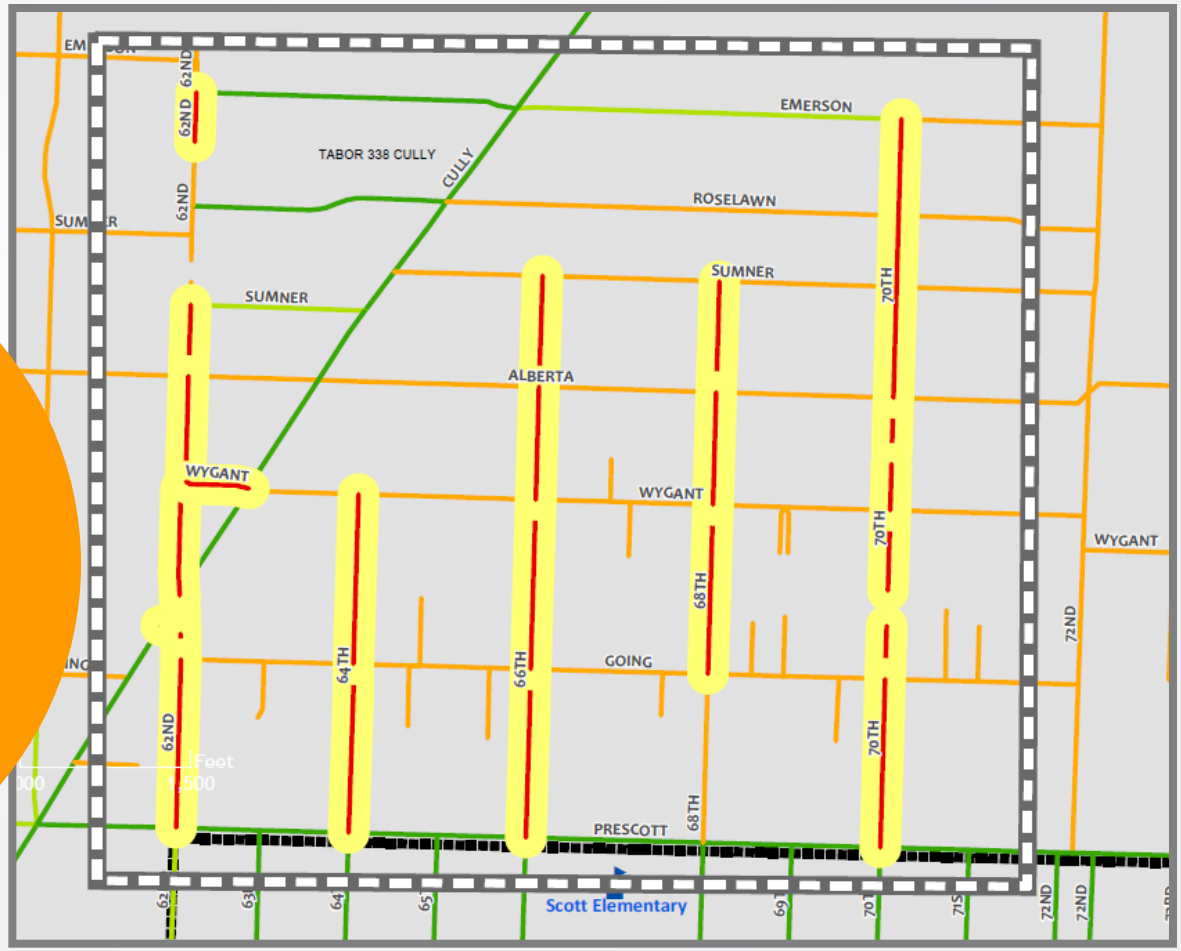


target area – pilot new options

- High concentration unpaved
- 5 parallel streets

OPTIONS

- Scoping/phasing
  - Identify econ. of scale
  - Identify affordable options
  - Define acceptable phasing
  - Maintenance district
- Funding scenarios
  - Area wide project costs
  - Eligible funding/grants



limited infill potential (private development)