



# Cully Main Street and Local Street Plans Project

## Planning and Sustainability Commission Briefing

### April 10, 2012



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# Implements: Cully-Concordia Action Plan Priorities -

- **Economic development**
- **Community infrastructure & amenities**

## Region 2040 Growth Concept Plan

## Portland Plan

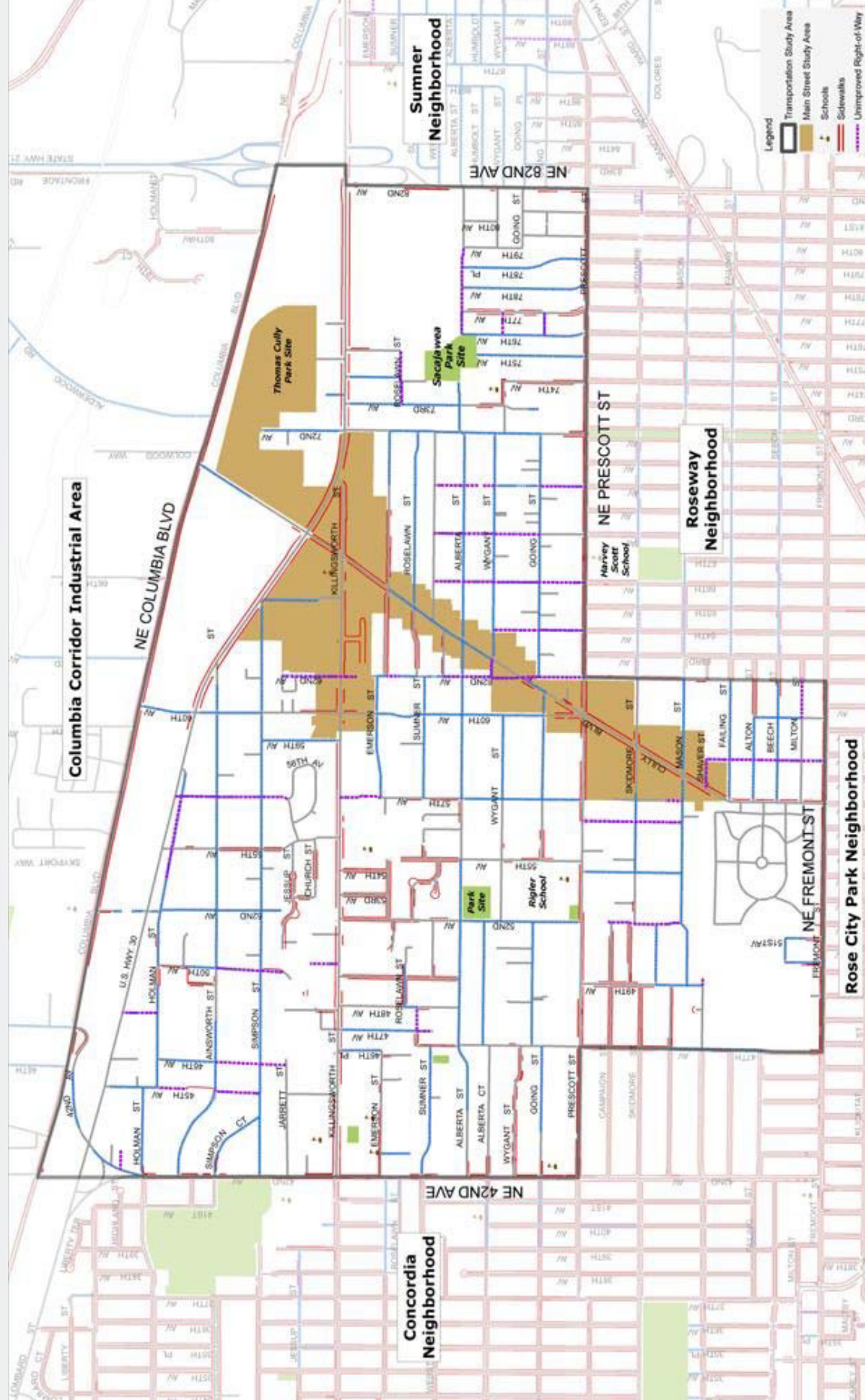
## Climate Action Plan

# 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





**Legend**

- Transportation Study Area
- Main Street Study Area
- Schools
- Sidewalks
- - - Unimproved Right-of-Way
- Substandard Street
- Streets
- Parks

0 300 600 900 1200

December 28, 2018

**Cully Main Street Project**



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# 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 42<sup>nd</sup> 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**

