

Portland City Council • January 27, 2010

## Central Eastside Street Plan

Portland Bureau of Transportation

Bob Hillier - Portland Bureau of Transportation

### Project Background & Purpose

#### **Employment Opportunity Subarea (EOS) Zoning Code Amended (2006)**

- Creates Industrial-office subcategory
- Encourage redevelopment of existing buildings
- Encourage new emerging industries (software/web design)
- Accommodate existing industrial uses (distribution and warehousing)

#### **Council directs PBOT to develop new ROW design guidelines for EOS**

- Accommodate greater employment density
- Balance the needs of all modes (freight, autos, pedestrians, transit riders, and bicycles)
- Meet community needs (on-street parking, truck loading)
- Comply with City stormwater guidelines

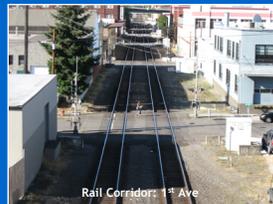
#### **Provide design tools for Engineering and Development Review staff**

- Accommodate incremental development
- No planned wholesale ROW changes within the EOS

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## EOS Project Area

- E Burnside to SE Caruthers
- SE Water Ave to SE 3rd Ave
- Characteristics
  - Industrial land-use
  - 200-foot blocks
  - 60-foot public right-of-way



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## Key Issues/ROW Needs

- Parking availability
- Truck loading and circulation
- Bicycle and pedestrian access
- Railroad crossings
- Stormwater compliance
- ADA compliance



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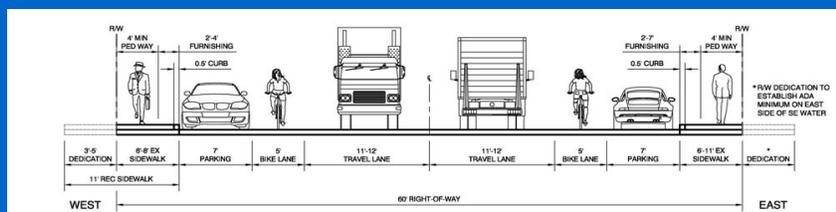
## Project Development Process

- Funded by the Transportation and Growth Management (TGM) Program
- Work tasks initiated in November 2008
- Stakeholder involvement (Technical Advisory Committee, Community Working Group)
- Business and Property Owner Survey
- Public Open House meetings (March and May 2009)
- Portland Design Commission review (March and May 2009)
- Modal Committee review (Bicycle, Freight and Pedestrian)

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## Key Elements of the Plan

- Policy basis for street design and stormwater management
- Street functional categories
- Street cross-section design plans
- Basis of design criteria
- Stormwater management guidelines
- Solutions toolbox of suggested design practices
- Block-by-block inventory of existing right-of-way conditions



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## Street Function

- Portal Streets
  - Clay, Taylor, Yamhill, Stark, Water
- Truck Loading Streets
  - 2<sup>nd</sup> and 3<sup>rd</sup> Ave.
- Routes to the River
  - Salmon, Main
- Surface Viaduct Streets
  - Hawthorne/Madison,
  - Belmont, Morrison
- Local Access Streets
  - Ash, Oak, Alder, Market, Caruthers
- Rail Corridor
  - 1<sup>st</sup> Ave.



