

Division-Midway Neighborhood Street Plan

April Bertelsen, Senior Transportation Planner

October 15, 2015

WE KEEP PORTLAND MOVING.



PBOT
PORTLAND BUREAU OF TRANSPORTATION

Regional and City Connectivity Policy

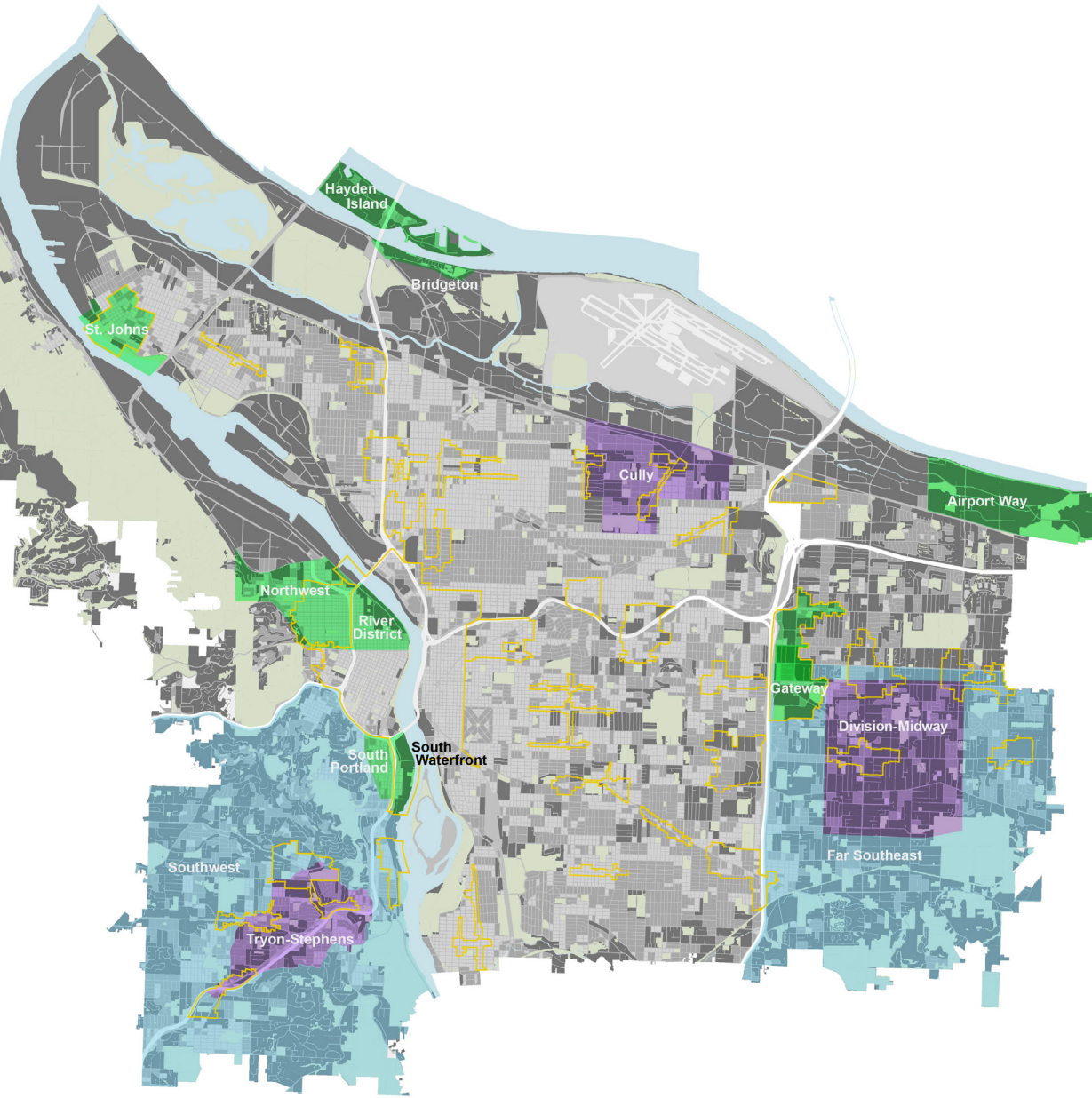


- Streets generally no more than 530 feet apart.
- Pedestrian connections generally no more than 330 feet apart.

Plans and Code to Improve Connectivity



- Master Street Plans
 - Specific future street alignments in small focused area
 - General Conceptual future street alignments in large district plans
- Zoning Code, strengthened in 2002.
- Neighborhood Plans
 - Cully Neighborhood (NE)
 - Division-Midway (Outer SE)
 - *Coming on Nov. 4... Tryon-Stephens (SW)*



State of Connectivity

Master Street Plans

- *Specific street alignments*
- *Conceptual street alignments*

- **Neighborhood Street Plans**
Tailored strategy

Maximum "block" length (2004)

- 530 feet or less
- 531-1,060 feet
- 1,061 feet or greater
- Centers (2035 Comp Plan)
- Parks, schools, open spaces (public and private)

Stories of Success



- We cannot do it alone.
- Street Plans are most successful in high density areas with lots of redevelopment.
- Where we have public funding and partnerships.
- Successful example: South Waterfront










Division-Midway Neighborhood Street Plan

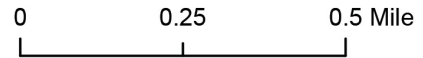
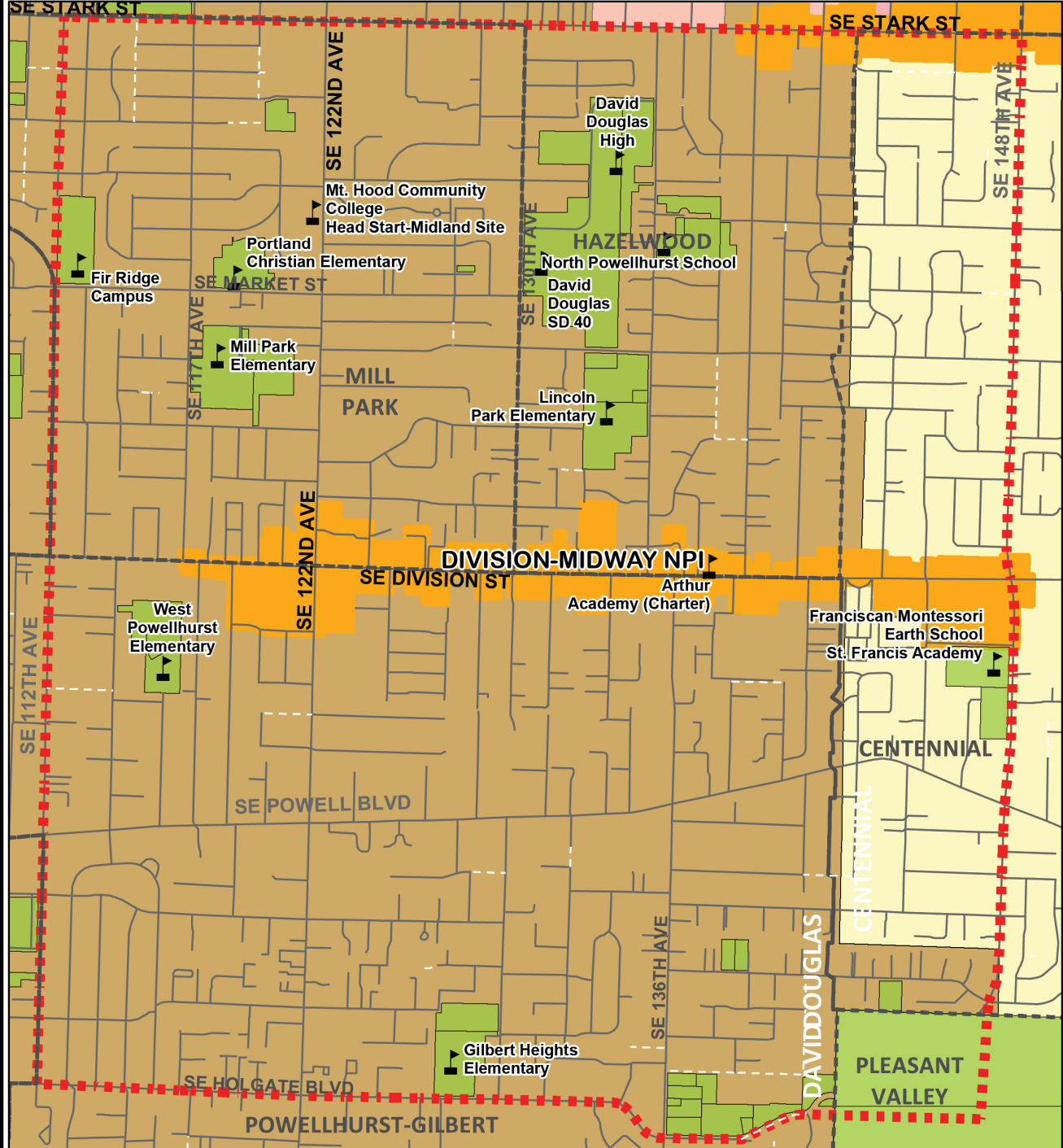


- Identifies local street and pathway connections to improve connectivity:
 - Improvements to existing public rights-of-way
 - Future connections through large blocks of private property
- Prioritizes connections that most help achieve City goals on equity, healthy and connected complete neighborhoods and access to transit.