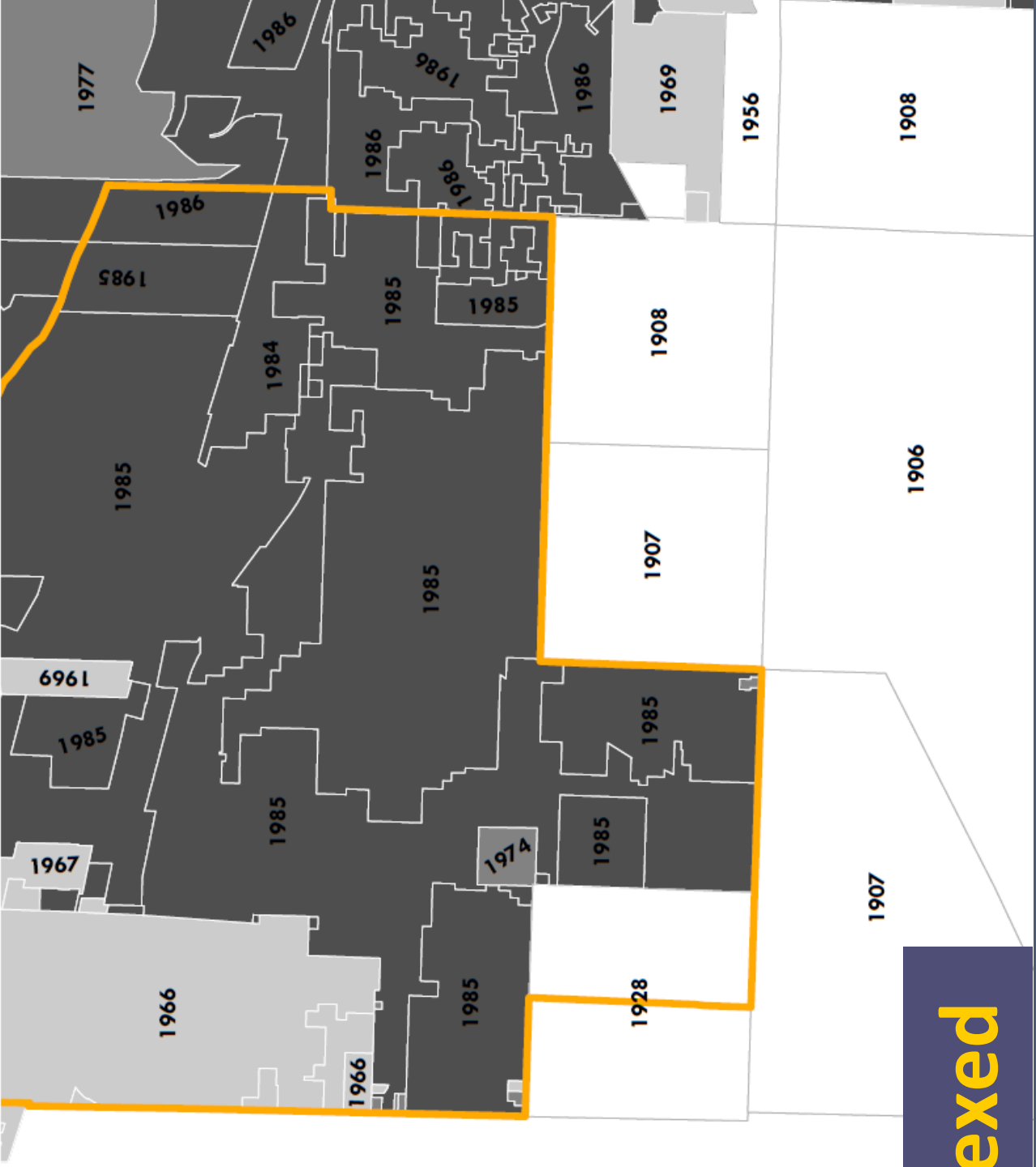
Pre-1960

1960s

1970s

1980s

1990s-present



**Year Annexed**



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# Year Built





**Cully Main Street Project**



**Street Condition**

- Complete Street
- - - Complete Street Under Construction

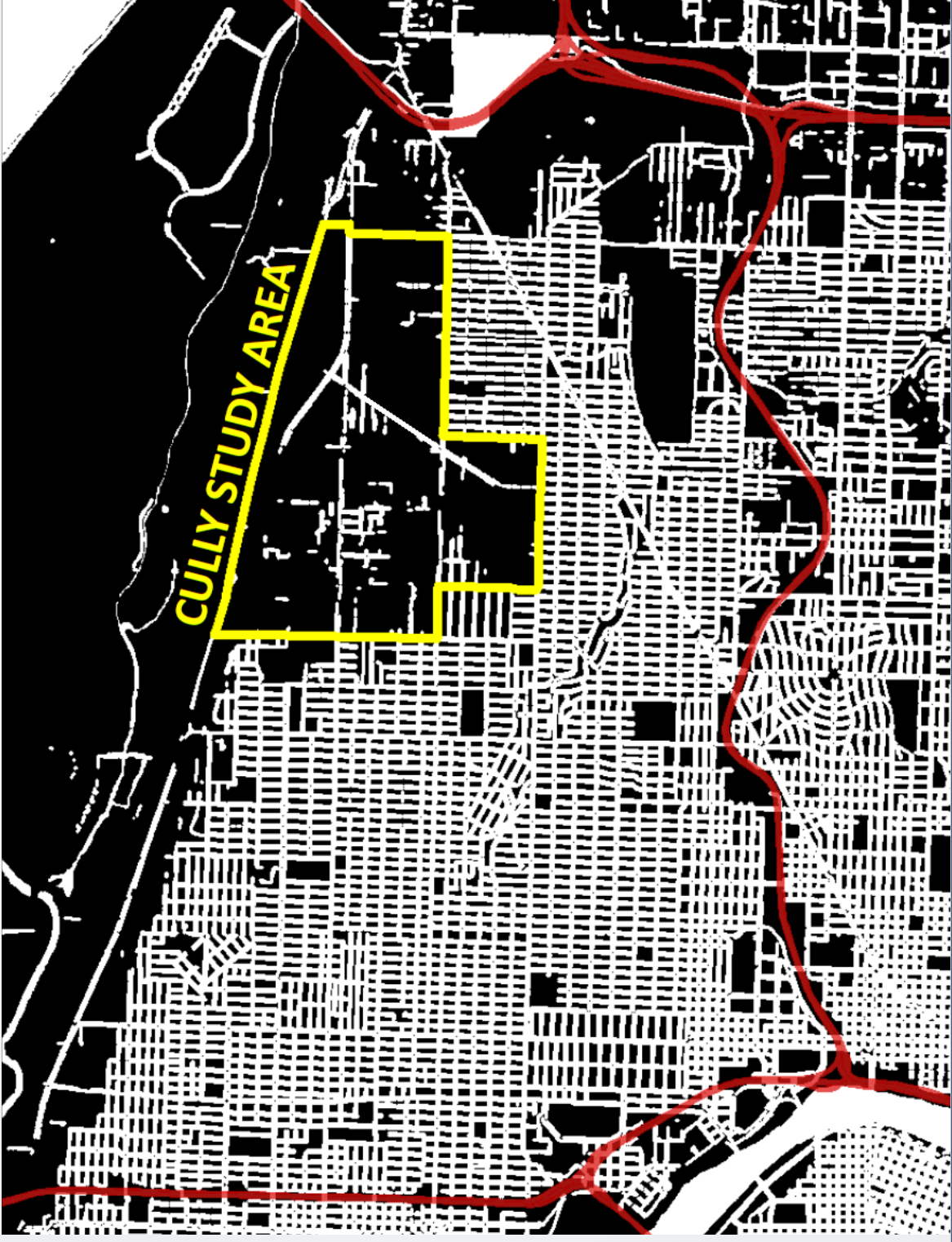
December 30, 2010  
 City of Denver Bureau of  
**Planning & Sustainability**  
 1400 Larimer, Suite 1000, Denver, CO 80202



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# getting around on foot



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# 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%

33% have a sidewalk

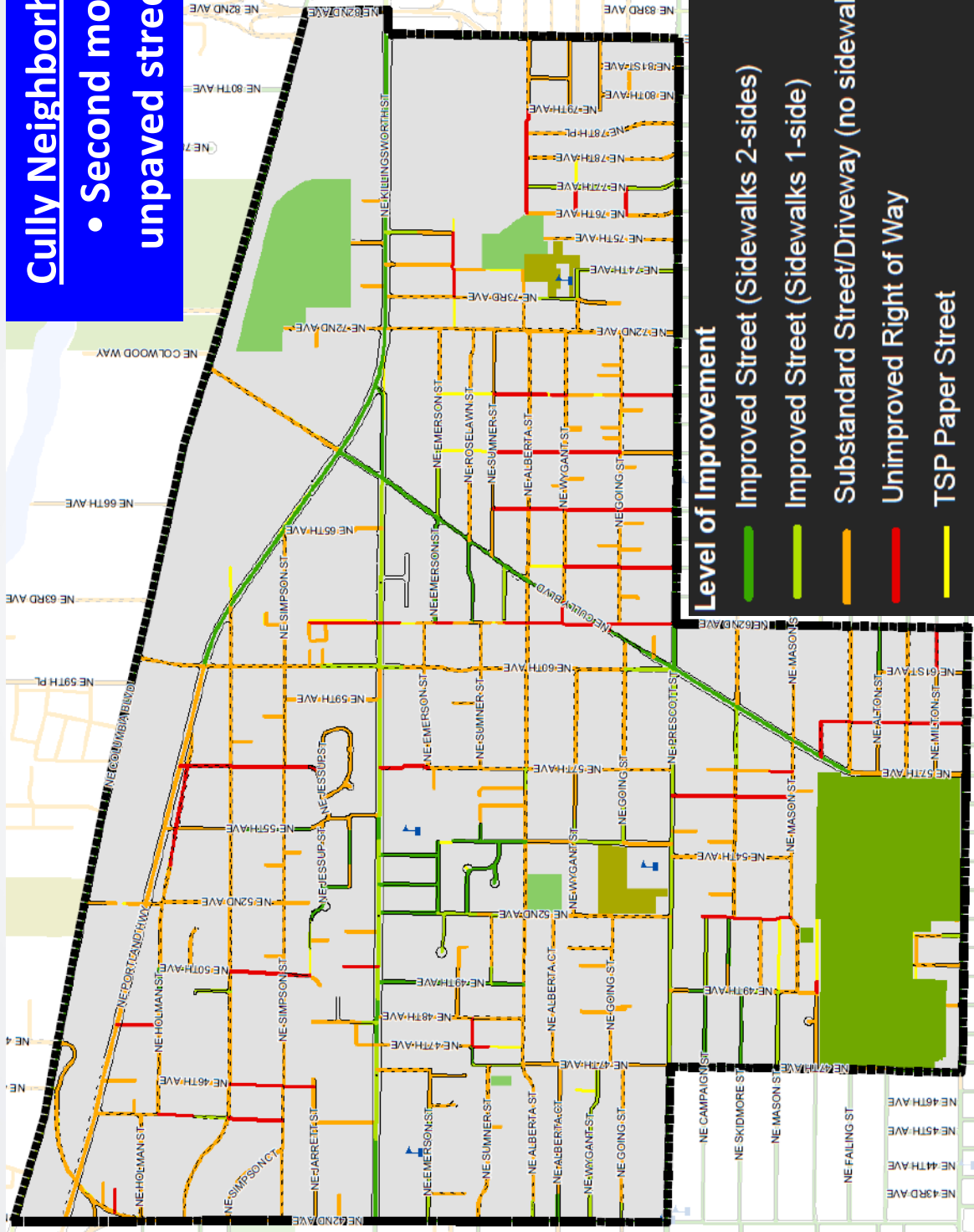
Table 2. Street Level of Improvement in the Study Area