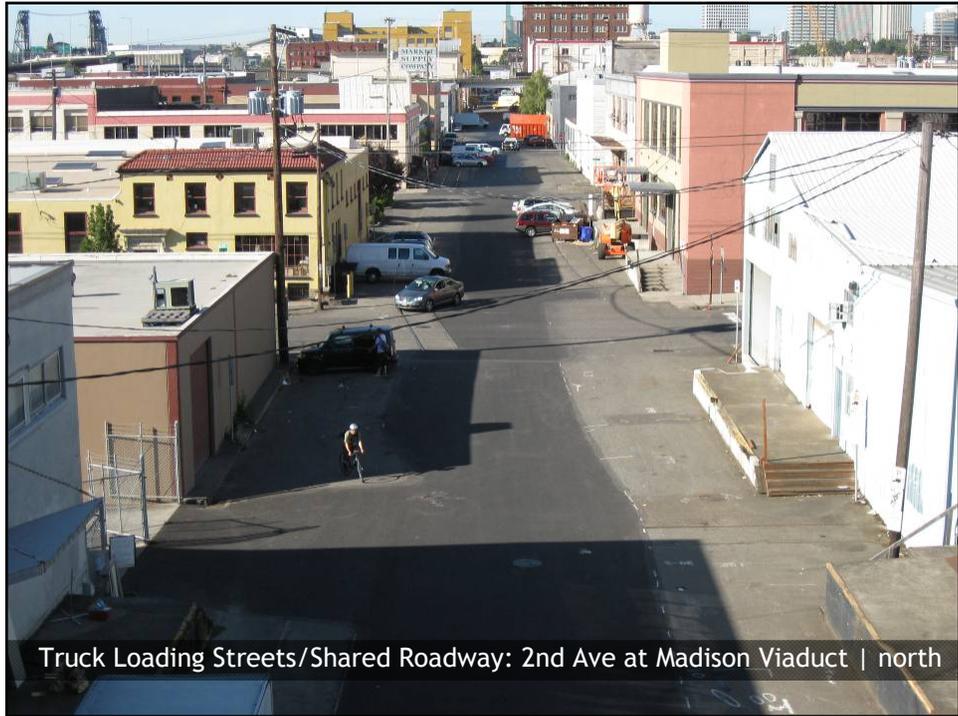
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## Street Design Principles

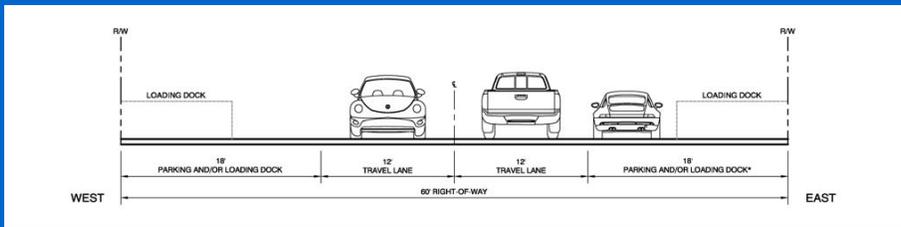
- Assume existing 60-foot right-of-way
- Retain existing curb locations
- Establish 11-foot wide sidewalk corridor where existing corridor is less than 11 feet, when ROW dedication is possible
- Satisfy 7-8 foot on-street parking criteria
- Maintain existing 5-foot wide bike lanes (Water/Stark)
- Maintain 11-12-foot wide travel lanes
- Accommodate truck turning movements at intersections
- Prioritize retaining on-street parking
- Satisfy Stormwater Management Manual



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### Exhibit 4: Recommended Cross Section Truck Loading Streets with Shared Roadway - 2nd Avenue





