

70s GREENWAY: CULLY CONNECTOR

NE KILLINGSWORTH ST TO SANDY BLVD

PROJECT DESCRIPTION

The Portland Bureau of Transportation (PBOT) and Metro are partnering to make NE 72nd Avenue safe and comfortable for pedestrians and people biking by building a neighborhood greenway through the heart of the Cully and Roseway neighborhoods. Neighborhood greenways are residential streets that place a priority on pedestrians and people biking. Greenways typically average fewer than 1,000 car trips per day, with speeds of 20 mph or less.

We are in the early design phase for this project and need your input. By 2023, PBOT will build new sidewalks and bicycle paths between NE Killingsworth Street and Sandy Boulevard.

HIGHLIGHTS

New sidewalks and bicycle paths will safely connect residents to neighborhood stores, schools, and parks. Eventually this greenway will connect with other PBOT projects, providing one continuous connection all the way south to the Springwater Corridor Trail.

HOW GREENWAYS MAKE STREETS MORE COMFORTABLE

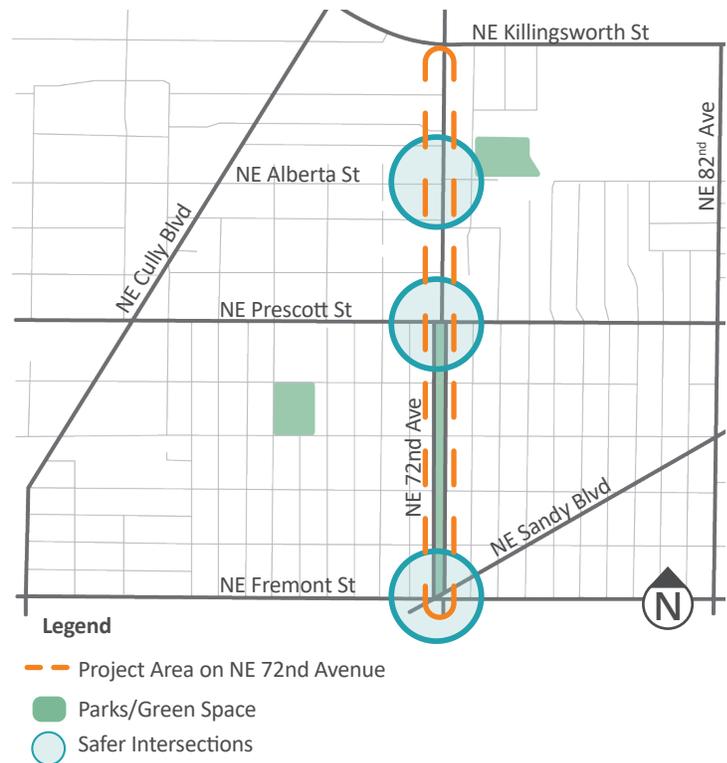
Less traffic. One goal of this project is to decrease car traffic on NE 72nd Avenue by preventing it from being used by cut-through traffic. For instance, we may prevent certain turns at the intersection of NE Sandy Boulevard and Fremont Street so that drivers stick to the main roads.

Safer crosswalks. Another goal is to make crossing the street safer for pedestrians and people biking. We're recommending improvements to the following intersections:

- NE 72nd Avenue and Alberta Street
- NE 72nd Avenue and Prescott Street
- NE 72nd Avenue, Sandy Boulevard, and Fremont Street

Separated paths. Where necessary, PBOT will design the greenway to create a separation between the vehicle travel lanes and the pedestrian and bike paths. In some places, such as between NE Killingsworth and Prescott streets, we'll build separated paths for pedestrians and people bicycling. See the next page for some of these designs.

Slower traffic. In places where people biking share the road with those driving, PBOT will explore adding speed bumps to help keep speeds under 20 mph.