# unimproved/substandard streets

## Cully Neighborhood

- Second most unimproved streets



### Level of Improvement

Improved Street (Sidewalks 2-sides)

Improved Street (Sidewalks 1-side)

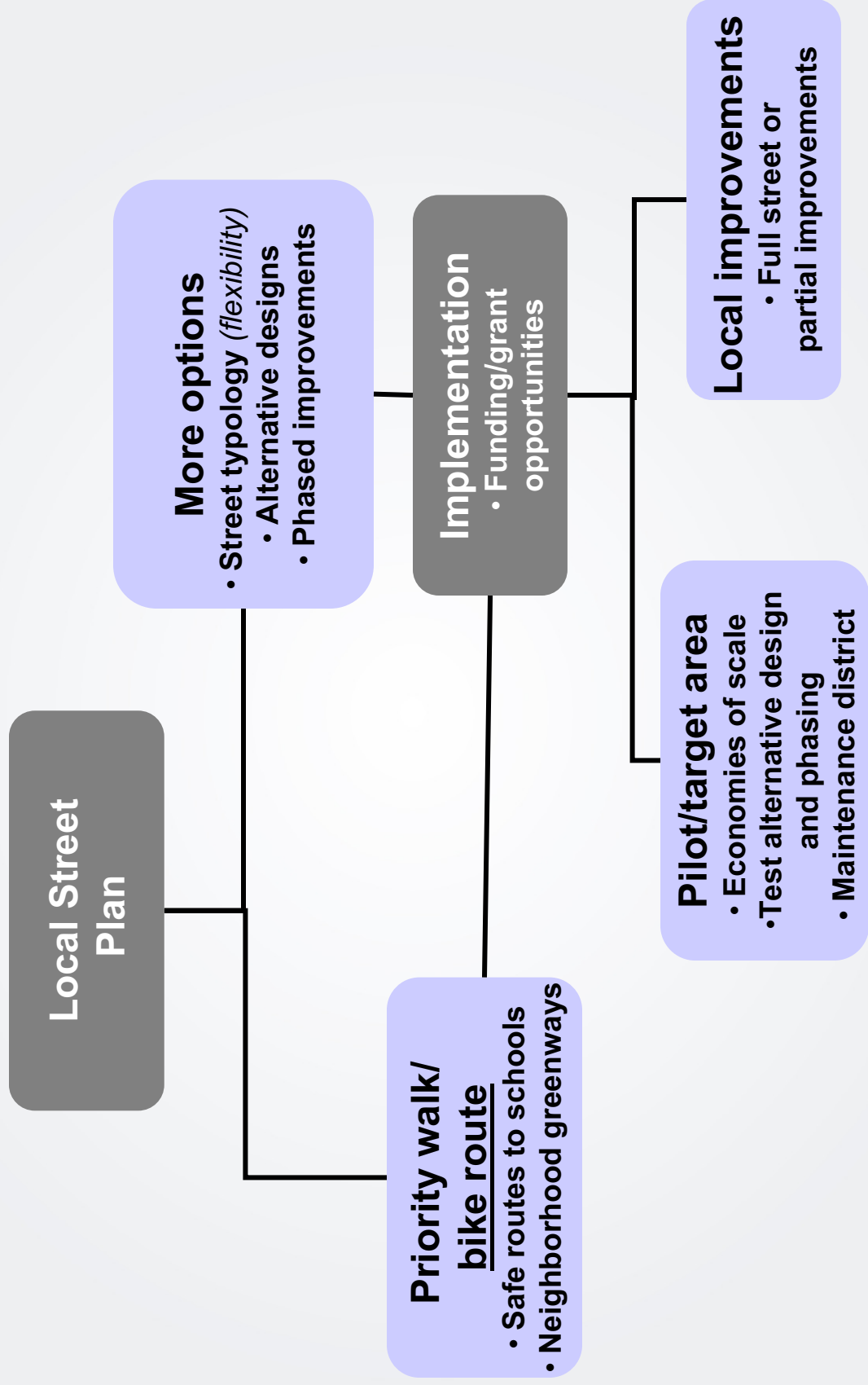
Substandard Street/Driveway (no sidewalk)