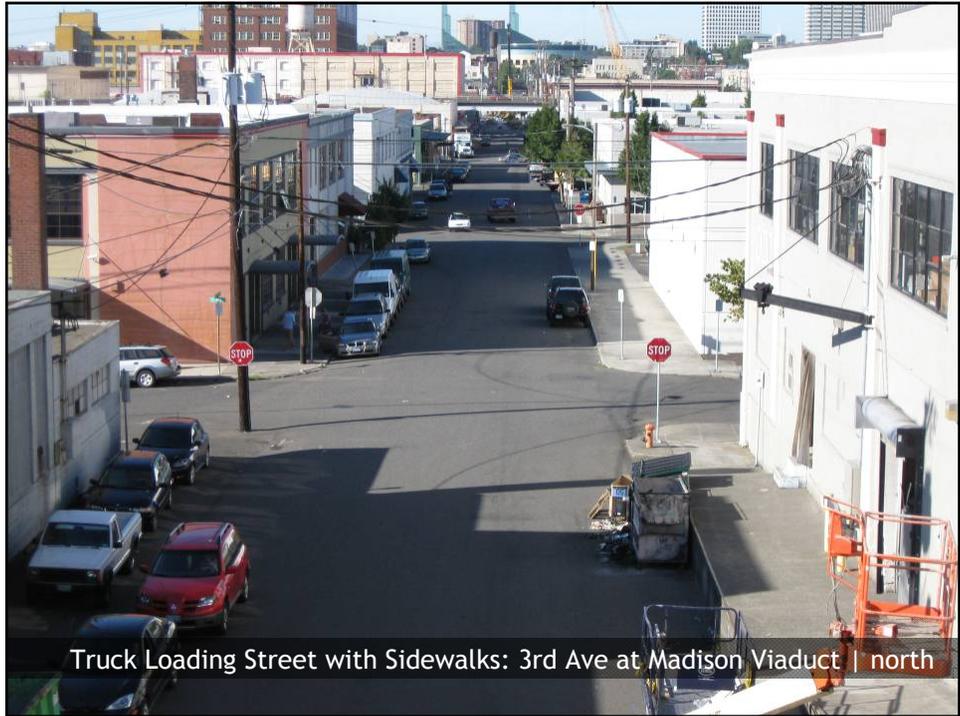
NW 13th Ave | Street scape

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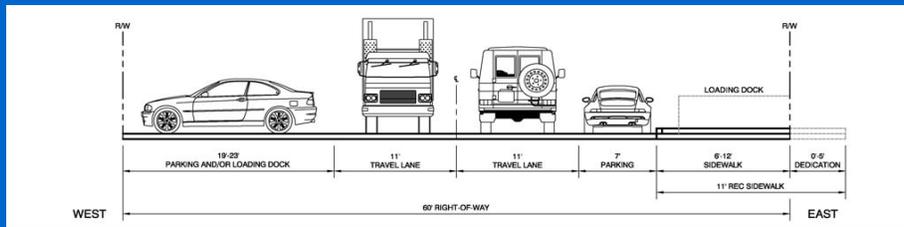
NW 13th Ave | Head in parking

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Truck Loading Street with Sidewalks: 3rd Ave at Madison Viaduct | north

### Exhibit 5: Recommended Cross Section Truck Loading Streets with Sidewalks - 3rd Avenue



## Next Steps

### Recommendation

City Council accepts the Central Eastside Street Plan for inclusion in the:

*Design Standards for Public Streets  
(part of the City's Transportation Policies and Administrative Rules)*

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- Reference Slides

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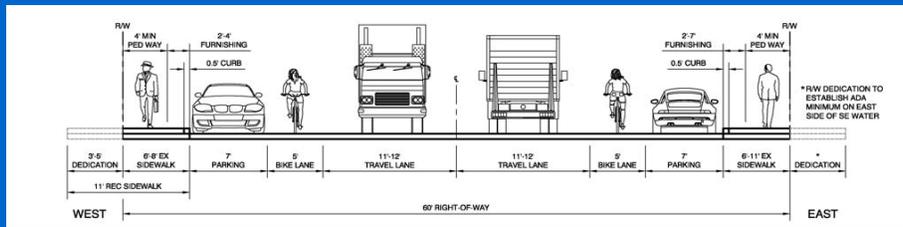
SE 3rd Ave looking south from Ankeny