Map of Project Area and Vicinity

PROJECT TIMELINE

Planning and Design: 2021- 2022

Estimated Start of Construction: 2023 (tentative)

TELL US WHAT YOU THINK

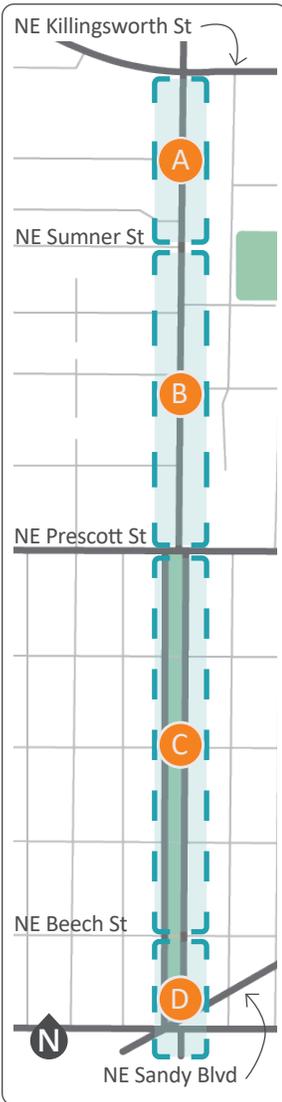
We are in early design. Our team needs your help to make sure this project works for the community. We will be conducting outreach early this year. To find out more about upcoming surveys and a virtual open house, please sign up for email updates and check out our website at:

portland.gov/70s-greenway-cully

CONTACT US

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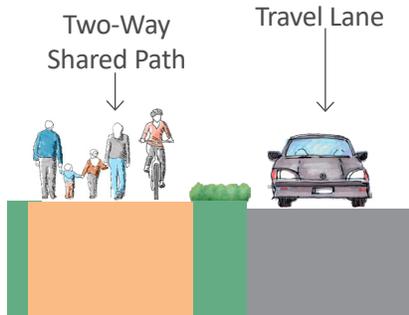
David.backes@portlandoregon.gov



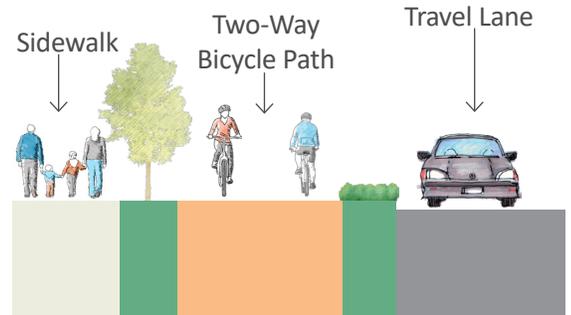
PRELIMINARY CONCEPTUAL DESIGNS

Because NE 72nd Avenue varies in width, we've designed the project in sections (A through D in the image and described below). The design varies between each section in order to protect pedestrians and people biking as much as possible, while keeping on-street parking mostly unchanged. These preliminary conceptual designs will evolve as we enter the final design phase.

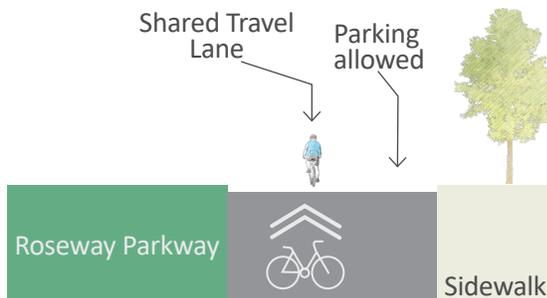
SECTIONS OF NE 72ND AVENUE



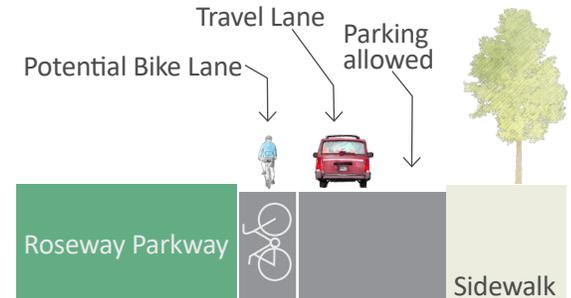
- A KILLINGSWORTH TO SUMNER**
- A new shared-use path for both pedestrians and two-way bike traffic on the west side of the street.
 - Parking not allowed on the west side of the street.
 - No changes to the east side.



- B SUMNER TO PRESCOTT**
- New sidewalk for pedestrians and a separate two-way bike path on the west side of the street.
 - Parking not allowed on the west side of the street.
 - No changes to the east side.



- C PRESCOTT TO BEECH**
- No change to existing sidewalks and on-street parking.
 - Explore adding speed bumps in both directions.
 - New "sharrow" markings on the road, in both directions, which indicate that bikes and cars share the road.



- D BEECH TO SANDY**
- No change to existing sidewalks and on-street parking.
 - Explore adding speed bumps in both directions.
 - Potential striping for a designated bike lane on the Roseway Parkway median side, in both directions.

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