Unimproved Right of Way

TSP Paper Street



# local streets approach



# priority active transportation routes

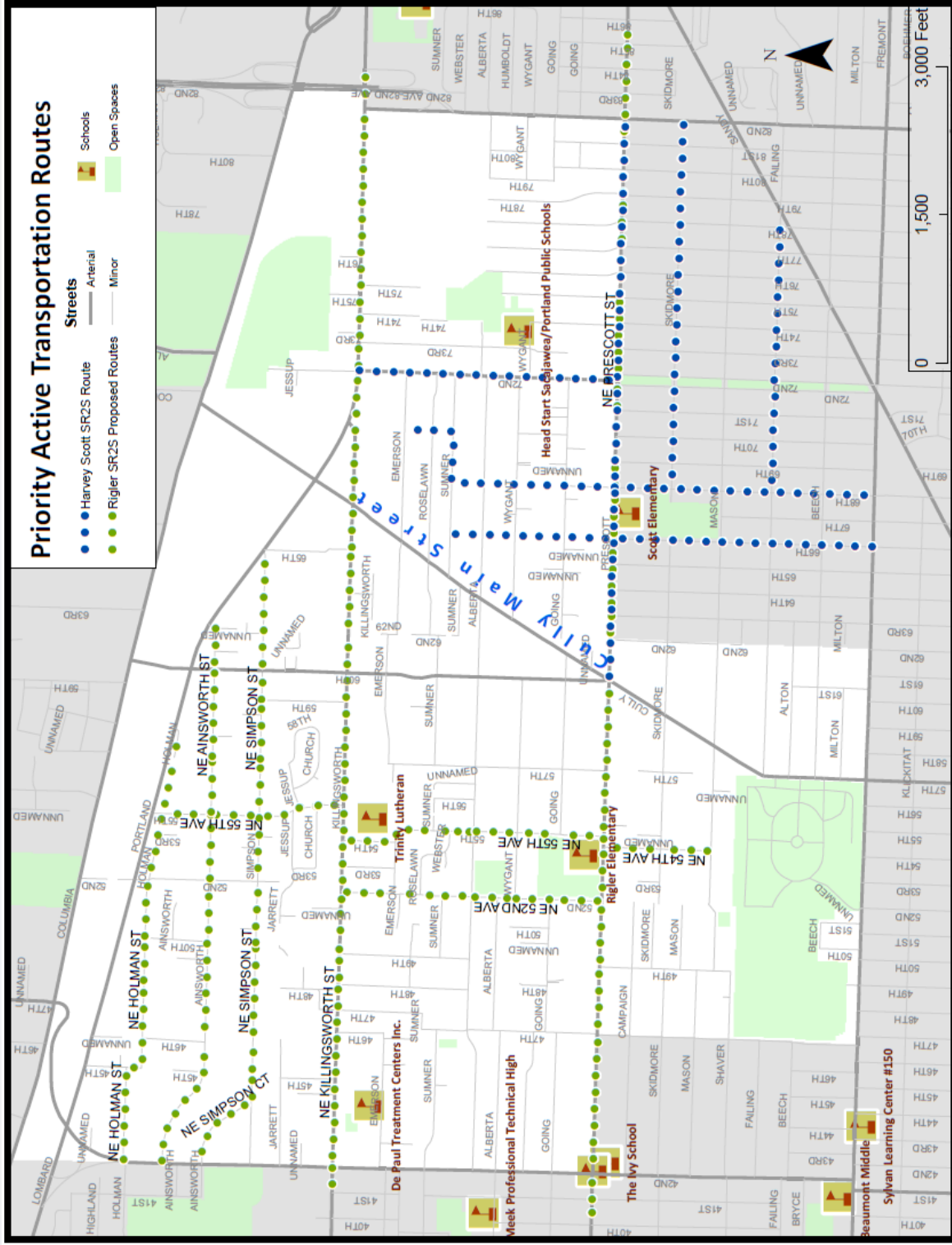


**RIGLERES**

**K-6**

**SCOTTES**

**K-8**

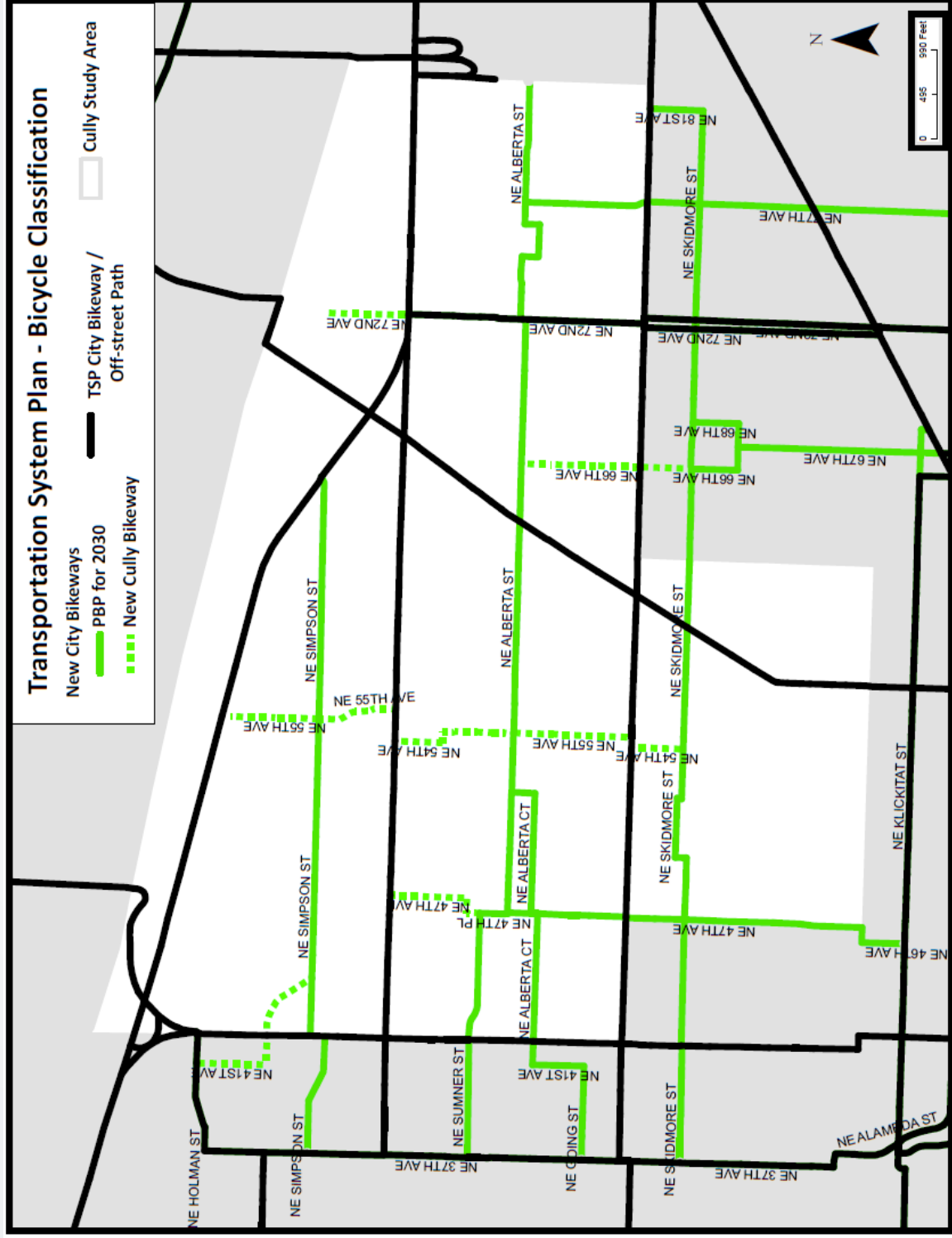


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# priority active transportation routes



