CULLY LOCAL STREETS PLAN

A Strategy for Cully

Critical Transportation Needs

A more connected local street network
Historic development patterns in the neighborhood make it difficult to meet City connectivity guidelines (i.e., a full street connections every 530' and bicycle and pedestrian connections every 330').

Safer routes to walk and bicycle
Lack of basic infrastructure limits comfortable and convenient access to community destinations (e.g., schools, parks and shops) located within walking or bicycling distance.

Recognition of varying street functions
"Local Streets" in Cully range from quiet unimproved streets to wide streets with high levels of traffic. Street standards do not currently vary for local streets with different traffic functions.

Affordable local street improvements
Since adjacent property owners are responsible for local street improvements, improving the full street to meet city standards can be cost-prohibitive.

Alternative funding sources for street improvements
It is necessary to look beyond traditional transportation funding sources (which are often not eligible for improving local streets) to assist property owners in funding the construction of new streets.

Stormwater management and treatment
Lack of drainage facilities for runoff often results in impassable streets due to potholes, mud and massive puddles.

Improved bus service and access to stops
Poor street connectivity and traffic conditions restrict safe and convenient access to local bus stops in the Cully neighborhood.

Proposed Local Street Plan Solutions

Priority Connections
Safe routes to schools
Harvey Scott and Rigler Elementary Schools

Neighborhood greenways
New connections in the Transportation System Plan

More flexible or alternative design options for local street improvements
Street typology based on varying conditions
Alternative street designs for low traffic streets
Low impact local streets
Performance-based street options

Interim improvements
Phasing to allow near-term partial improvements

Demonstration project
Pilot alternative street designs or materials

Strategy for implementation
Target area
Define a project for improvements within an area with a high concentration unpaved streets

Target Area local improvement district
Target Area maintenance district

Identify implementation options based on which types of projects are eligible for different potential funding sources
Your Neighborhood Streets Today

What is the condition of streets in Cully?

<table>
<thead>
<tr>
<th>STREET CONDITION</th>
<th>Miles</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved Street (sidewalks on both sides)</td>
<td>9.8</td>
<td>22%</td>
</tr>
<tr>
<td>Improved Street (sidewalks on 1 side)</td>
<td>5.0</td>
<td>11%</td>
</tr>
<tr>
<td>Substandard Street/Driveway (paved with curb)</td>
<td>6.9</td>
<td>16%</td>
</tr>
<tr>
<td>Substandard Street/Driveway (paved no curb)</td>
<td>18.1</td>
<td>42%</td>
</tr>
<tr>
<td>Dirt or Gravel Street</td>
<td>3.8</td>
<td>9%</td>
</tr>
<tr>
<td>Grand Total</td>
<td>43.6</td>
<td>100%</td>
</tr>
</tbody>
</table>

**Improved streets** have been improved to a level that the city has accepted maintenance responsibility. **Substandard streets** do not meet City standards. **Dirt or gravel streets** are used by vehicles but have no hard paved surface. **Paper streets** existing as platted right-of-way or in policy only and are not being used by vehicles.

Find more information about the Cully Local Street Plan:  
www.portlandonline.com/bps
The Role of Local Streets in the Network

Varying Traffic Levels on Local Streets in Cully

Traffic Count Locations

Average Daily Traffic Volumes

Local Street Classifications

Traffic classifications maintain a system of streets to support the movement of motor vehicles for trips ranging from a regional to a local scale.

Local Service Traffic streets are intended to distribute local traffic and provide access to local residences and commercial uses.

Proposed Local Street Typology

<table>
<thead>
<tr>
<th>Type</th>
<th>Traffic Level (vehicles/day)</th>
<th>User</th>
<th>Continuous Blocks</th>
<th>Design Speed</th>
<th>Destinations</th>
<th>Cars per min (Est. peak hr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessway</td>
<td>Max: 1,000</td>
<td>Residents of that street/neighborhood</td>
<td>Few</td>
<td>Walking/bicycling pace &lt;20 mph</td>
<td>Local residences</td>
<td>Max: 2 cars Target: 1 car</td>
</tr>
<tr>
<td>Local Circulator</td>
<td>More than 1,000</td>
<td>Neighborhood &amp; district residents</td>
<td>Few or many</td>
<td>20 or 25 mph</td>
<td>Some local attractors</td>
<td>&gt;2 cars</td>
</tr>
</tbody>
</table>

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City of Portland Standards

**Standard Vehicle Realm:**
- 20, 30, or 28 Curb

**Standard Walkway Realm:**
- Curb Separated

**Other Existing Conditions**

**Initiate LID**
- Initial interest from property owners
- City staff meets with property owners
- Develop alternatives and preliminary cost estimate

**Petition**
- A Local Improvement District (LID) is a method by which a group of property owners can bear the cost of street improvement. Petition process:
  - Initial interest from property owners
  - City staff meets with property owners
  - Develop alternatives and preliminary cost estimate
  - Petition sent to benefiting owners

**City Council**
- If majority support LID, hold City Council hearing on LID formation

**Construction**
- Petition approved by City Council
- Award contract to contractor with lowest bid

**Assessments and Payments**
- Property owners responsible for assessing payments
- City offers financing options

**Existing Options to Address Substandard Streets**

**Local Improvement District (LID) Process**

**Assessments and Payments**
- City offers financing options

**Local Improvement District (LID) Terms**

**Petition**
- Those who are being asked to share in the cost of street improvements may sign a petition in favor of an LID. If support is received representing more than 50% of benefiting property owners, City Council will consider whether to form the LID.

