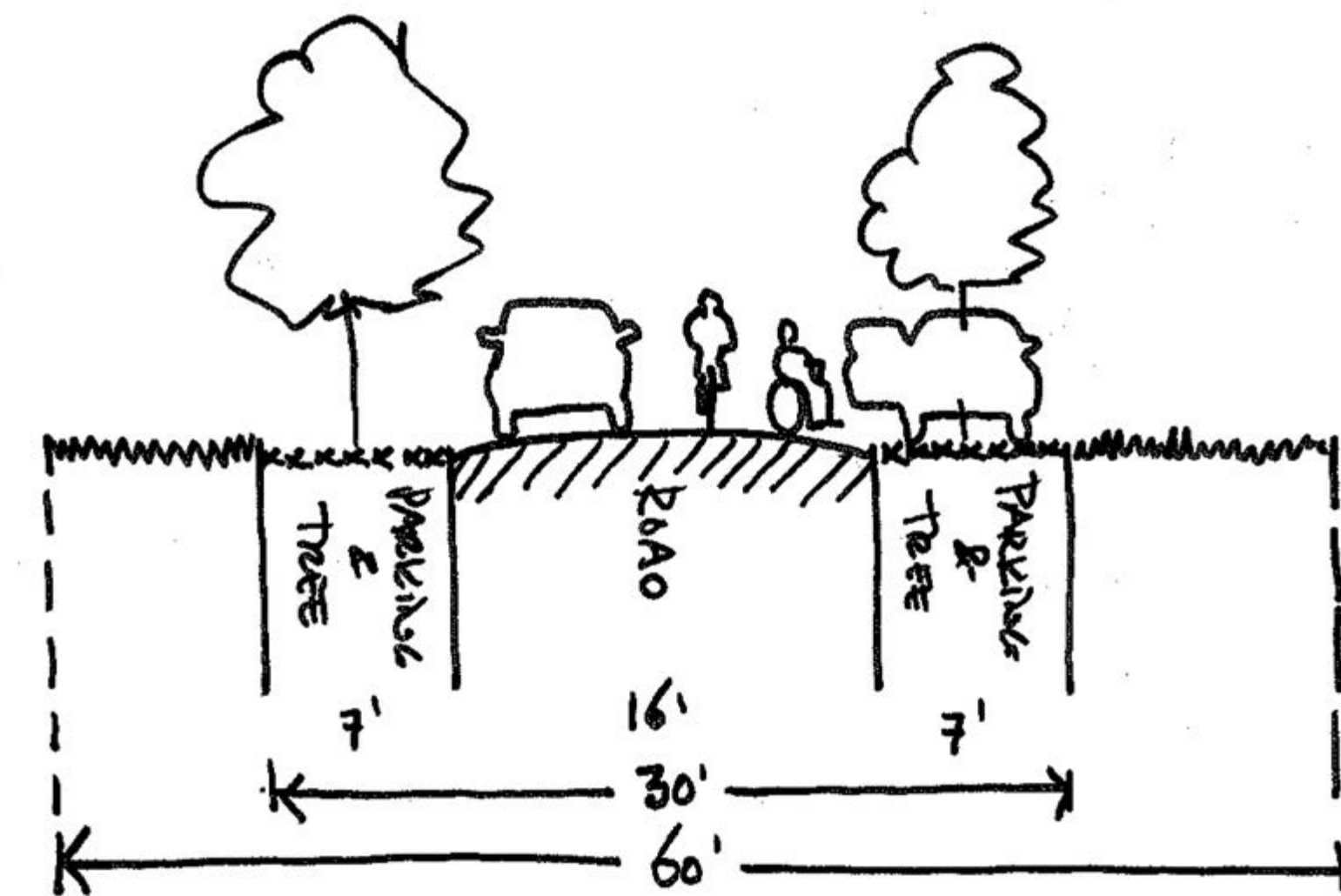


Local Residential Street Design

Through the City's Street by Street (UpOutoftheMud) effort in 2012, the City established new practices to introduce more affordable, flexible and sustainable ways of improving and maintaining low traffic residential streets by allowing for partial improvements and alternatives roadway designs. They are now implemented through the City's Residential Streets program. More information at www.portlandoregon.gov/transportation/58466



Shared Curb-less Street Conceptual Design Option

The Division-Midway Facility Design Types Menu summarizes the new 'Street by Street' Residential Street design options and other facility types, and describes where they may be applicable. See this board and document for more detail. Some of these facility design types allow for narrower cross-sections that may fit in space constrained areas, require less right-of-way dedication and lower construction costs.

Community Uses in Public Right-of-Way

Mayor Hales with support from the Portland Bureau of Transportation (PBOT) and Office of Neighborhood Involvement (ONI) are exploring community uses on gravel streets and determine the level of community support for the idea. Various types of community uses are being considered, including gardens, landscaping, gathering and play space, community information, and art installations.



Example - Community Garden in Public Right-of-Way

In Fall 2013, a Portland State University civic leadership class conducted early engagement activities, including door-to-door surveys and public meetings, in two neighborhoods with concentrations of unimproved streets. The class determined that there is significant support for community uses and some formal and informal improvements already exist. In 2014, the City will seek to select four unimproved streets from sites proposed by community groups and property owners throughout the City to serve as an initial pilot project for Community Uses in the Right-of-Way.

Proposed Town Center Designation SE 122nd Ave Division/Powell

Through the Portland Comprehensive Plan Update, a new 'Town Center' designation is being proposed at SE 122nd Ave and Division/Powell. This is in the center of the Division-Midway Neighborhood Street Plan study area. A Town Center designation would reinforce the need to be able to safely and conveniently walk and bike to and from, as well as within the future Town Center. It also presents opportunities. Redevelopment may become more likely within a future Town Center. This may bring a greater mix and density of services, jobs and residential opportunities to serve the adjacent neighborhoods. It may also spur more public investment in infrastructure and other development assistance to attract and incent private development to help realize the envisioned Town Center. As more redevelopment occurs at increased density, there will be more opportunities to require right-of-way dedications and street improvements to increase connectivity for all modes of travel.



SE 122nd Division & Powell "Town Center" Proposal



The Division-Midway Neighborhood Street Plan study area surrounds the Division-Midway Neighborhood Prosperity Initiative (NPI) community 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 this effort.

Potential New Public Connections Across Existing Private Property

The primary way to increase connectivity is to establish new street or pathway connections through large or very long blocks. This requires locating connections on what is currently private property. This most commonly happens at the time private property is redeveloped to higher densities or intensity of use through the City's development review process. The Map of Division-Midway Connection Candidates displays the Potential New Right-of-Way Connections across Existing Private Property identified through this planning process and previous plans.



Examples of informal footpaths in public rights-of-way along SE 136th Ave and 138th Ave

Potential Improved Connections in Existing Public Right-of-Way

Another key opportunity is identifying existing unimproved public rights-of-way that could be improved providing connectivity benefit to the broader neighborhood for some or all modes of travel. The project team looked for existing informal dirt footpaths and gaps in the local street system for improvement providing access to Main Street retail, transit, neighborhood activity centers, schools, parks and similar local destinations. The Potential Improved Connections in Existing Right-of-Way identified through the above efforts are included on the Map of Division-Midway Connection Candidates.

