

Cully Park Safe Access Project

LET US BUILD CULLY PARK!

Spring 2013



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Executive Summary

Let Us Build Cully Park! is a coalition of 17 community organizations coming together to build momentum for the funding and construction of Cully Park in NE Portland's Cully neighborhood. This neighborhood lacks critical infrastructure (parks, sidewalks, street connection), is one of the most racially diverse Portland neighborhoods and is predominantly low-income.

The Cully Park Safe Access project is a unique project to build community capacity in transportation-related public involvement and to develop community-driven project outcomes for the Cully neighborhood.

The project took place Jan-Jun 2013 and focused on community perceptions and preferences for safe access to Cully Park. Access, in this case, relates to alternative modes of travel, including walking, bicycling and transit.

Three themes emerged from the community-led project:

Community-Led: What We Heard.

Community Facilitators, Bilingual Representation

Be Seen, Be Safe: Visibility and Safety.

Lighting, Crime Prevention Through Environmental Design Recommendations, Education

Get Connected: Pedestrian and Bikes.

Street and Bike Improvements, Crossings, Amenities

This project is focused on exploring safe access from the neighborhood to Cully Park. Verde is developing the park, a former landfill owned by the City of Portland.

The goal of this project is three-fold:

1. Build capacity for public engagement, outreach and process within the Cully neighborhood by providing community members training and experience conducting door-to-door surveys and facilitating small workgroups at community open houses, and
2. Engage with public agencies to develop relationships with community members to help them navigate, advocate and understand the transportation planning and project funding process for their community.
3. Provide recommendations to the public agencies from the community for safe access to Cully Park.

Community-Led: What We Heard.

The project used a community capacity building model to engage and empower community members in transportation planning. Community members engaged in bilingual outreach and decision making to identify safety and access issues. The Project team



Community members led facilitation of break-out groups.

solicited community members to serve on the Stakeholder Action Team. The intent was to provide technical assistance to these community members to conduct public outreach and engagement that would help inform policy and project priorities for the Cully neighborhood. Door-to-door surveys, person-to-person interviews and community open houses gathered issues, project ideas and priorities for the neighborhood. The project also provided the community the opportunity to recommend preferences and priorities for projects and programs.

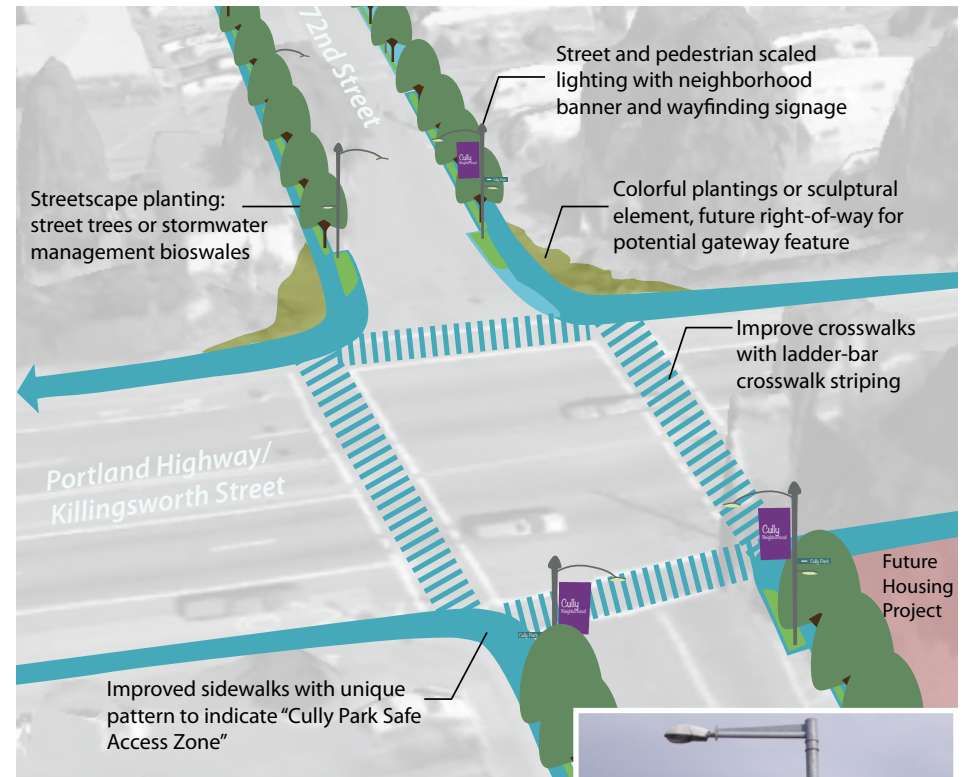
An active and involved Technical Advisory Team, consisting of public agencies and non-profit advocates provided guidance on project scope, funding opportunities and capital project feasibility.

Be Seen, Be Safe: Visibility and Safety.

The community identified major issues with pedestrian safety, including poor lighting, lack of sidewalks, poor bicycle facilities and street crossing safety. The Project team developed design concepts to address crime prevention through design.

Get Connected: Pedestrian and Bikes.

The community created a project list that they determined would help improve pedestrian and bicycle safety from the neighborhood to the Park. The Project Team, with the assistance from the Technical Advisory Team, developed a time horizon for project development/construction, based on existing plans, projects and funding streams. The project list below is prioritized by the community as top issues/projects.



Cully Park Safe Access Zone: Catalyst project at 72nd Street.