# 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

Most cars during  
busiest time of day



**24** streets  
avg. less than 500 cars per day


predominantly local access



<1 car per min

**9** streets  
avg. 500-2,999 cars per day

moderate cut-through



5 cars per min

**3** streets  
avg 3,000-6,500 cars per day

predominantly cut-through



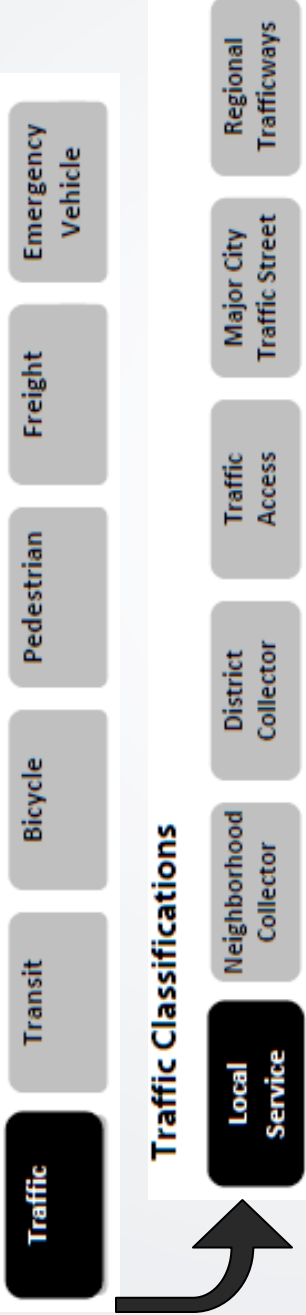
11 cars per min

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



# local street typology

## TSP Street Classifications



## Local Street Typology (for Local Service Traffic Streets)

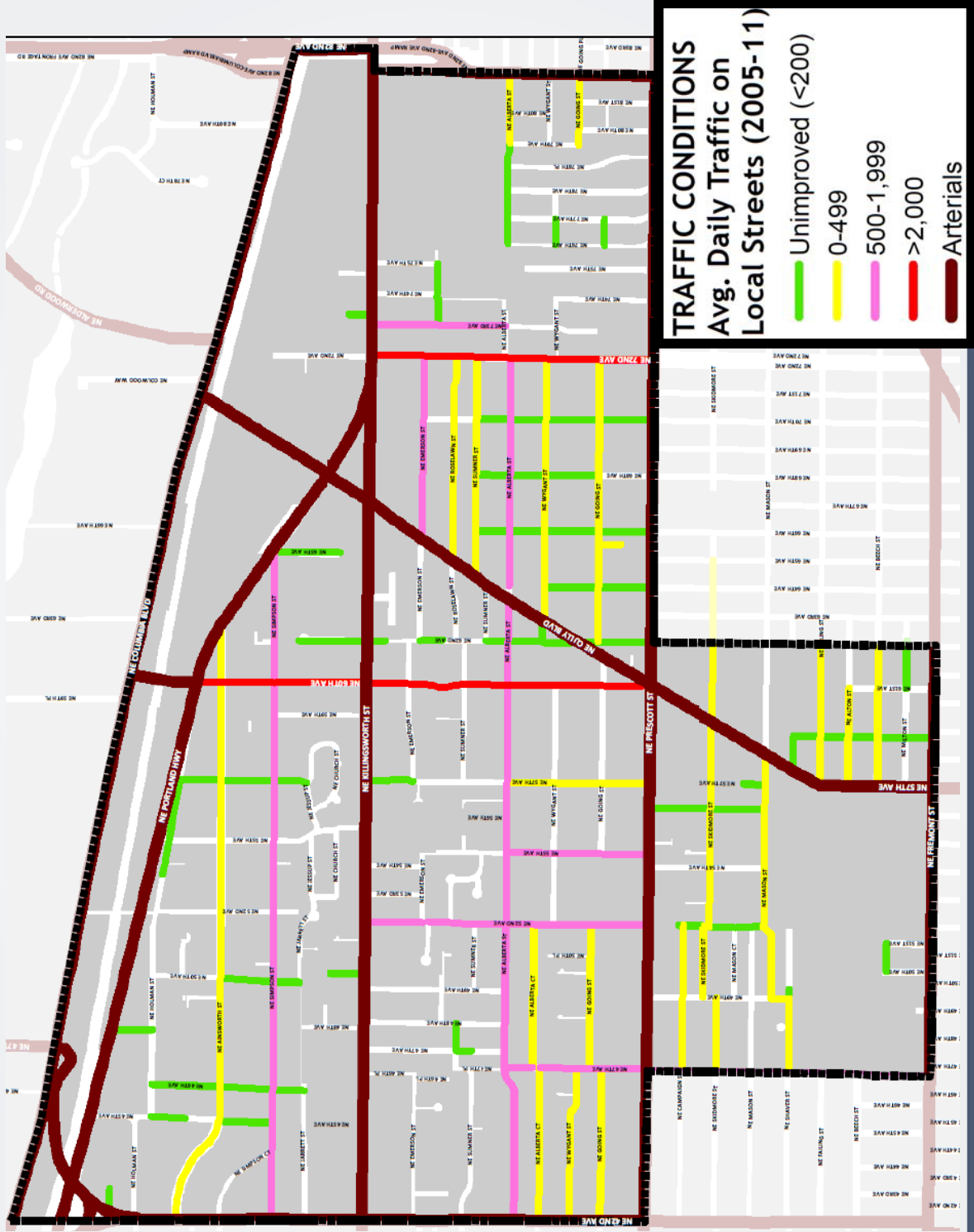
TYPE	Traffic Level (vehicles/day)	User	Continuous Blocks	Design Speed	Destinations	Cars per min (Est. peak hr)
Local Accessway	Max: 1,000 Target: 500	Residents of that street/neighborhood	Few	Walking/ bicycling pace <20 mph	Local residences	Max: 2 cars Target: 1 car
Local Distributor	More than 1,000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

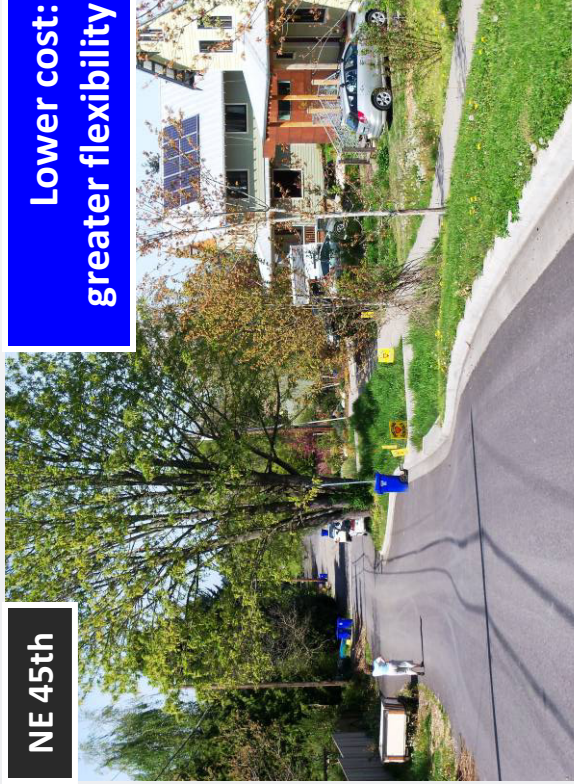
Cully south of State Hwy 30 is a predominantly residential neighborhood, with zoning for multifamily housing along many of the arterials, and single-family housing along most local streets. The suitability of this typology (as currently defined) for higher density neighborhoods remains to be determined.