Division-Midway NPI Neighborhood Street Plan

Plan Area

-  Streets
 -  Unimproved Right-of-Way
 -  Schools
 -  Study Area
 -  Parks and Open Spaces
 -  Neighborhoods
 -  Neighborhood Prosperity Initiative District
- School districts**
-  Centennial
 -  David Douglas



Division-Midway, Why it is Important



- 2035 Comprehensive Plan Update: Outer SE Division a “Civic Corridor” and a “Town Center” around 122nd Ave
- Metro Region 2040 Growth Concept: Outer SE Division is a “Main Street”
- Division-Midway area is becoming denser and more diverse.

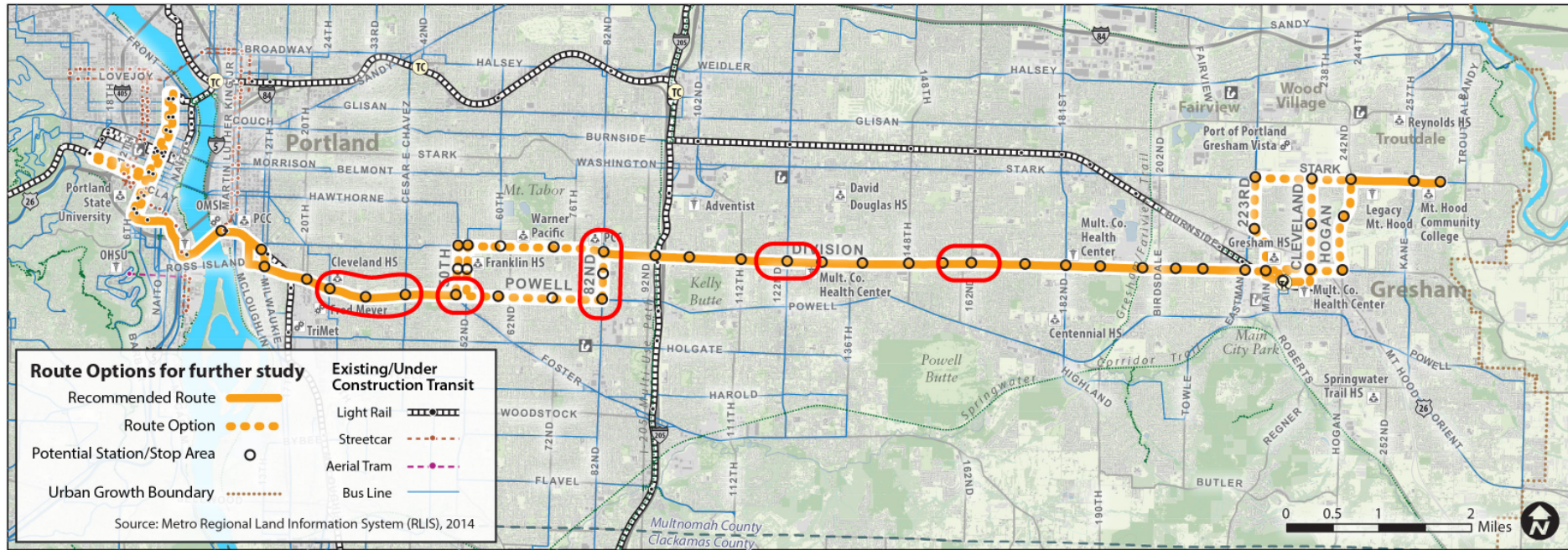
PDC Neighborhood Prosperity Initiative (NPI)

- Our study area surrounds the Division-Midway NPI and borders the Rosewood NPI, at the northeast corner of the study area.
- The goal of the NPI is to strengthen the economic competitiveness of neighborhood business districts through community-planned and community-implemented actions and projects.
- Division-Midway Alliance is an active partner in developing this plan.



DIVISION MIDWAY ALLIANCE
FOR COMMUNITY IMPROVEMENT

Powell-Division Transit and Development Project



Project Goal and Objectives



Develop a Neighborhood Street Plan that can better increase street connectivity and multi-modal travel options.

Objectives:

- Establish a more connected local street and path network
- Create safer walking and bicycling routes to neighborhood destinations, transit and the regionally designated SE Division Main Street.
- Define the range of options for improving local streets, including use of Portland Street By Street design options.
- Inform future improvements to be built over-time by property owners, developers and the City.

Previous Supporting Planning Efforts



Other plans have identified the need and recommendations for street and pathway connections in East Portland, including:

- Opportunity Gateway Concept Plan (2000) / Gateway Master Street Plan (2007)
- Far SE Master Street Plan (2001)
- Outer Powell Boulevard Conceptual Design Plan (2012) - Local Street & Accessway Recommendations
- East Portland Action Plan (2009)
- East Portland in Motion (2012)

Project Working Group

The purpose of the PWG is to advise the City on the development of the plan.



Organizations Represented:

- East Portland Action Plan/East Portland Neighborhoods
- Powellhurst-Gilbert Neighborhood Association
- Mill Park Neighborhood Association
- Hazelwood Neighborhood Association
- Centennial Neighborhood Association
- Division-Midway Alliance (NPI)
- Midway Business Association
- David Douglas School District School teacher
- Portland Commission on Disabilities
- Portland Pedestrian Advisory Committee

The Problem



- Many unpaved Streets and unimproved public rights-of-way
- Lack of sidewalks and other transportation infrastructure

Existing Conditions



- Poor Street and Pathway Connectivity
- Many dead end streets or incomplete connections

Needs, Opportunities and Constraints

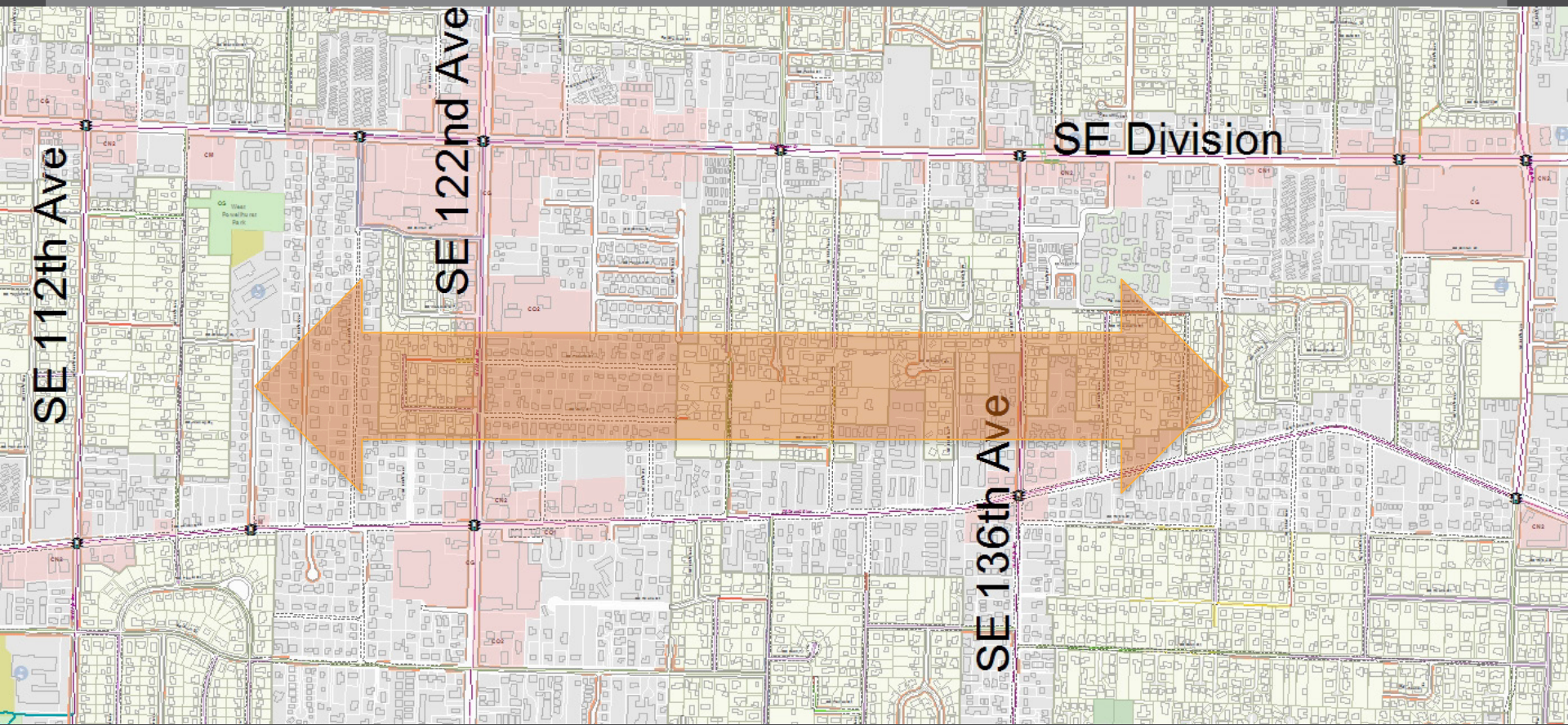
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SE 111th at Yamhill