Demonstration project: Scaled pedestrian lighting example

Recommendations

<i>Immediate term (1-3 years)</i>	<i>Medium term (4-10 years)</i>	<i>Long term (beyond 10 years)</i>
72 nd & Killingsworth: adjust walk signal timing.	Street improvements to 72 nd , north of Killingsworth	Gateway arch over 72 nd Avenue
Pedestrian scale lighting improvements at intersection and bus stops.	Pedestrian scale lighting along Killingsworth from Cully to 76 th	Street connections and improvements: South of Killingsworth: 74 th , 75 th & Roselawn.
Improved striping at crosswalk on 72 nd & Killingsworth.	Pedestrian scale lighting on 72 nd , north to Cully Park	Improvements at intersection of Killingsworth and Portland Highway (left turns)
Repair sidewalks and bike lane on Killingsworth from Cully/Killingsworth intersection to 76 th .		

Based on the community-led process and the support of the Stakeholder Action Team and the Technical Advisory Team, the Project Team recommends the following:

Create a **Cully Park Safe Access Zone**. Based on frequent pedestrian and bicycle access routes from the neighborhood to the park, a pedestrian safety route could be created. Similar to the Safe Routes to School concept, specific routes to Cully Park could be branded to develop a community identity and safety focus on the routes. Concepts in addition to sidewalks could include:

- Bilingual wayfinding signage;
- Pedestrian scale lighting;
- Painted or stamped concrete or decorative street tree grates or catch basins;
- Landscaping incentives for property owners to create a uniform theme;
- Business owner and residential owner incentives to create public/private partnerships to increase pedestrian activity;
- School and community-led bilingual educational programs and events to encourage and educate about safe access to the park;

Develop a **Catalyst Project** at the intersection of NE 72nd and NE Killingsworth Street. The project would focus the community's identification on the current access to Cully Park Community Garden and provide a visual landmark for park. The project would include the following elements:

- New ladder-bar crosswalk striping;
- Extension of the walk time across Killingsworth and enhanced crossing signal technology, including bilingual signage;
- Repair of the bike lane and enhancement of curb ramps and sidewalks to include decorative concrete designs, such as stamped and/or colored concrete;
- Demonstration project for new pedestrian scale lighting retrofit of existing street lighting to focus on pedestrians;
- Banners and bilingual wayfinding and crossing signage;
- Bilingual community education and promotional events for safe access to Cully Park, working with the City's Crime Prevention coordinator to further refine safety issues relating to lighting, neighborhood watch programs and foot patrol.



Cully Park Safe Access Zone: Identified streets to begin building framework for high capacity pedestrian routes that identify safe routes to Cully Park.

- Enhanced improvements at nearby bus stops to include improved lighting and shelters.
- Change out existing streetlights to LED lighting along Killingsworth Street from NE Cully Boulevard to NE 76th Street.
- Coordinate these projects and activities with the Metro Regional Travel Options grant.

Use the format and framework.

Community Led: What We Heard.

Community facilitators, bilingual representation

Be Seen, Be Safe: Visibility and Safety.

Lighting, Crime Prevention Through Environmental Design recommendations, Education

Get Connected: Pedestrian and Bikes.

Street and bike improvements, crossings, amenities

The themes listed above should be used as an organizing concept for future projects that relate to safe access to Cully Park. The refinement and implementation of these recommendations will require additional community and local agency engagement.

Chapter 1. Project Description

The Cully Park Safe Access project is a unique project to build community capacity in public involvement techniques in low-income multi-lingual communities, in addition to developing community-driven project outcomes for the Cully neighborhood.

The project is focused on community perceptions and preferences for safe access to Cully Park, located in Northeast Portland, near NE 72nd Avenue between Columbia Blvd. and Killingsworth (Old Portland Highway). Access, in this case, relates to alternative modes of travel, including walking, bicycling and transit.

This project builds on existing studies and initiatives in the Cully neighborhood, including the Living Cully Ecodistrict and several studies and projects by the City of Portland for Safe Routes to School, local street planning, main street planning and park planning.

The project sponsor is Verde, a non-profit organization that serves communities by building environmental wealth through Social Enterprise, Outreach and Advocacy.

Since 2005, Verde has brought new environmental investments to Portland's neighborhoods, involved community members in the planning and building of these investments, and ensured that low-income people and people of color directly benefited from the investments.

This project dovetails with Let Us Build Cully! a community-led initiative to transform a landfill into a park in NE Portland to build community and create jobs. The park is located in NE Portland's Cully Neighborhood, a neighborhood characterized by

concentrated poverty, racial diversity, as well as by lack of access to nature and other environmental benefits.

In response, Verde and partners organized the Let Us Build Cully Park! coalition, 17 community-based organizations coming together to build momentum for the design and construction of Cully Park. Members include the Columbia Slough Watershed Council, the Cully Association of Neighbors, Hacienda Community Development Corporation, Latino Network, Native American Youth & Family Center, Portland Community Reinvestment Initiatives, and Verde.

In June 2012, the Portland City Council passed an ordinance creating a public/private agreement for Let Us Build Cully Park!/Verde to develop and build the park.

Let Us Build Cully Park! is an opportunity to create access to nature, create healthy recreation opportunities, redress a long-standing absence of a park in Cully, educate youth, create economic opportunity for low-income people to participate in the green economy, and build environmental wealth.



Chapter 2. Existing Conditions



Thomas Cully Park is located east of NE Cully Boulevard, south of NE Columbia Boulevard and north of Killingsworth Street (Old Portland Highway, State Route 30).

Auto, bike and pedestrian access to the first phase of Cully Park is located at the north dead end street of NE 72nd Avenue, north of the intersection of NE Killingsworth Street.