# traffic volumes



# street design objectives

NE 45th

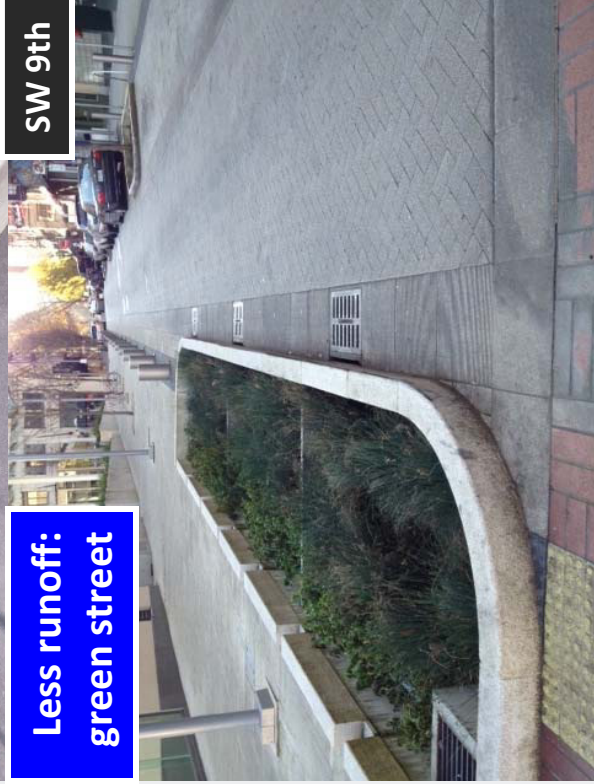


Lower cost:  
greater flexibility

Emergency access:  
calm traffic

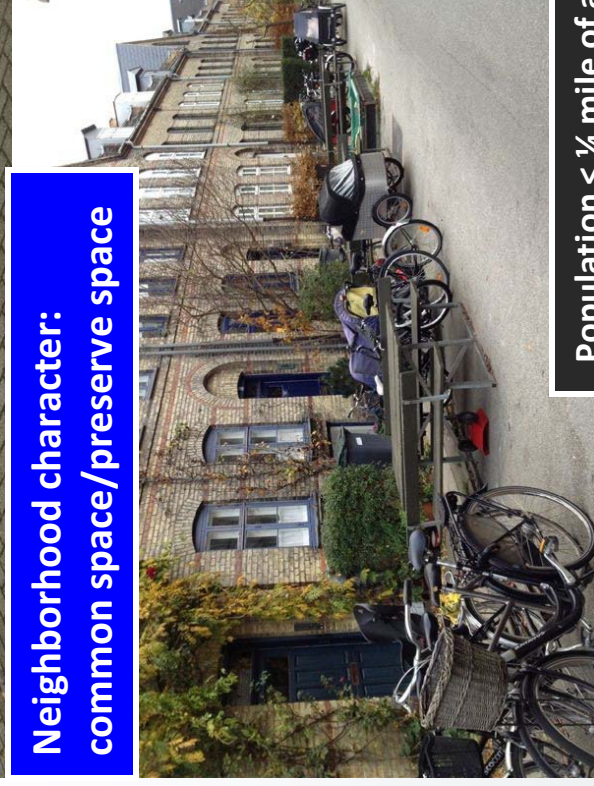


Less runoff:  
green street



SW 9th

Neighborhood character:  
common space/preserve space



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



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# input: what should be preserved?

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



NE Jessup St



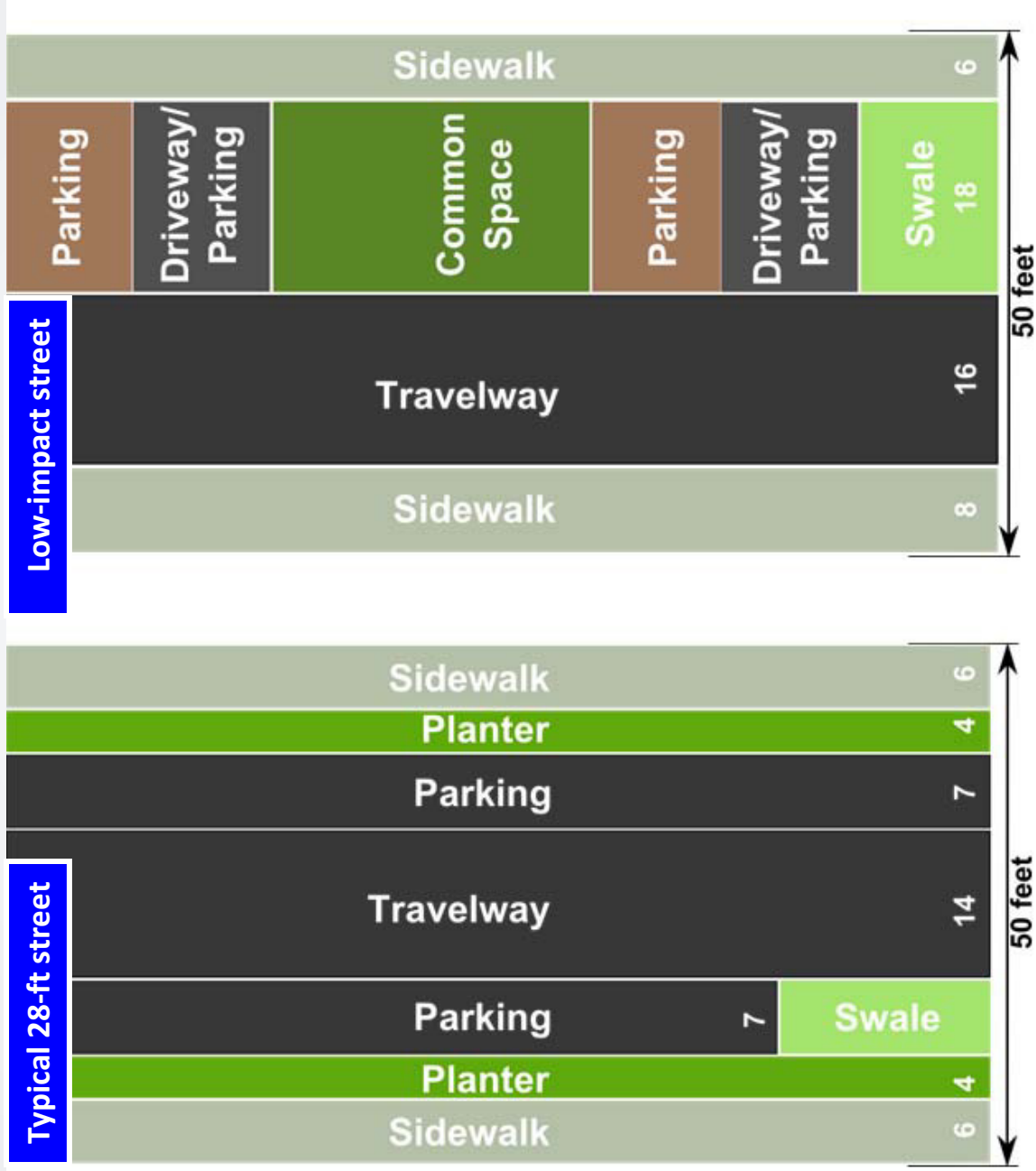
NE 67th Ave at NE Failing St.