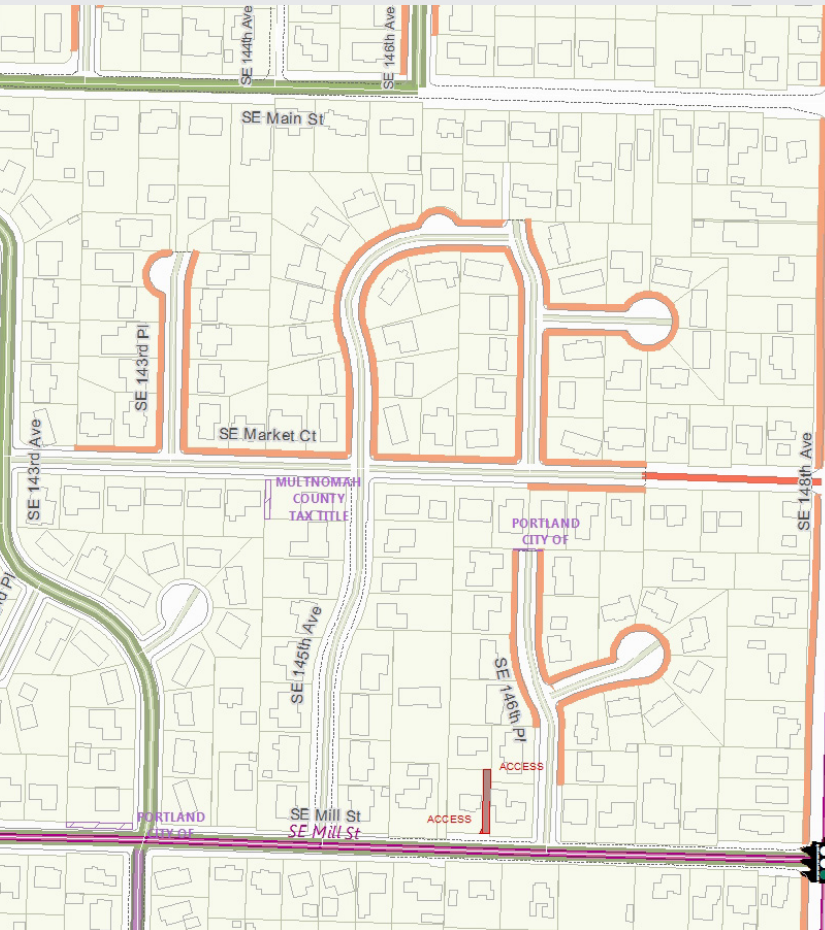
Needs

- Establish a more connected grid of local streets and pathways
- There is great need for an east-west connection between SE Powell Blvd and SE Division St.



Constraints

Incremental Implementation

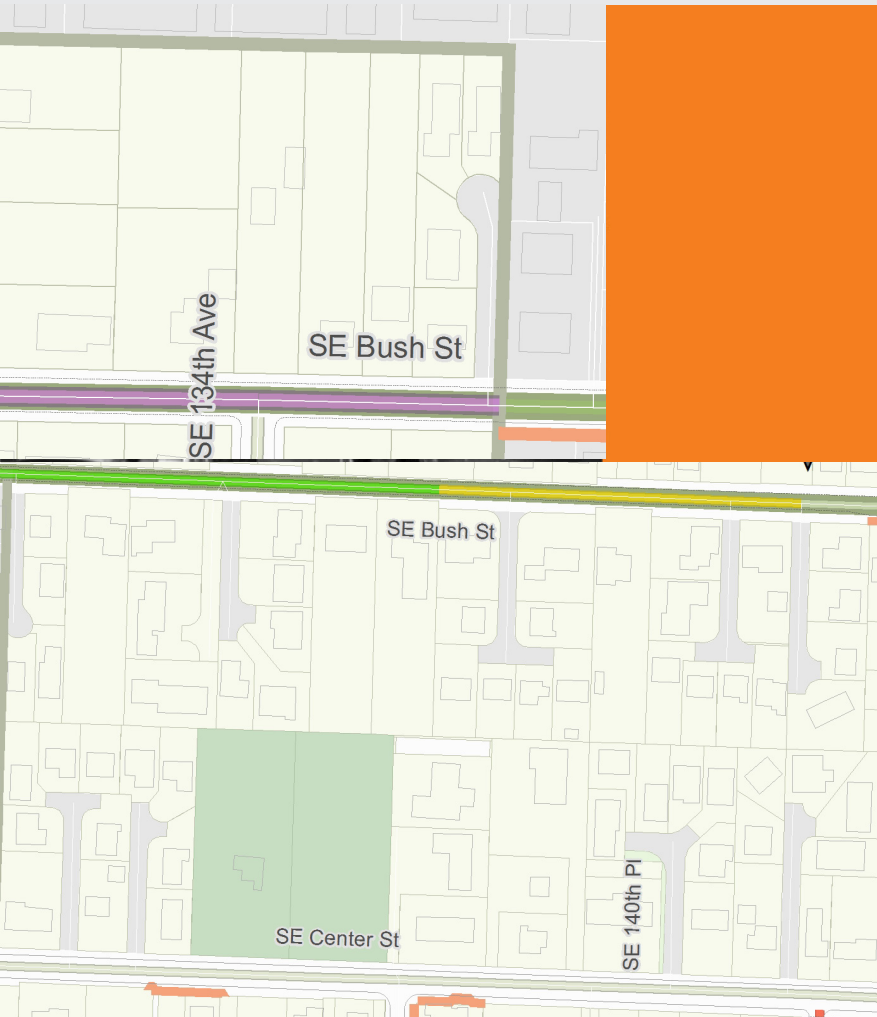


- Existing neighborhood pattern.
- Connections happens incrementally over decades as development occurs.
- Largely depends upon the development review and permit process as private property-owner funded improvements.



Constraints

Pattern of development, lot size and dimensions



Challenging lot patterns:

- long, narrow lots
- cul-de-sac streets or streets that dead-ends in front of one or more homes.

Constraints

Land Use Law Limitations



- Nexus and Rough Proportionality requirements, including cost.
- Case law sometimes limits our ability to require new streets and full street improvements through the development review process.