Cully Park Master Plan Map

Let Us Build Cully Park! has developed a phasing plan that will allow for permanent improvements to the site, consistent with the Cully Park Master Plan. Completed phase one improvements include the NE 72nd Avenue Community Garden.

Phase one components to be constructed:

- *Walking Trails.* A 5267 linear feet network of trails, with exercise equipment, provides residents with a place to see vistas of Mt. Hood and Mt. St. Helens, walk, meet neighbors and exercise.
- *North Slope Restoration.* This 143,134 square foot area will be improved to meet stormwater management, economic, educational and habitat goals.
- *Tribal Gathering Garden.* This 20,000 square foot area, designed with the Native American community, serves as a gathering area for key plants necessary for traditional uses.
- *NE 72nd Avenue Greenstreet.* Proposed improvements include 860 linear feet of street improvements, with Greenstreet stormwater management facilities.

- *Off-Leash Dog Area.* Includes a perimeter trail, site furnishings, and plantings.
- *Play Area.* Students at Rigler School, disabled students from Scott School, students at Hacienda CDC's *Expresiones* after-school program and homeless students from Community Transitional School work with a team of educators, play area designers and landscape architects to evaluate potential designs, solicit community input, and design a play area that meets the needs of young people in the neighborhood and disabled youth.
- *Youth Soccer Field.* This 6600 square yard facility will serve youth 11 & under.
- *Basketball Court.* Serves neighborhood adults and youth.
- *Parking Area.* Serves phase one's expected car usage.

Adjacent Land Uses

The site is bordered by a variety of low-intensity uses on all four sides. Residential and light industrial uses abut the site along the south and west sides. Single-family homes line NE 72nd Avenue north of Killingsworth. Two manufactured home parks are located along a portion of the site's southern edge.

An active rail line forms the northern edge of the park site, creating a clear and impenetrable edge. Industrial warehouses and a display company are found along the eastern edge of the site.

Schools

Two public schools – Rigler (K-6) and Scott (K-8) School are within a mile of the Cully Park site. The Community Transitional School is a private school serving homeless youth and is located within .5 miles of the park. Rigler has two soccer fields, two softball fields, and a playground. Scott has two softball fields, two soccer fields, three basketball courts, and a playground. CTS has a track and basketball court.

Sacajawea Head Start serves approximately 145 three to four year old low-income children and families. Located on NE 74th Avenue between and Alberta Street and Wygant Street, it is the closest of the schools to the park.

Two Safe Routes to Schools Studies have been completed: Rigler (2012), Scott 2008). Both studies recommended several street improvements along major school pedestrian routes to each of the schools.

Park Access and On-Site Circulation

At present, there is no public auto access onto the park site. Only government staff that maintain the site or monitor the methane collection system are allowed vehicle access onto the site.

Phase one development of the park uses NE 72nd Avenue for access. Future public access is also possible from NE 75th Avenue. NE 72nd Avenue services 14 single-family residences and many homes in a mobile-home park while NE 75th Avenue services three to four businesses.

The Cully Park Master Plan calls for the following access and

circulation projects:

1. Develop a new access point for vehicles and pedestrians into the park from NE Killingsworth Street.
2. Improve NE 72nd Avenue as a secondary access to the park. In both options, NE 72nd Avenue will serve mainly the off-leash area, the playground, and other uses in the western half of the park.
3. Establish a network of fully accessible paths in the park. The paths should include connections to NE Killingsworth Street and to NE 72nd Avenue. The system should provide a loop around the park with benches, viewpoints, and other amenities distributed along the path.

Adjacent Streets

Pedestrian, auto and bicycle access to phase one is from NE 72nd Avenue. NE 72nd Avenue is a local street and is unimproved with no curbs, sidewalks or drainage facilities. 72nd Avenue is a dead end street, north of the intersection with NE Killingsworth Street. NE 72nd Avenue north of Killingsworth is owned by PBOT. NE 72nd Avenue and Killingsworth Street is a four way signalized intersection with cross walks, ADA ramps and walk signals.

Old Portland Highway (State Route 30) between NE 60th and NE 82nd is owned by ODOT. Old Portland Highway becomes Killingsworth at NE 70th Avenue. Killingsworth between 70th Avenue and 82nd Avenue is a Regional Traffic Street. Killingsworth west of 70th Avenue is classified as a District Collector street. District Collector is the first level of arterial street where the needs of auto traffic typically take precedence over the needs of pedestrians. Old Portland Highway is a designated freight route by the Oregon Department of Transportation.