# input: what should be preserved?

- preserve tree community

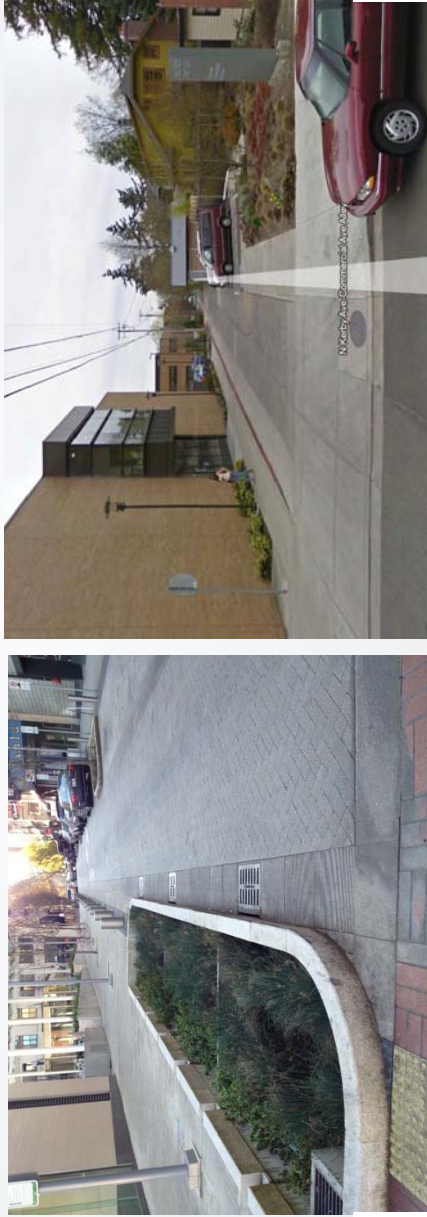


# low-impact and typical 28 ft streets





# low-impact: intersection



Directors Park

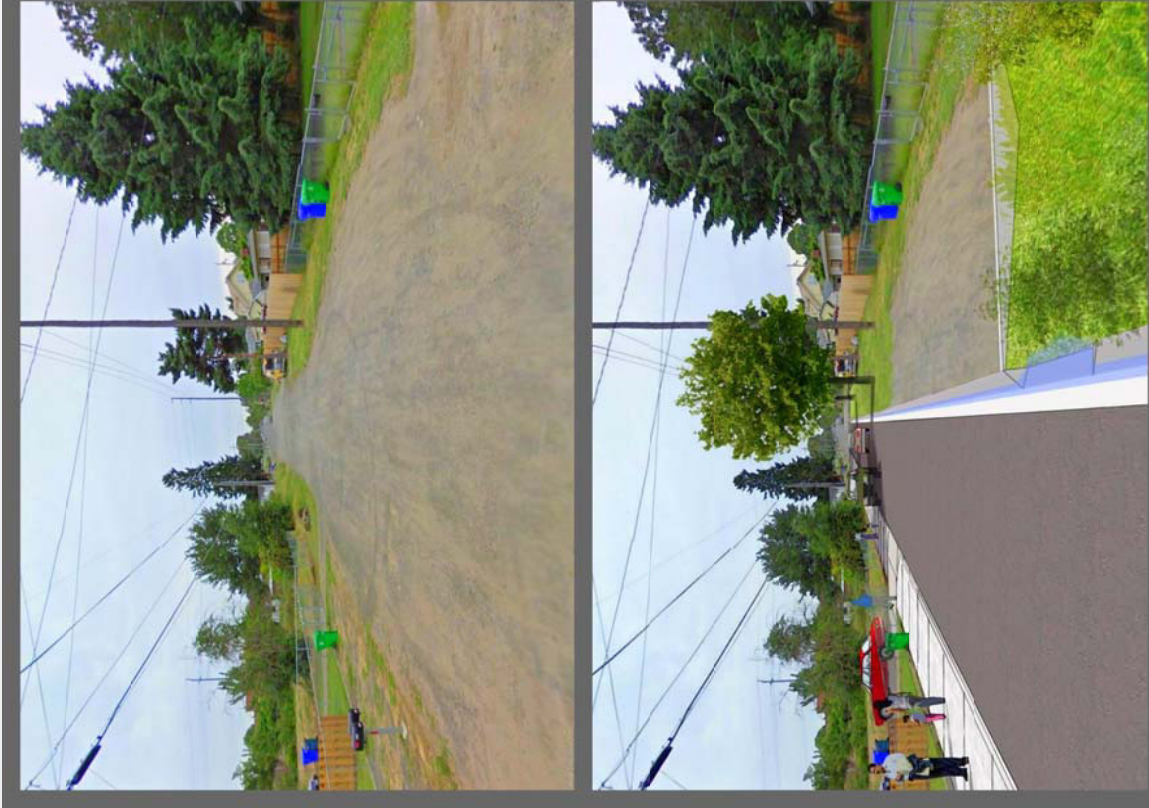
N Kerby Ally



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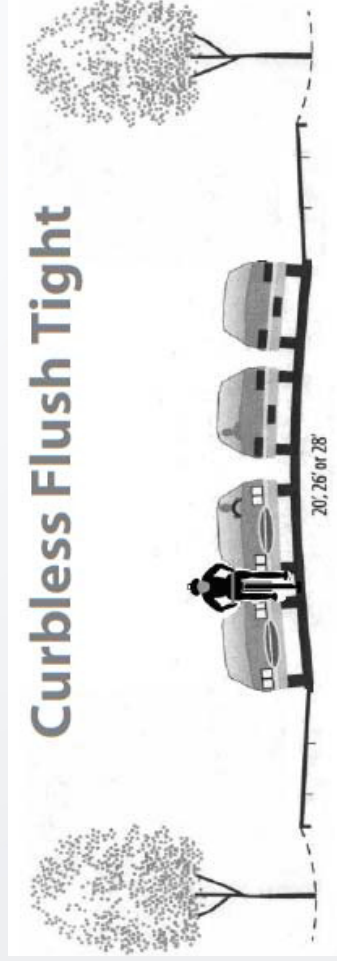
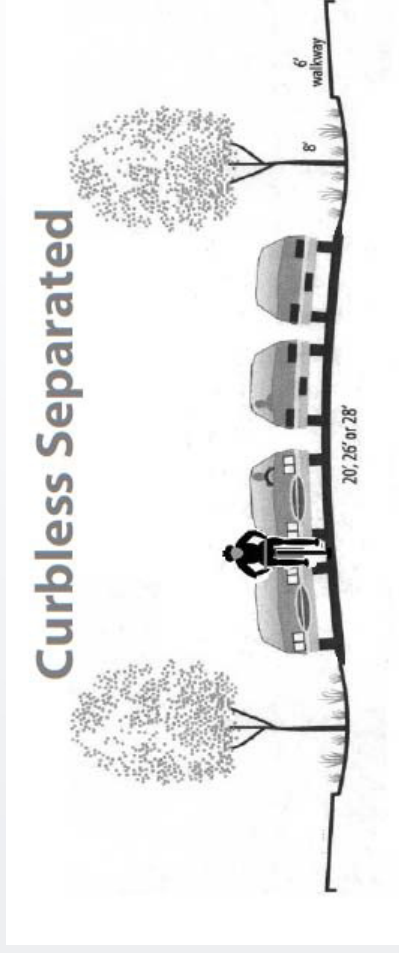
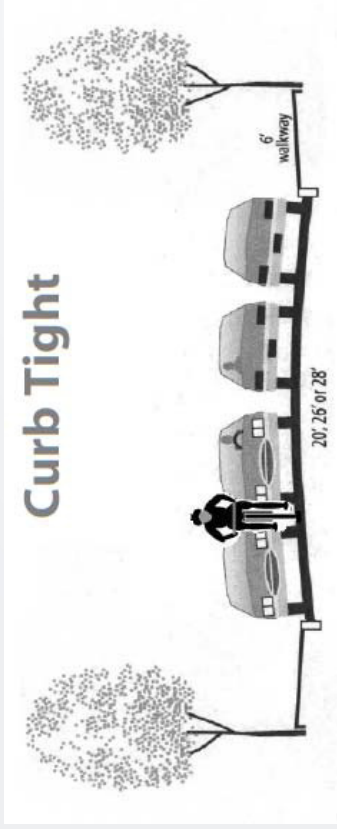
# low-impact street: phasing