Recommendations for Street and Pathway Connections

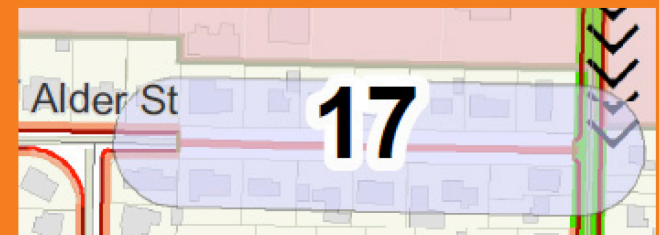
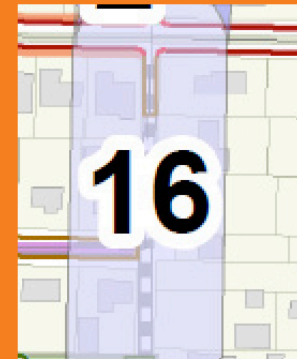


Two types of connections:

- Connection Improvements in Existing Public Right-of-Way
- New Future Public Connections across Existing Private Property

Connection Improvements in Existing Public Right-of-Way

- Focused on existing dirt and gravel streets, dirt paths and unimproved public rights-of-way.
- Identified 34 Connection Candidates.
- Developed prioritization criteria to evaluate each candidate.



Existing Public Connection Evaluation and Prioritization



- Emphasis on **connectivity benefit to the broader neighborhood** for some or all modes of travel.
- Provide access to Main Street retail, transit, neighborhood activity centers, schools, parks and similar local destinations.
- Connection Candidates were bundled into **three tiers of priorities**, based on score.

Most Valued Criteria by PWG



- Access to transit
- Improving and connecting to Neighborhood Greenways and Safe Routes to School
- Equity. Serving targeted underserved populations, vulnerable user and people more likely to depend upon walking biking and transit.





	Prioritization Criteria	Evaluation Score
1	Provides a more direct pedestrian/bicycle connection to transit stop(s) . Higher score if transit stop has high ridership, frequent service or served by multiple transit lines.	0 - 10 points
2	Provides a more direct connection to school(s), grocery store or other service(s), park(s) and/or open space . Higher score for connecting to multiple.	0 - 5 points
3	Provides a more direct connection to key Anchors/destinations along SE Division .	0 - 5 points
4	Connection or improvement is along a Neighborhood Greenway or Safe Route To School Route (built or planned).	0 - 10 points
5	Provides high connectivity benefit through one or more of the following: - Helps meet or come closer to compliance with regional and city connectivity policy for Streets (every 530 ft) or pedestrian connections (every 330 ft). - Completes a connection through a block that has been started but not quite finished. - Provides a completed connection through an area with severe lack of connectivity.	0 - 5 points
6	Helps provide a pedestrian/bike route that is a low-volume and/or low-speed roadway and avoids routes with higher motor vehicle volumes. (Low volume defined by < 1000 ADT, even greater score if < 500 ADT). Or, reduces the need to cross busier arterials streets.	0 - 5 points
7	Serves a targeted underserved population, vulnerable users or area with a high Active Transportation Demand Score.	0 - 10 points
8	Has neighborhood and/or other stakeholder support .	0 - 5 points
9	Utilizes existing public right-of-way that is either partially or completely unimproved.	0 - 5 points
10	Has a high benefit value relative to any negative impacts. Provides improved access that outweighs negative impacts, or has impacts that can reasonably and efficiently be addressed/mitigated.	0 - 5 points
11	Has a high benefit value relative to the cost.	0 - 10 points
	Total possible points	75 37157

Division-Midway Neighborhood Street Plan Recommended Connections




Connection Improvements in Existing Public Right-of-Way

Connections in Existing Public Right-of-Way

Prioritized Tiers



-  Tier 1 - Top Priority (9)
-  Tier 2 - Medium Priority (13)
-  Tier 3 - Lower Priority (12)
-  Schools (22)

Safe Routes to School




-  SR2S Pathways
-  Sidewalks & Improved Corners
-  Neighborhood Greenways

Street Surface by Maintenance Authority

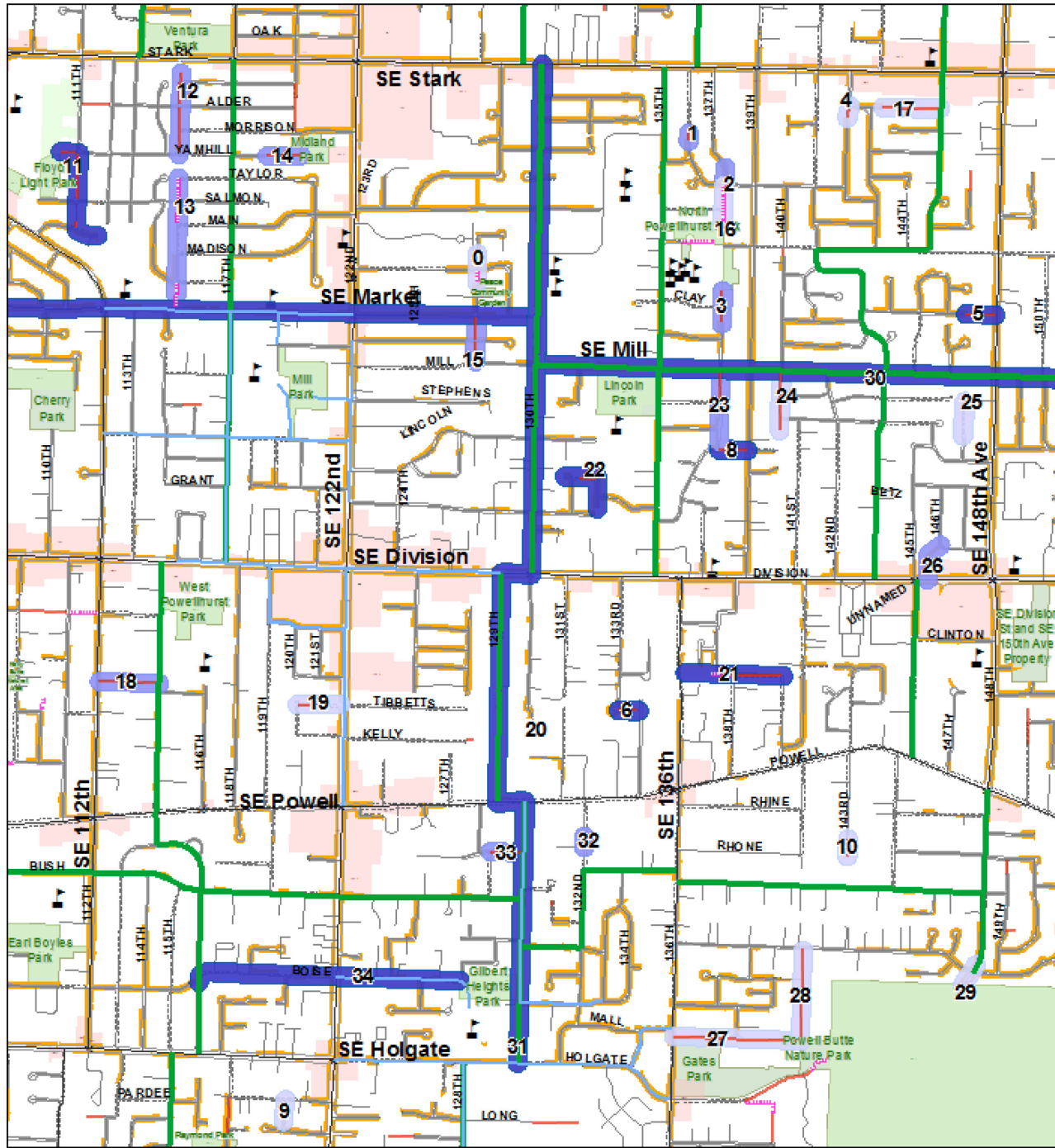
Streets with Adjacent Property Owner Maintenance Responsibility

-  Unpaved
-  Right-of-way only (no street)

Open Space & Commercial Zoning

-  All Commercial (CG, CM, CN1, CN2, CS)
-  OS
-  City of Portland Parks (16)

0 400 Feet



Tier 1 Priority Connections

	Project Extent	Project ID	Map	Modes Served
1	130's Neighborhood Greenway along SE 130th--129th-130th	31	A1-B1-C1	Ped/Bike
2	SE Boise (116th - 128th)	34	C1	Ped
3	4M Neighborhood Greenway along SE Market-130th-Mill	30	A1-A2	Ped/Bike
4	SE 111th Ave (Yamhill - Main) & Yamhill (110th - 111th)	11	A1	Part All Modes. Part Ped/Bike.
5	SE Grant (131st - 132nd) and SE 132nd	22	B2	All modes. Or consider Part All Modes and Part Ped/Bike.
6	SE Woodward (136th - 140th)	21	B2	All modes. Or consider Part All Modes and Part Ped/Bike.
7	SE Market Ct. (146th - 148th)	5	A2	All modes. Or consider Part All Modes and Part Ped/Bike.
8	SE Brooklyn Ct (133rd - 134th)	6	B2	All modes.
9	SE Sherman Dr (138th - 139th)	8	B2	All modes.