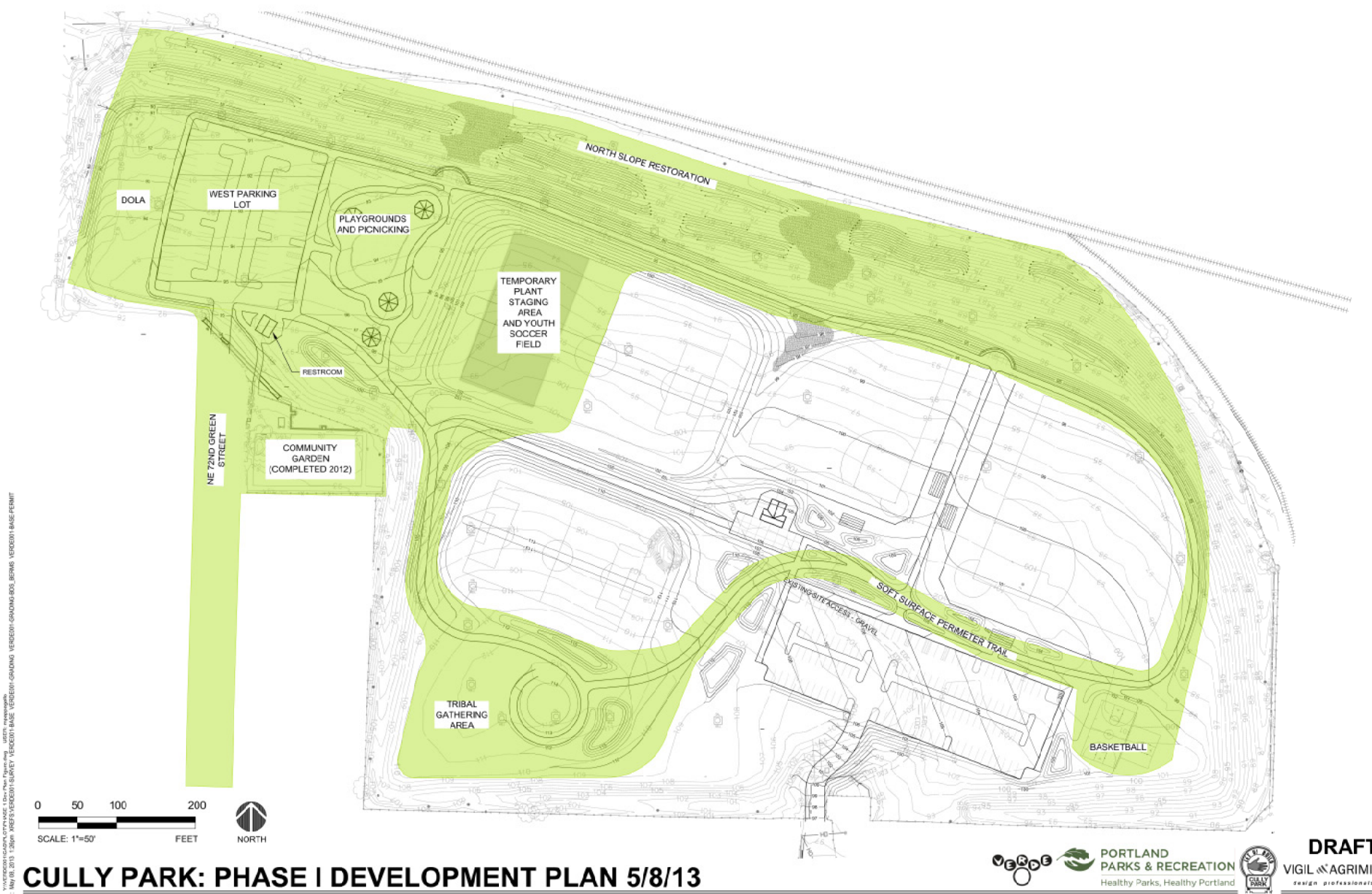


Figure 2: Phase 1.0 of Cully Park Plan

There are ADA ramps at the intersection of 72nd Avenue and Killingsworth Street, which are owned and maintained by ODOT and there are streetlights on both side of Killingsworth. The City maintains the signal.

Street Lighting

39 new streetlights were installed by ODOT along Old Portland Highway from NE 60th Avenue to NE 82nd Avenue as part of a project in 1988. The streetlights were installed averaging about 350' apart and alternating on each side of the roadway. The street light type is medium non-cutoff type IV with 400-watt high-pressure sodium lamps. These luminaries have not been modified or upgraded since installation.

Public Transit

Existing bus stops on Old Portland Highway for NE 72nd Avenue are located east of the intersection for both directions. These bus stops have bus shelters. There is a bus stop at NE 75th Avenue on the north side (westbound) and it does not have a shelter.

There appears to be an abandoned bus pull out on Old Portland Highway just west of NE 72nd Avenue and another bus pull out west of Cully Boulevard. If the constructed bus pull out can be used as intended, it would be to the benefit of both pedestrian and traffic safety, especially in light of the high numbers of boardings / deboardings at NE 72nd Avenue. Currently, the pull out located west of NE 72nd is used by Portland Public Schools.

The NE 72nd Avenue bus stops serve 1,664 boardings / deboardings per week with 38 LIFT requests (Lift/ramp deployment requests on the bus) and the bus stop at NE 75th

Avenue serves 61 boardings / deboardings per week with 2 LIFT requests.

Other stops nearby include:

- Cully Boulevard & Killingsworth Street. 4,683 boardings/ deboardings and 46 LIFT requests per month.
- 82nd Avenue and Killingsworth Street. 1,082 boardings/ deboardings per week and 4 LIFT.



60th and Killingsworth St.



Multiple locations



72nd



73rd



72nd Primary Entrance to Park



73rd Dead End Near Park



75th Entrance to Future Park



75th and Roselawn



Portland Hwy/Killingsworth St.



Killingsworth St.