SE 3rd Ave looking south from Ankeny

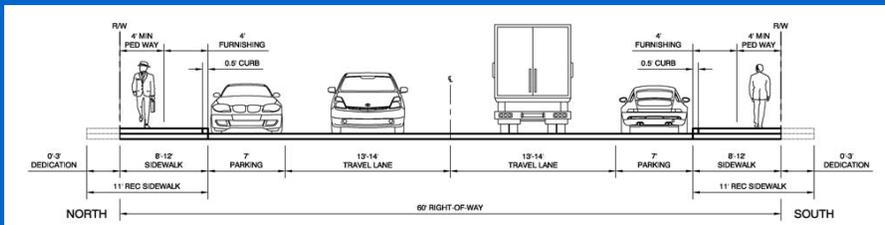


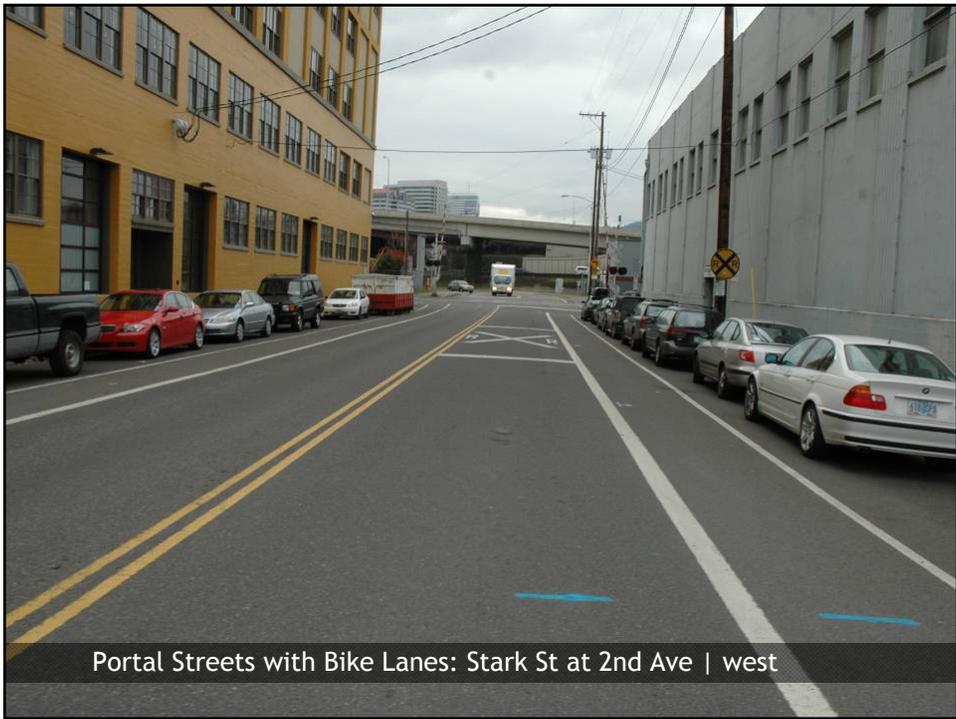
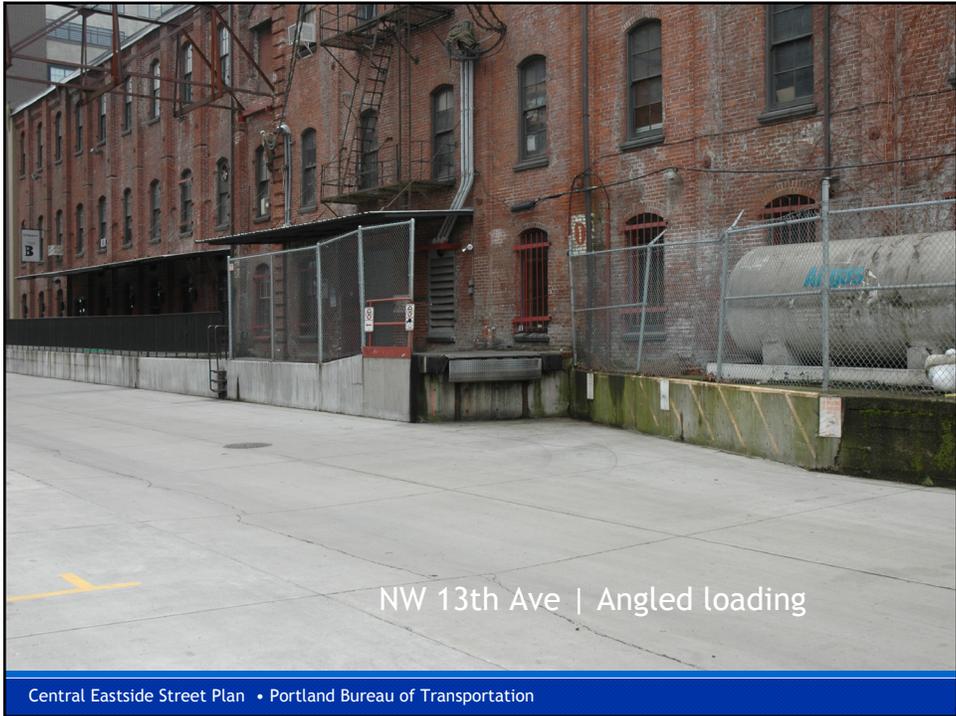
### Exhibit 1: Recommended Cross Section Portal Streets with Bike Lanes - SE Water Avenue