Tier 2 Priority Connections

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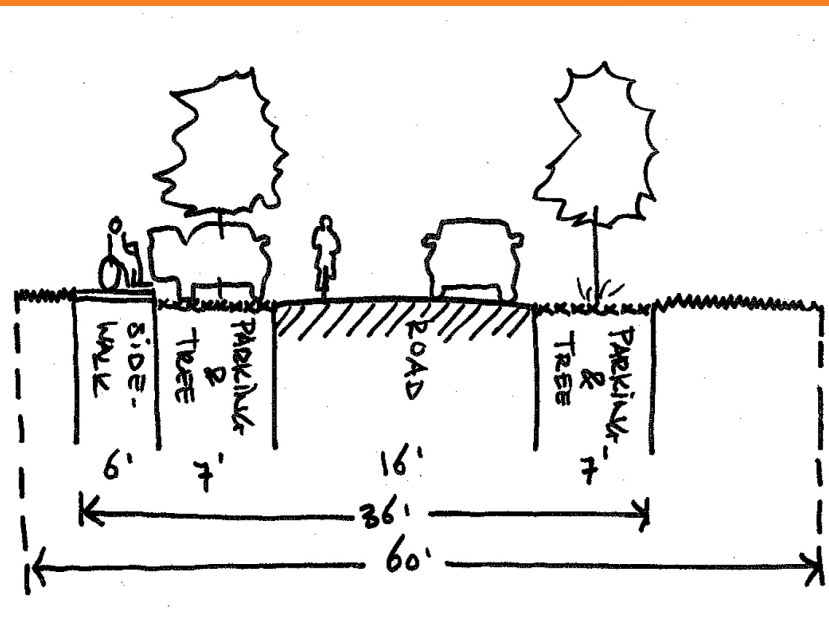
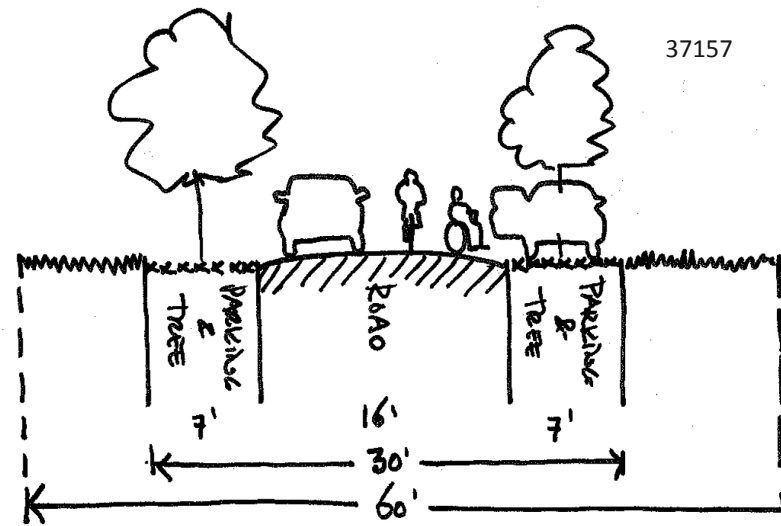
	Project Extent	Project ID	Map	Modes Served
10	138th & SE Sherman	7	B2	Combined with 23
11	SE Division to 146th/ Caruthers Pathway	26	B2	Pedestrian
12	SE 132nd (South of Powell, north of Bush)	32	C2	All modes.
13	SE 127th (Mill - Market)	15	A1	All modes.
14	SE 138th (SE Mill - Hawthorne)	3	A2	All Modes
15	SE 136th (Stark-Taylor)	1	A2	All modes. Or consider Part All Modes and Part Ped/Bike.
16	SE Rhone (129th -130th)	33	C1	All modes.
17	SE 138th & SE Taylor	2	A2	All modes. Or consider Part All Modes and Part Ped/Bike.
18	SE 138th (Sherman - Mill)	23	B2/A2	All modes. Or consider Part All Modes and Part Ped/Bike.
19	SE 115th (Stark - Yamhill)	12	A1	All modes. Or consider Part All Modes and Part Ped/Bike.
20	SE 115th (Taylor - Market)	13	A1	All modes. Or consider Part All Modes and Part Ped/Bike.
21	SE Yamhill (118th - 119th)	14	A1	All modes. Or consider Part All Modes and Part Ped/Bike.
22	SE Brooklyn (112th - 115th)	18	B1	All modes. Or consider Part All Modes and Part Ped/Bike.

Tier 3 Priority Connections

	Project Extent	Project ID	Map	Modes Served
23	SE 142nd & Washington	4	A2	All modes. Or consider Part All Modes and Part Ped/Bike.
24	SE 138th (Taylor - Main)	16	A2	Pedestrian
25	SE 140th (Harrison - Mill)	24	B2/A2	All modes. Or consider Part All Modes and Part Ped/Bike.
26	SE 147th (SE Stephens - Lincoln)	25	B2/A2	All modes. Or consider Part All Modes and Part Ped/Bike.
27	SE Mall (136th - 141st)	27	C2	All Modes.
28	SE Washington (143rd - 146th)	17	A2	All modes.
29	SE 120th Ave (Pardee - Schiller)	9	C1	All modes. Or consider Part All Modes and Part Ped/Bike.
30	SE 143rd at SE Rhone	10	C2	All modes. Or consider Part All Modes and Part Ped/Bike.
31	SE Tibbetts (120th - 122nd)	19	B1	All modes.
33	SE 141st (Center - Mall)	28	C2	All Modes.
34	SE 148th at Gladstone (to Powell Butte) and add sidewalks (Powell - Gladstone).	29	C2	All Modes.
32	SE 127th (Market - Madison)	0	A1	All modes. Or consider Part All Modes and Part Ped/Bike.