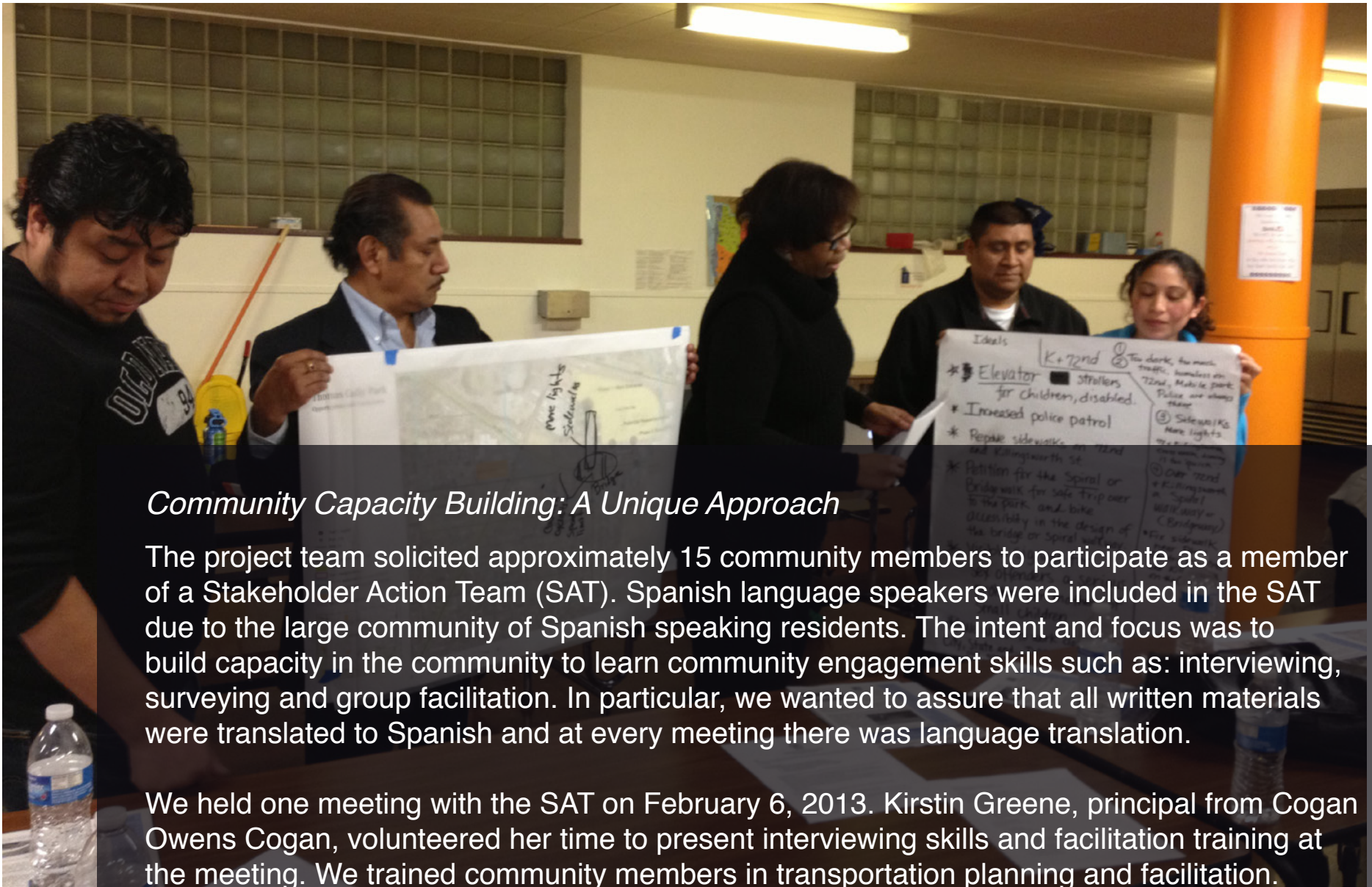


Portland Hwy/Killingsworth St.



Portland Hwy/Killingsworth St.

Chapter 3. Public Engagement



Community Capacity Building: A Unique Approach

The project team solicited approximately 15 community members to participate as a member of a Stakeholder Action Team (SAT). Spanish language speakers were included in the SAT due to the large community of Spanish speaking residents. The intent and focus was to build capacity in the community to learn community engagement skills such as: interviewing, surveying and group facilitation. In particular, we wanted to assure that all written materials were translated to Spanish and at every meeting there was language translation.

We held one meeting with the SAT on February 6, 2013. Kirstin Greene, principal from Cogan Owens Cogan, volunteered her time to present interviewing skills and facilitation training at the meeting. We trained community members in transportation planning and facilitation.

Community Survey

The Project Management Team, Laura Young, Tony DeFalco and Anita Yap, developed and refined a survey and an in-person interview template for the SAT to utilize while interviewing neighbors and business owners. (See Appendix A)

The SAT interviewed and filled out over 120 surveys and in-person interviews through March 2013 the excel sheet of responses and summary of issues are in Appendix A.

Community Open House # 1. Issue Identification

A community open house was held February 27, 2013. Language translation, childcare and food were provided at the event. Existing conditions of the project area were discussed and presented in with photos and maps, in addition to presentation of opportunities and constraints map for the study area. SAT members facilitated small groups. Open house presentation materials are located in Appendix B.



Community Open House # 2. Community prioritization

A community open house was held April 10, 2013. Language translation, childcare and food were provided at the event. SAT members facilitated small groups sessions. A summary of results from the survey and project list recommendation was presented. In addition, the Andando en Biciletas en Cully group (Riding Bikes in Cully group), a collaboration between the Community Cycling Center and Hacienda CDC, presented the results of their Photo Voice regarding bicycle access and inventory. Their project included engagement with Hacienda CDC residents regarding barriers to bicycling and a bicycle inventory. In addition, the project list was presented in terms of timing and community members were asked to prioritize projects. The meeting results are in Appendix B.

Technical Advisory Team

The Project Team engaged an active Technical Advisory Team from various governmental agencies, as well as a pedestrian advocate. The team provided technical advice on project feasibility, funding, timing, project plans and programs.

Since many of the community priorities are for projects on public streets, such as local streets and state owned highway, the TAT provided advice on how to advocate for these priorities.