**Financing**
- Property owners are responsible for the direct expenses, such as engineering, financing and construction. All participants in an LID are automatically eligible for financing: usually over 5, 10 or 20 years. Currently, the Bureau of Transportation does not have funding to share in the direct costs of the local street improvements.

**Alternative Financing Methods**
- City code permits the use of other funding sources if available, including federal or state grants, user charges or fees, bonds, etc. Any funds identified for an LID reduce the cost for all participants.
Improving Connectivity

Potential New Street or Pathway Connections

Input on Walk and Bicycle Routes

Suggested New Connections for the Transportation System Plan

Public Input from Route Mapping Exercise
Walking and bicycling connections were identified by attendees of a "roll and stroll" event and of the open house in October 2011.

Transportation System Plan Connections
Possible connections in the Transportation System Plan were identified based on public input and potential opportunities.

Priority Active Transportation Routes

Safe Routes to Schools

Safe Routes to School (SR2S) Walking Routes
Walking routes were identified in coordination with Rigler ES and Scott ES and documented in the Engineering Strategies Report for each school.

Neighborhood Greenways

Neighborhood Greenways
Residential streets with low volumes of auto traffic and low speeds where bicycle and pedestrians are given priority.
More Street Design Options

Low Impact Street Concept

Cross-section

Visualization

Other Options

Shared Space Street

Flush Tight Curb

Curbless Separated

Common Space

Gathering and Leisure

Phased Implementation

Plan View Diagram

Street Visualization

Sidewalk Only

Travelway (Pavement) Only

Travelway, Sidewalk, and Stormwater Features (Swale)

Full Build Out

Relative Cost of Phases

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Tailored Implementation Strategies

Target Area Project

Define a focused project for a limited area with a high concentration of streets that are unpaved or paved without curbs. A number of objectives can be achieved by implementing a target area project:

- Identify economies of scale
- Determine affordable options
- Define acceptable phasing
- Estimate implementation costs

Target area with high concentration of unpaved streets

Full Street Improvement Options

Conceptual layouts for a standard street improvement (28-ft curb to curb) compared to the "Low Impact" streets concept

Possible Scenarios for Implementing a Target Area Project

Improve Full Streets
Build Interim Improvements
Form a Maintenance District

Types of Street Improvement Projects and Example Funding Opportunities to be Explored

Solutions were grouped into four different types of projects to assist staff in determining which potential funding sources might be eligible for each type. The local street plan will match the different funding sources, both traditional transportation and non-traditional sources, with eligible projects.

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Potential Eligibility for project type:</th>
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<tbody>
<tr>
<td>Priority Active Transport Routes</td>
<td>Priority Active Transport Routes</td>
</tr>
<tr>
<td>Pilot Demo Street Design</td>
<td>Pilot Demo Street Design</td>
</tr>
<tr>
<td>Local Street Improvement</td>
<td>Local Street Improvement</td>
</tr>
<tr>
<td>Maintenance Options</td>
<td>Maintenance Options</td>
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<tr>
<td>Private Property Owners (LIDs)</td>
<td></td>
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<tr>
<td>Transportation Enhancements</td>
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<tr>
<td>Sustainable Community Grants</td>
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<tr>
<td>Community Development Block Grants</td>
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<tr>
<td>Transportation, Community and System Preservation Program</td>
<td></td>
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<tr>
<td>Nonpoint Source Implementation Grants</td>
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</tbody>
</table>
The major transportation improvements list in the City’s Transportation System Plan (TSP) identifies significant capital improvements that will be addressed over the next 20 years. Additional projects or modifications to existing projects on the list will be recommended based upon public input about the priority streets to be improved (if money becomes available).

A range of safety improvements may be considered to enhance crossings at busier streets for people walking or bicycling. Signing and marking crossings may be adequate if the street has medium to low traffic volumes and is not too wide. On higher volume and wide roadways a pedestrian refuge island or curb extension may be added. All-way stops, beacons and signals may also be an option where traffic conditions meet national and local standards.

1. Stop by the Destinations and Priority Routes Map and mark your favorite walking and bicycling routes, important crossings locations and the local destinations you frequent in the neighborhood.

2. Complete the Local Street Plan Survey and comment on the streets you would like to see improved if money becomes available.

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