Street By Street

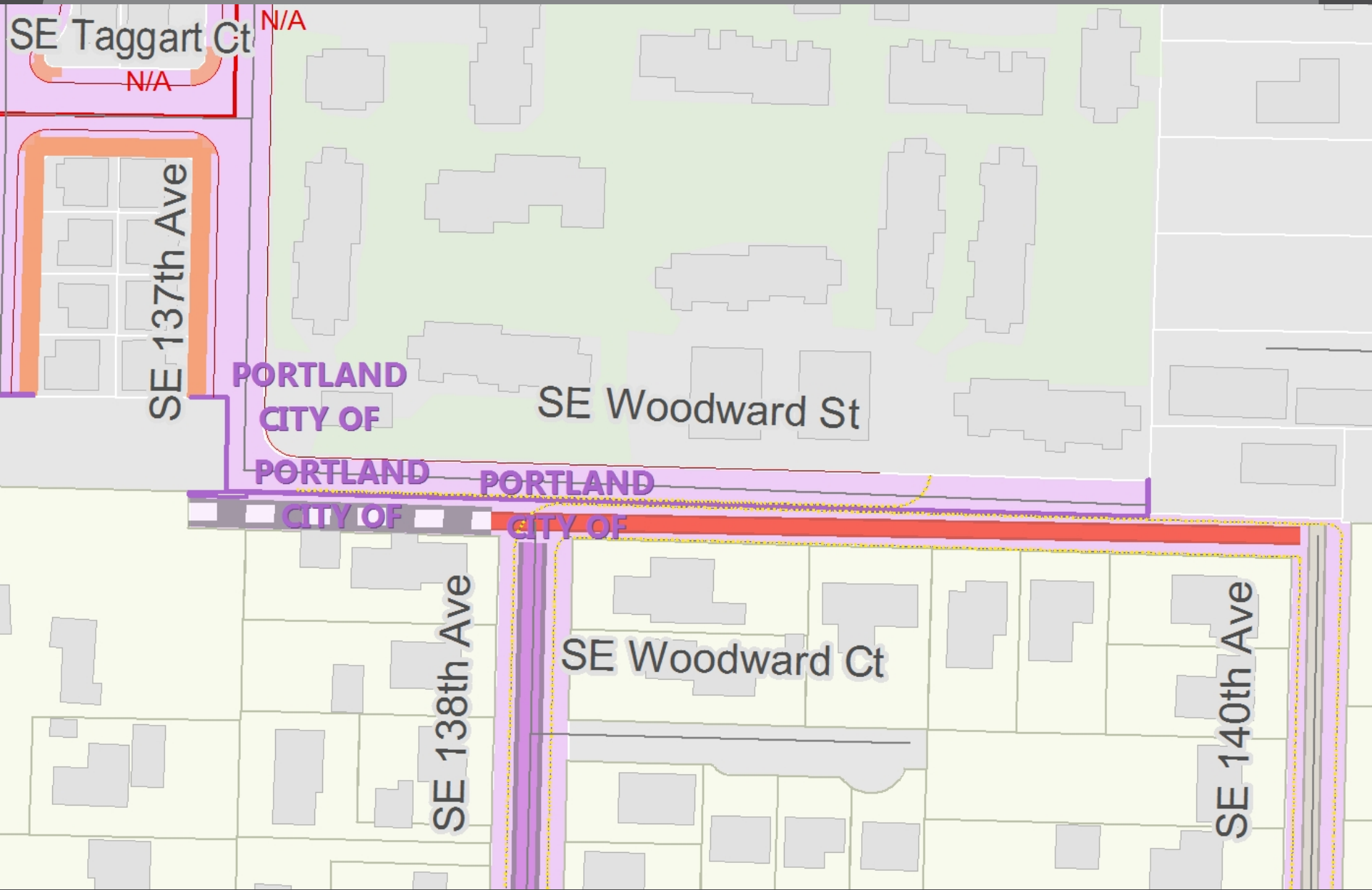
Local Residential Street Design



Curb-less Street with Separated Sidewalk Conceptual Design

- Initiated through the City's Street by Street (Up Out of the Mud) effort in 2012.
- Established new practices and standards to introduce more affordable, flexible and sustainable ways of improving and maintaining low traffic residential streets.
- Allows partial improvements and alternatives street designs.

SE Woodward (136th-140th). Connection #21



SE Woodward (136th-140th). Connection #21



Looking East

SE Woodward (136th-140th). Connection #21



Looking West

SE Woodward (136th-140th). Connection #21



Looking North at SE 137th Ave

Potential Concept for SE Woodward at 137th

MORE FORMAL AND DESIGNED OPENS SPACES WITH HARD SURFACES THAT ARE MORE CIVIC IN NATURE

FORMAL, SLEEK LIGHTING DESIGNS

SIGNAGE THAT DIRECTS TO COMMERCIAL / COMMUNITY ANCHORS

EXISTING MULTIFAMILY COMPLEX

MAINTAIN EXISTING FENCE WITH GATE

PUBLIC RECREATIONAL OPEN SPACE

CURRENT SINGLE FAMILY HOUSING

EXISTING NEIGHBORHOOD ELEMENTS



20'

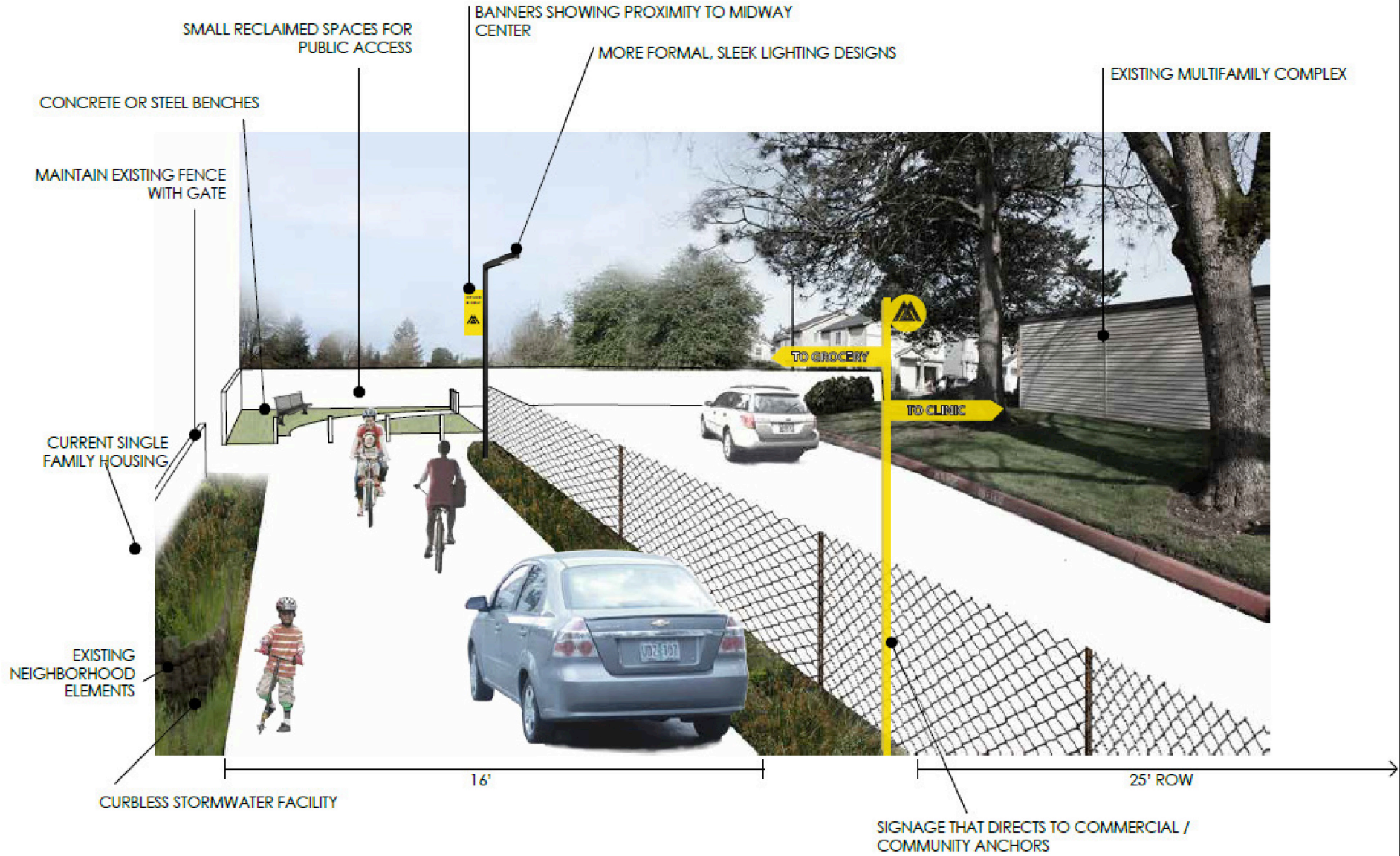
FORMAL MATERIALS: PERMEABLE PAVERS, BRICK

CONCRETE OR STEEL BENCHES

IN GROUND LIGHTING HELPS ILLUMINATE PATHWAY

CURBLESS STORMWATER FACILITY

Potential Concept for SE Woodward at 137th



SMALL RECLAIMED SPACES FOR PUBLIC ACCESS

BANNERS SHOWING PROXIMITY TO MIDWAY CENTER

MORE FORMAL, SLEEK LIGHTING DESIGNS

EXISTING MULTIFAMILY COMPLEX

CONCRETE OR STEEL BENCHES

MAINTAIN EXISTING FENCE WITH GATE

CURRENT SINGLE FAMILY HOUSING

EXISTING NEIGHBORHOOD ELEMENTS

CURLBLESS STORMWATER FACILITY

16'

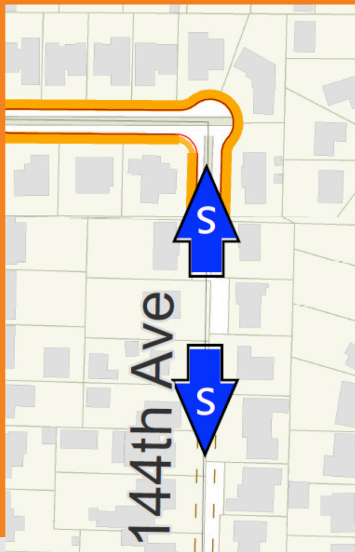
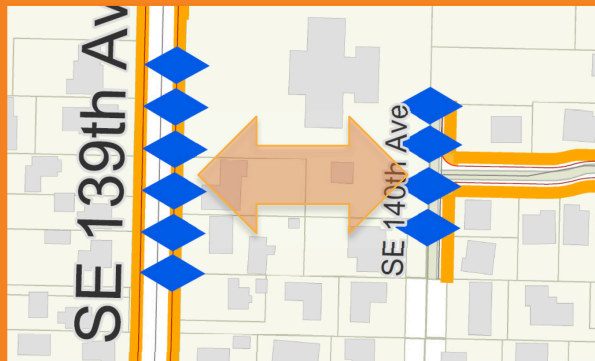
25' ROW

SIGNAGE THAT DIRECTS TO COMMERCIAL / COMMUNITY ANCHORS

TO GROCERY

TO CLINIC

New Future Public Connections across Existing Private Property











- Requires establishing new street or pathways through large or very long blocks.
- Or, extending stubbed streets.
- Usually occurs when private property is redeveloped.
- General conceptual alignments.
- Limited by rough proportionality test.