ABC/Hacienda Photo Voice / FotoVov



“PhotoVoice is a method that enables people to define for themselves and others, including policy makers, what is worth remembering and what needs to be changed.”
- Caroline Wang creator of PhotoVoice

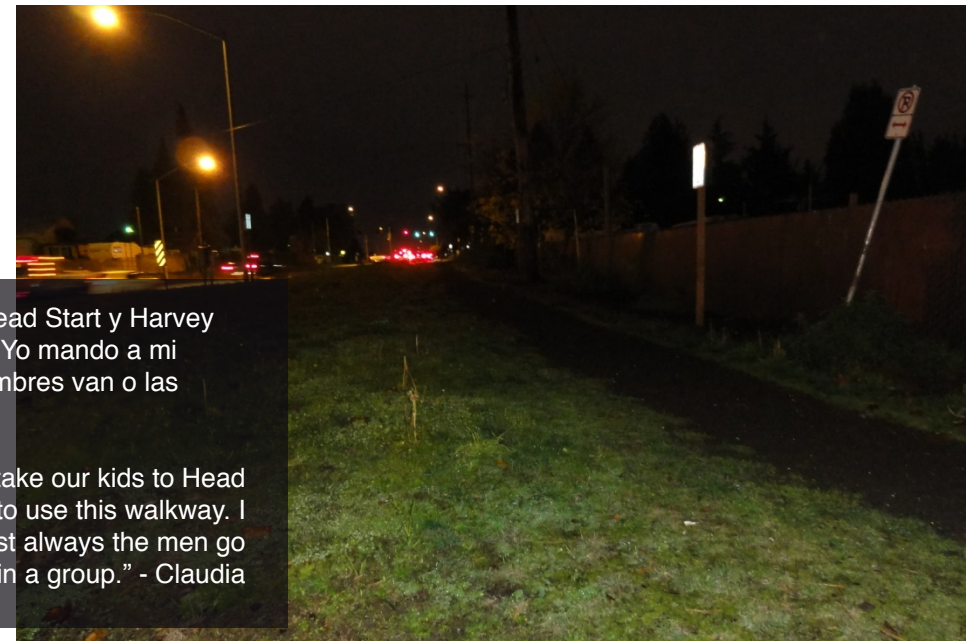


What are the barriers to physical activity in our affordable housing community?

¿Cuáles son los aspectos que promueve o prohíbe la actividad física en nuestra comunidad?

“Usamos este camino mucho para hacer money orders y para ir a Head Start y Harvey Scott. A pesar de todo estos peligros se tiene que usar este camino. Yo mando a mi esposo para hacer los mandadas o voy con el. Casi siempre los hombres van o las mujeres van en grupo.” - Claudia

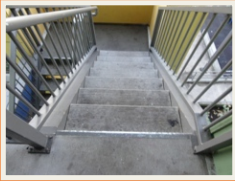
“We use this path a lot to place money orders at the store and to take our kids to Head Start and Harvey Scott school. Despite all of the dangers, we have to use this walkway. I send my husband to do the errands or have him go with me. Almost always the men go or women go in a group.” - Claudia



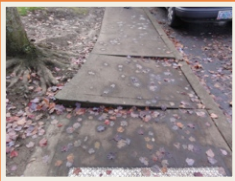
6 Identified Themes / Temas



1. Play structures / Estructuras de Juego



2. Physical Structures / Estructuras Físicas



3. Sidewalks and Connectivity / Aceras y Conectividad



4. Bike Storage / Donde Guardar Bicicletas



5. Open Spaces / Espacios Abiertos



6. Lighting and Safety / Iluminación y Seguridad



“Mi hija sacó esta foto para mostrar lo difícil de usar la carriola. Esto muestra la necesidad para mejorar este camino porque la gente lo usa mucho.” - Yolanda

“My daughter took this photo to show how hard it is to use a stroller. This shows the need for improved sidewalks since this is a well used path.” - Yolanda



Chapter 4. Technical Analysis and Project Recommendations

Technical analysis was based on community input, review of existing and relevant plans, studies and project proposals for the area.

Below is a summary of the written survey results and comments from the two community open houses. Based on these comments and a review of existing plans and projects, a recommended list of projects is provided at the end of this section. For a more detailed review of the survey results and developed project list, see technical memo, Preliminary Findings and Recommendations in Appendix C.

Quantitative results from written survey, see Appendix A.

General

1. 50% of the surveys were completed in Spanish
2. 46% completed in English
3. 87% live in Cully
4. 8% work in Cully
5. 6% are business owners
6. 86% have heard about Cully Park

Access to Park

1. 81% would use the NE 72nd Street access to Cully Park
2. 75% would walk to the park
3. 45% would bike to the park
4. 31% would drive to the park
5. 12% would use the bus to get to the park

Park activities

1. 75% said they would use the walking trails at the park
2. 50% children's play area
3. 37% community gardens
4. 35% soccer fields
5. 27% basketball court
6. 25% dog park
7. 23% baseball fields

What would help you get to the park?

1. 63% sidewalks
2. 63% lighting
3. 54% street crossings/cross walks
4. 45% signage

Transit

1. 68% would not take the bus to the park
2. 20% would take the bus to the park

Demographics

1. 46% female
2. 25% male
3. 46% Latino
4. 15% White
5. 1% African American
6. 1% Asian American
7. 38% married
8. 6% single
9. 2% divorced