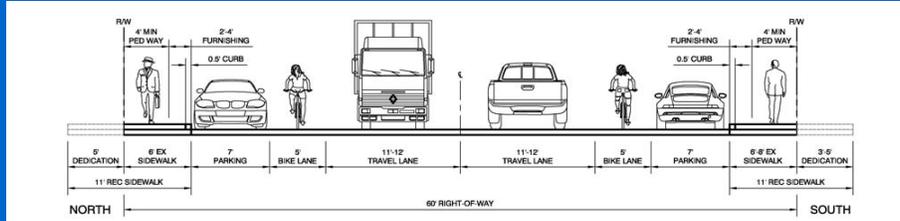


### Exhibit 3: Recommended Cross Section Portal Streets without Bike Lanes - Yamhill, Taylor, and Clay Streets

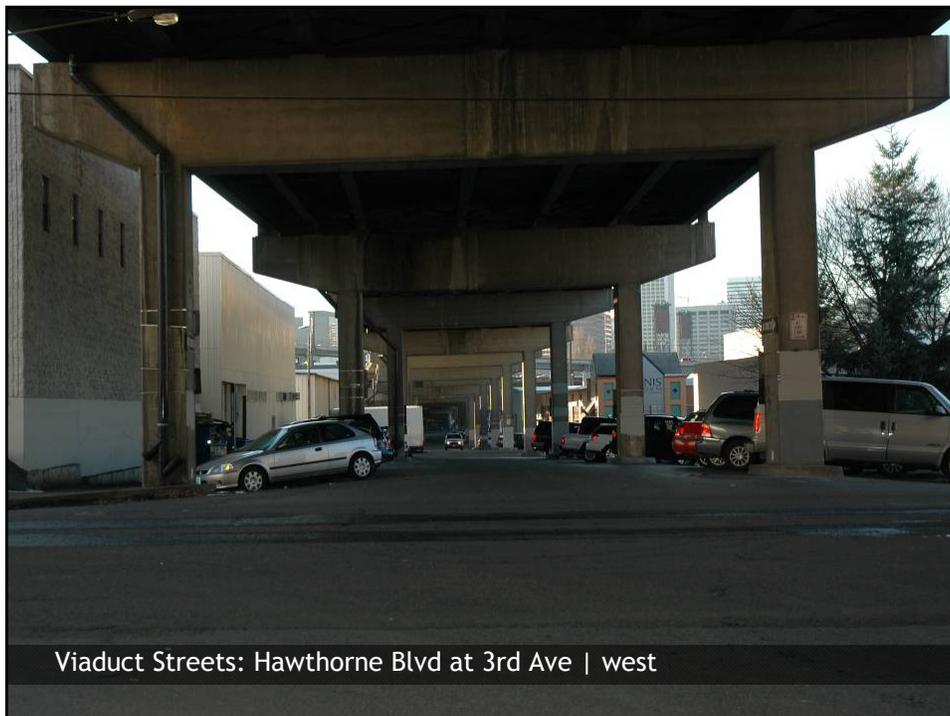




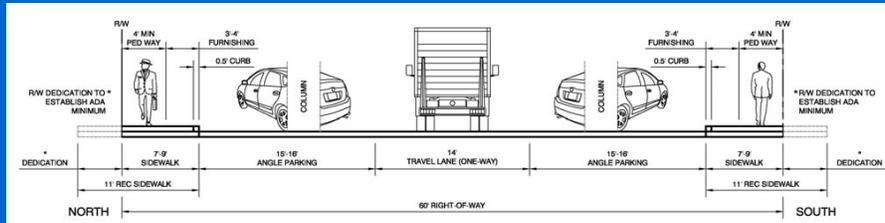
## Exhibit 2: Recommended Cross Section Portal Streets with Bike Lanes - SE Stark Street



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## Exhibit 6: Recommended Cross Section Viaduct Streets - Morrison/Belmont & Madison/Hawthorne