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



# street types and sections

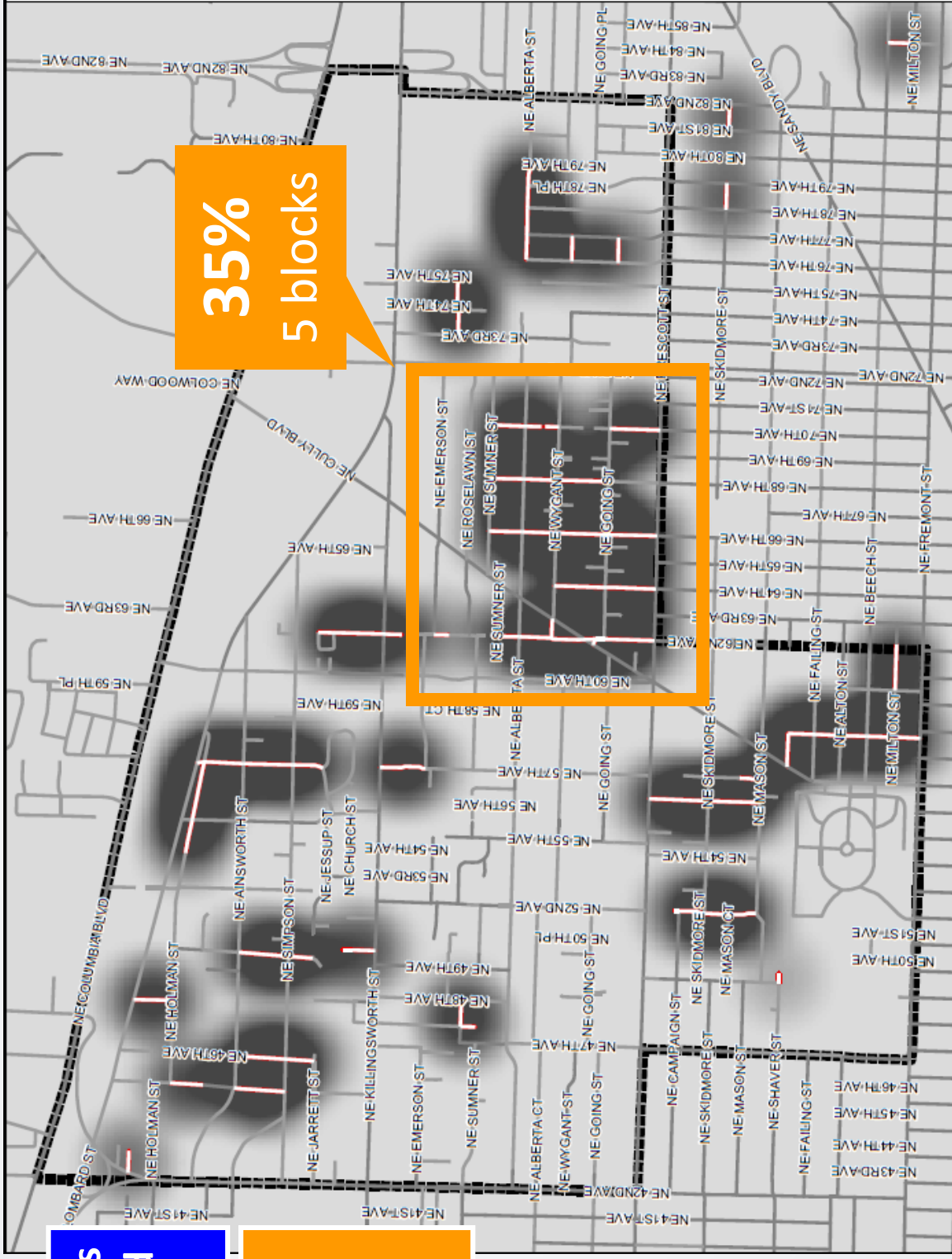


# target area

**Concentrations of unimproved streets**

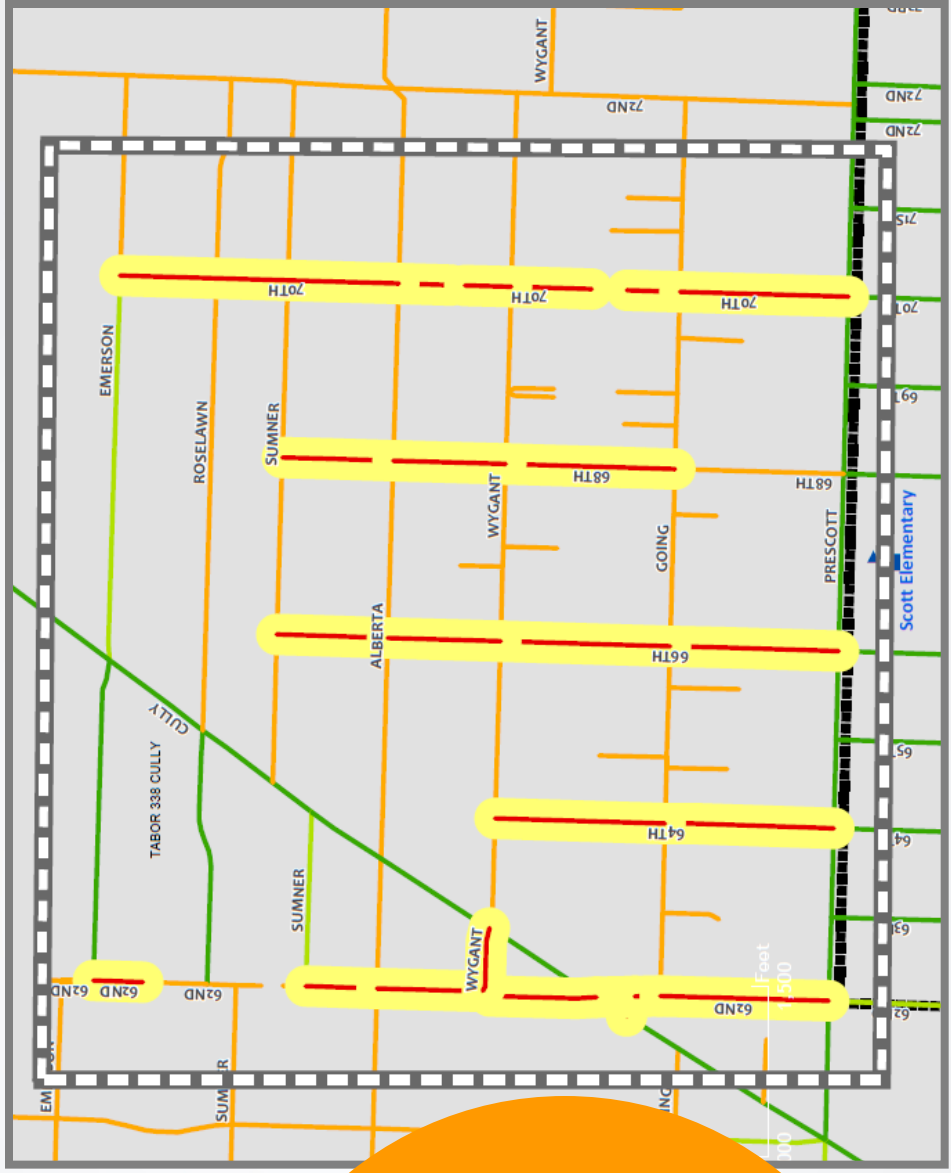
**Build upon area-wide/system approach**

- 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)

## PROPERTY SIZE