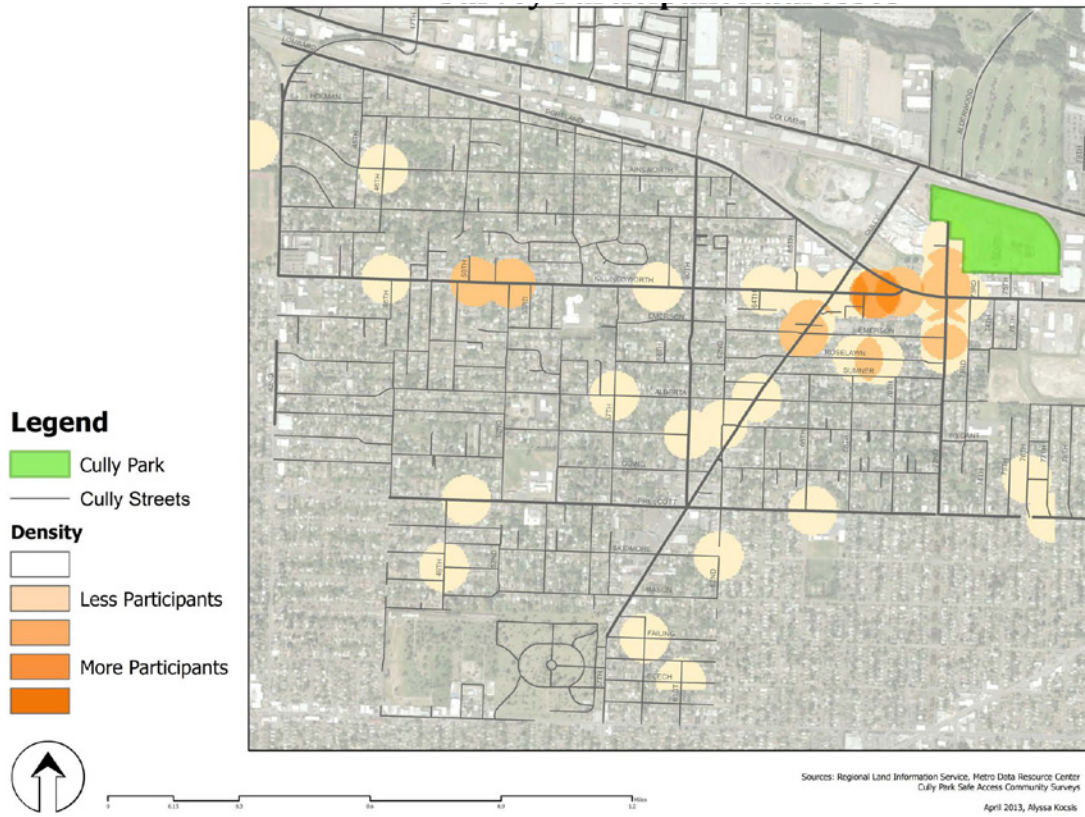


Figure 3: Survey Proximity of Participants

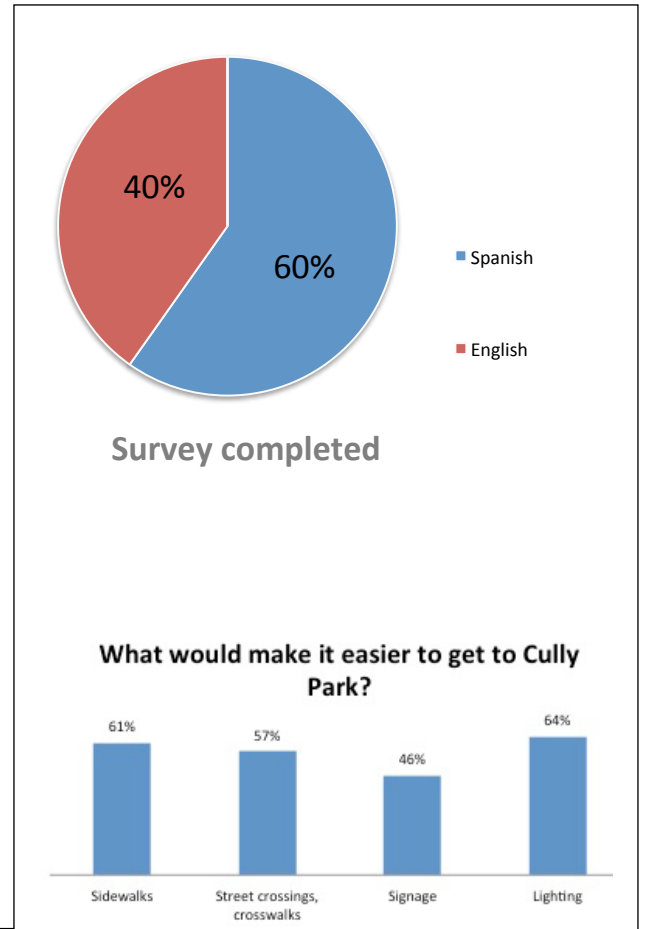
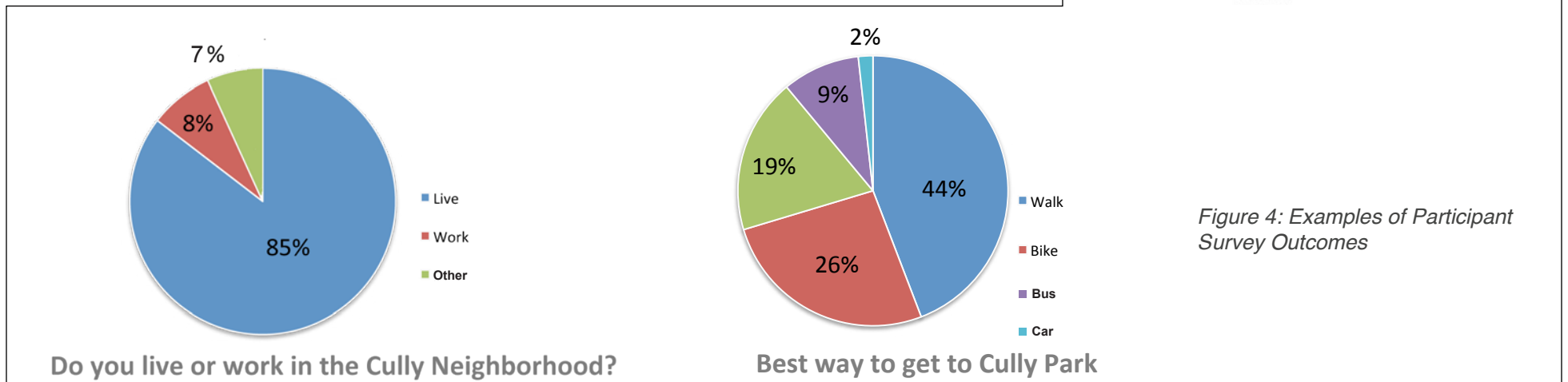