Division-Midway Neighborhood Street Plan

Future Connections Across Existing Private Property



for the Far SE Portland Master Street Plan

Connection Points & Alignment Uncertain, To Be Determined



-   New Division-Midway Connection
-   Outer Powell Blvd. Plan Connection
-   Previous Adopted Street Connection
-   Previous Adopted Ped/Bike Connection

Connection Points Certain and Alignment Uncertain, To Be Determined



New Division-Midway

-  Pedestrian/Bicycle
-  Street




Outer Powell Blvd. Plan Recommended

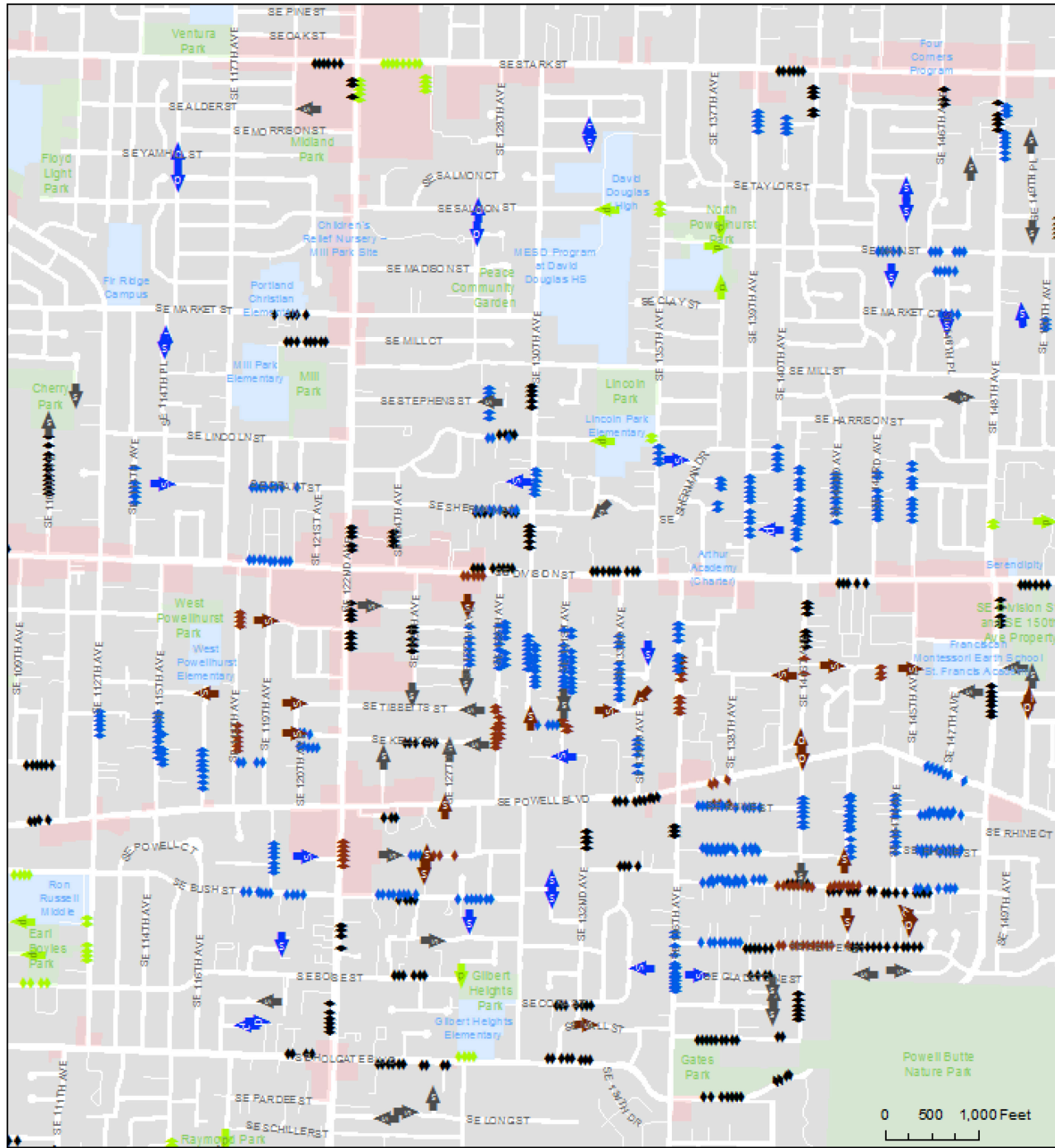
-  Pedestrian/Bicycle
-  Street

Previously Adopted

-  Pedestrian/Bicycle
-  Street

Land Use

-  All Commercial (CG, CM, CN1, CN2, CS)
-  City of Portland Parks
-  Schools



0 500 1,000 Feet



Plan Recommendations



- **Amend the Transportation System Plan:**
 - Add the Tier 1, 2 and 3 Connections to Projects or Citywide Programs.
 - Add Future Connections to the Far SE Master Street Plan.
- **Seek funding, starting with Tier 1.**
- **Heed considerations and concerns during implementation.**
- **Provide more street lighting along substandard streets.**


Plan Recommendations

- Explore **public/private** funding partnerships.
- Pursue **implementation strategies** to increase the likelihood that new street and pathway connections can be achieved through the development process.
 - Minimum site size requirement
- Consider making more local streets eligible for the **Transportation SDC** project list.
- Pursue a variety of **funding sources, programs and grants**.



Process and Timeline

Summer 2013	Project Kick-off! Invitations sent to organizations invited to be on the PWG
Fall 2013	Existing Conditions. <u>Key Event</u> : Neighborhood Ride Roll and Stroll from Midway Fall Festival.
Winter 2014	Needs, Opportunities and Constraints. <u>Key event</u> : Public Open House.
Spring 2014	Develop, Evaluate and Prioritize Local Street and Pathway Solutions
Summer - Fall 2014	Review Recommendations and Draft Plan. <u>Key Event</u> : Public Open House
Winter 2015 - October 2015	Implementation Strategies and Plan Refinement <u>Key Event</u> : City Council Hearing to Recommend Adoption