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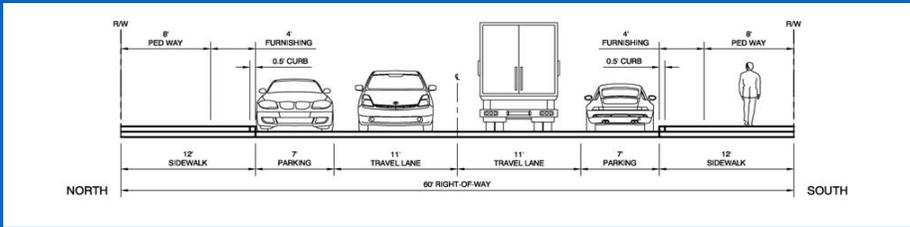


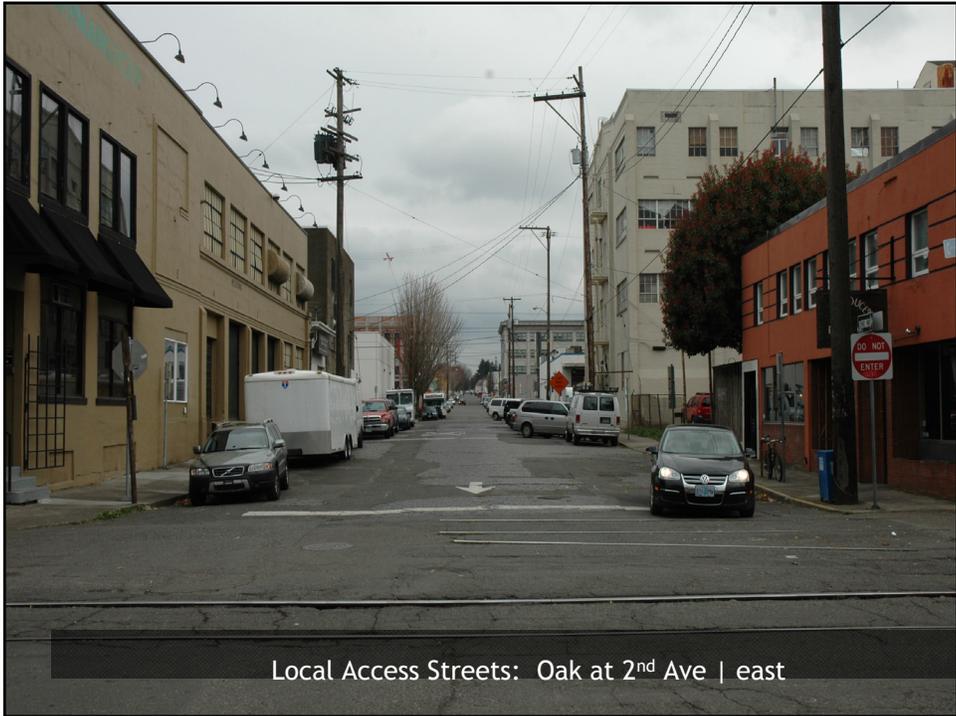
Routes to the River Streets: Main St at 3rd Ave | west



Routes to the River Streets: Salmon St at 3rd Ave | west

### Exhibit 7: Recommended Cross Section Routes to the River Streets - Salmon and Main Streets



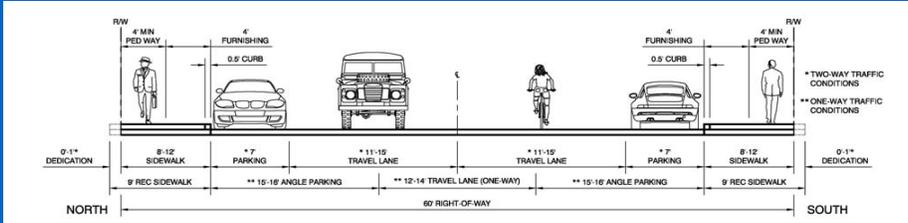


Local Access Streets: Oak at 2<sup>nd</sup> Ave | east



Local Access Streets: Washington at Water Ave | east

## Exhibit 8: Recommended Cross Section Local Access Streets - Ash, Oak, Washington, Alder, Market, Caruthers



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Rail Corridor: 1st Ave at Madison Viaduct | north

# Exhibit 9: Recommended Cross Section Rail Corridor - 1<sup>st</sup> Avenue