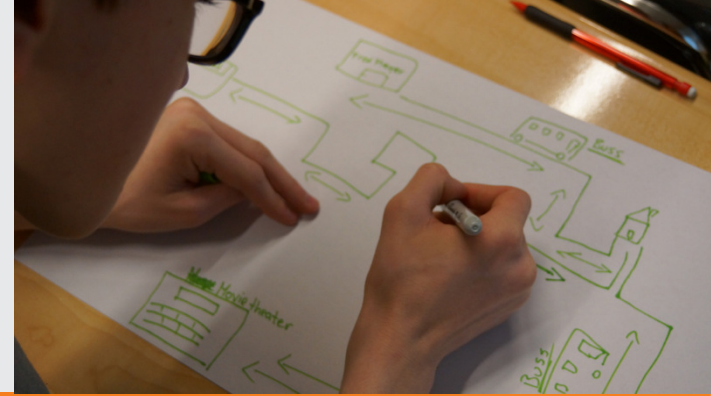
Public Outreach & Engagement Events



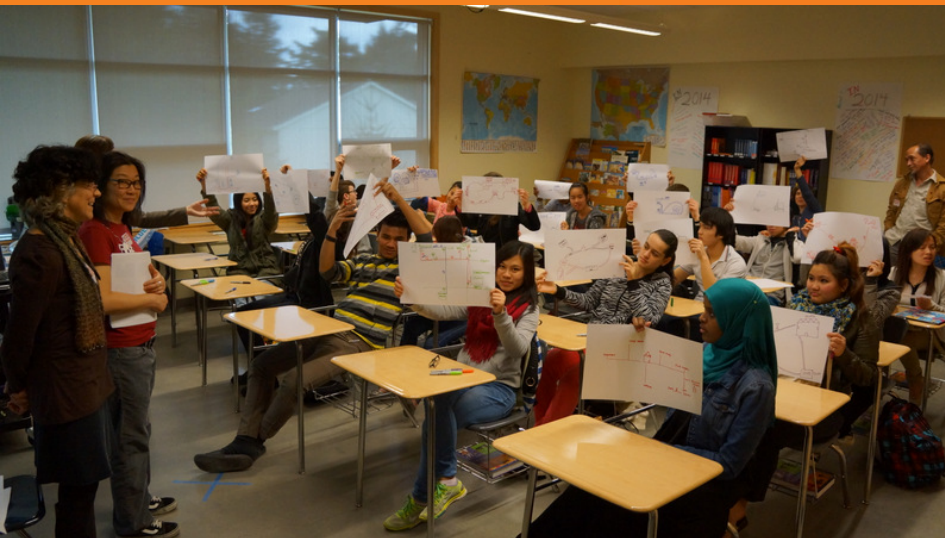
- **Neighborhood Ride, Roll and Stroll** kick off event on **Sunday, October 13, 2013**. Booth at the Midway Fall Festival hosted by the Division-Midway Alliance.
- **Public Open House #1** on **March 13, 2014**. Received feedback on the Baseline Conditions and Needs, Opportunities and Constraints, including the proposed map of Candidate Connections.



Public Outreach & Engagement Events



- David Douglas High School ESL Class in February and March, 2014. Explored map exercises and conducted a survey with students to learn how they travel and what kind of improvements would make it better to walk and bike.
 - Better lighting
 - Sidewalks



Public Outreach & Engagement Events



- **Focused Outreach to Immigrant Communities** on May 27, 2014 through interpreters in Russian, Somali, Karen, Burmese, Nepali and Spanish. Done in partnership with Metropolitan Family Services (MFS) and Schools Uniting Neighborhoods (SUN).
- **Public Open House #2** on June 5, 2014. Received public feedback on the candidate connection evaluation, recommended priority connections and proposed plan.



Division- Midway Neighborhood Street Plan



Questions?
Comments?



PRESERVE
what we have
built and
OPERATE
it well



Embrace
VISION
ZERO



BUILD A
FUTURE
where all can
grow and thrive



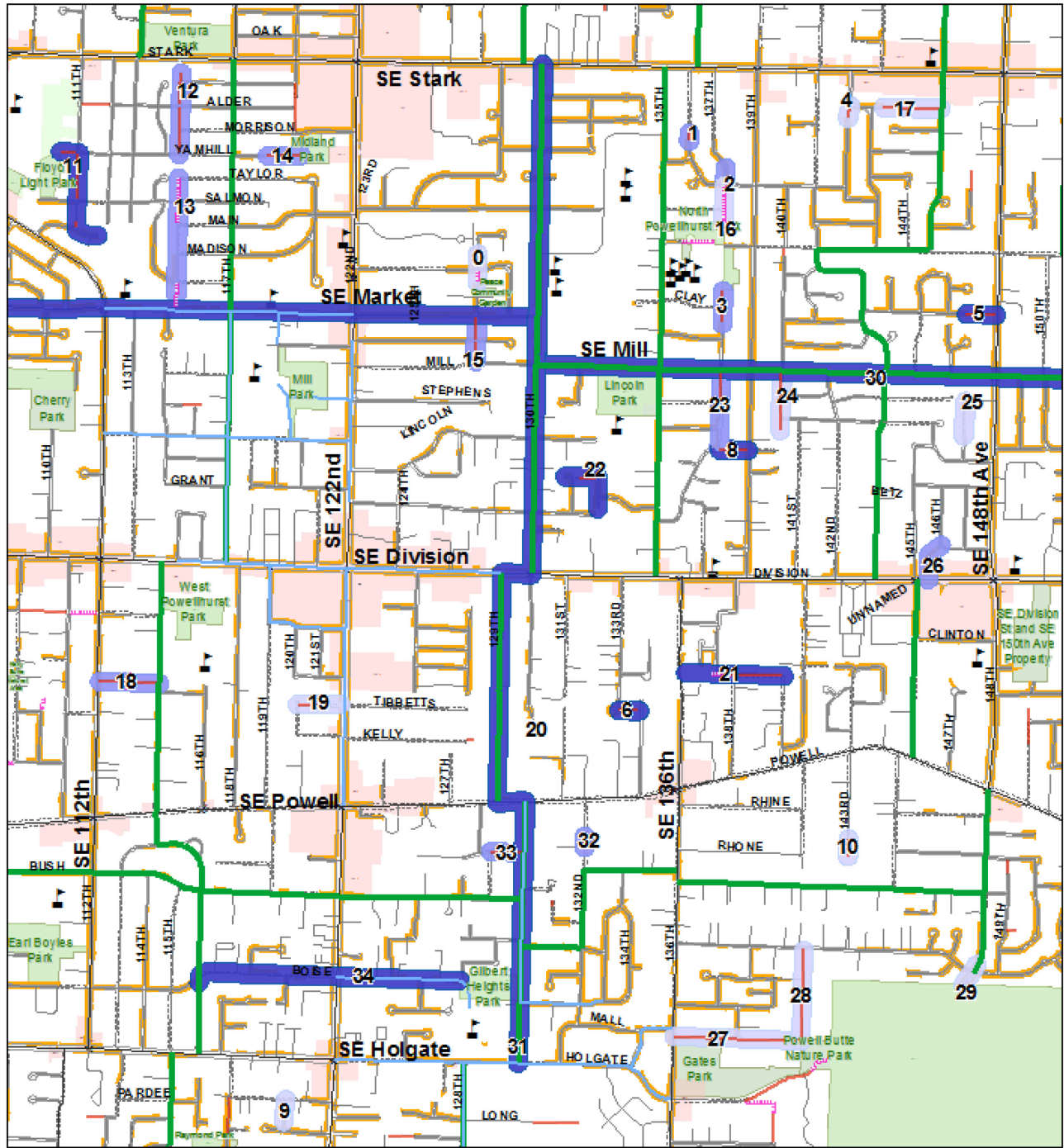
Effectively
MANAGE
CITY ASSETS



Contribute to the
HEALTH AND
VITALITY
of our people and
our planet





Division-Midway Neighborhood Street Plan Recommended Connections

Connection Improvements in Existing Public Right-of-Way






Connections in Existing Public Right-of-Way

Prioritized Tiers



-  Tier 1 - Top Priority (9)
-  Tier 2 - Medium Priority (13)
-  Tier 3 - Lower Priority (12)
-  Schools (22)

Safe Routes to School




-  SR2S Pathways
-  Sidewalks & Improved Corners
-  Neighborhood Greenways

Street Surface by Maintenance Authority

Streets with Adjacent Property Owner Maintenance Responsibility

-  Unpaved
-  Right-of-way only (no street)

Open Space & Commercial Zoning

-  All Commercial (CG, CM, CN1, CN2, CS)
-  OS
-  City of Portland Parks (16)

0 400 Feet



SE 127th Ave (Market - Madison) Connection #0

Existing Conditions





POTENTIAL DESIGN CONCEPT: 127TH & MADISON ST

PATHWAY CONNECTION THROUGH PUBLIC RIGHT-OF-WAY



Potential New Public Connections across Existing Private Property

Implementation Considerations:

- Inclusion of these connections in the Division-Midway Neighborhood Street Plan and Portland Transportation System Plan are no guarantee that the connections can or will be achieved within our lifetimes through the current development review process.
- Many will be difficult to achieve as streets. There is a greater likelihood that pedestrian/bike paths may be feasible for some of these connections.
- Many would require the removal of existing homes for the connections to be achieved.
- Others are limited by lot size and shape constraints, or difficulty meeting the 'roughly proportional' in land use law. This is especially the case in areas zoned as low density residential where properties are already built to the current zoning or nearly so.

What is Happening Now and Next Steps...



- PBOT staff continues to work on implementation strategies and drafting a proposed plan.
- Presenting to stakeholder groups.
- Meet with Project Working Group for their review, feedback and endorsement.
- Make revisions and finalize the recommended plan by August 2014.
- Take the recommended plan to City Council for adoption in late Summer 2014.