Figure 4: Examples of Participant Survey Outcomes



The survey also provided opportunities for respondents to submit comments regarding access to the park and to provide additional comments. The comments generally expressed the following:

1. Concern about traffic conflicts with pedestrians getting to and from the park
2. Concerns about crime in the area.
3. Concerns about lack of sidewalks and adequate lighting for pedestrians to get to the park.

Community Open House #1 provided participants the opportunity to voice concerns or issues regarding access to Cully Park. Highlights of the comments are listed below.

1. General improvements to lighting for pedestrian and bicycle safety on all streets.
2. Improvements at the intersection of NE 72nd Avenue & Killingsworth Street. Lighting, increase signal timing, striping, safety, curb ramps, pedestrian safety islands.
3. Better traffic control at the intersections of Portland Highway and Killingsworth, NE 72nd Avenue, and Cully Boulevard. Cars drive too fast; run red lights, left hand turn conflicts at Portland Highway/Killingsworth Street.
4. General street improvements to NE 72nd, 73rd, 74th, 75th Avenue streets and connectivity to south neighborhoods, sidewalks, paving, drainage improvements.
5. Gateway arch for Cully Park and other improvements to “triangle area” to provide signage and other improvements for area.
6. Elevated pedestrian bridge, elevator or tunnel over (or under) Killingsworth in the vicinity of NE 72nd Avenue or 75th Avenue streets to the park.
7. Concern about crime, graffiti, littering, dogs and homeless camping.

Based on these issues, the Project Team developed a range of alternatives for projects and programs and categorized these by funding, construction and timeline of projects. In addition, the city and state have plans and project funding proposals that provide funding or guide future development in Cully, these are listed below.

1. **Connected Cully**, PBOT Multimodal Transportation Project Application to ODOT 2012, \$3.3 million request for street improvements in the Cully neighborhood.
2. **Cully Commercial Corridor and Local Street Plan**, adopted September 2012 by Portland City Council, Ordinance No. 185611 Resolution Nos. 36952 and 36953.
3. **Thomas Cully Park Master Plan**. Portland Bureau of Parks and Recreation, 2008.
4. **Metro Regional Travel Options (RTO) grant application**. Living Cully EcoDistrict. 2013, awarded to Verde- \$130,000.
5. **Safer Routes to School Engineering Strategies Report**. Rigler School (2011-2012) and Scott Elementary School (2008).

Recommended Project List from Community and Associated Relevant Plans

Immediate term (1-3 years)

1. Adjust walk signal timing to maximize pedestrian safety at 72nd Avenue/Killingsworth Street (72K). (ODOT/PBOT)
2. Install pedestrian scale lighting improvements at 72K intersection and bus stops. (ODOT/PBOT/Trimet)
3. Improve striping at crosswalks at 72K. (ODOT/PBOT)
4. Repair sidewalks and bike lane on Killingsworth from Cully/Killingsworth to 76th. (ODOT/PBOT)
5. Create educational programs about pedestrian safety and access to the park. (ODOT/PBOT/Verde)
6. Create Cully Park Foot Patrol for security and education. (PPR/Verde)
7. Build dog off-leash area at Cully Park to improve safety. (Verde) (*Cully Park Master Plan*)
8. Fix drainage issues on 72nd Avenue from Emerson north to Cully Park. (PBOT/Verde) (*Included in PBOT Connected Cully plan*)
9. Install sidewalks on 72nd from Emerson north to Cully Park. (PBOT/Verde) (*Connected Cully*)
10. Improve bike connections to existing bike routes. (PBOT) (*Connected Cully/Safe Routes studies/Cully Commercial Corridor and Local Street Plan*)

Medium term (3-10 years)

1. Install sidewalks on 72nd, north of Killingsworth Street. (Verde)
2. Install pedestrian scale lighting along Killingsworth from Cully to 76th. (ODOT/PBOT)
3. Install pedestrian scale lighting on 72nd Avenue, north to Cully Park. (PBOT/Verde)
4. Create wayfinding signage to Cully Park for pedestrians and bicyclists. (ODOT/PBOT/Trimet/Verde)
5. Install pedestrian improvements at 72/K: pedestrian island, crossing flashing lights, photo camera to catch speeders/people running light. (ODOT/PBOT)
6. Install sidewalk improvements on 73rd and 74th north to Killingsworth. (PBOT) (*Cully Commercial Corridor and Local Street Plan*)
7. Build restroom facilities at Cully Park. (PPR/Verde)
8. Obtain pedestrian easements on 73rd to Cully Park. (PBOT)
9. Construct new signal at 75th and/or pedestrian crossing. (PPR) (*Cully Park Master Plan*).
10. Construct gateway arch over 72nd headed north to Cully Park at 72K.

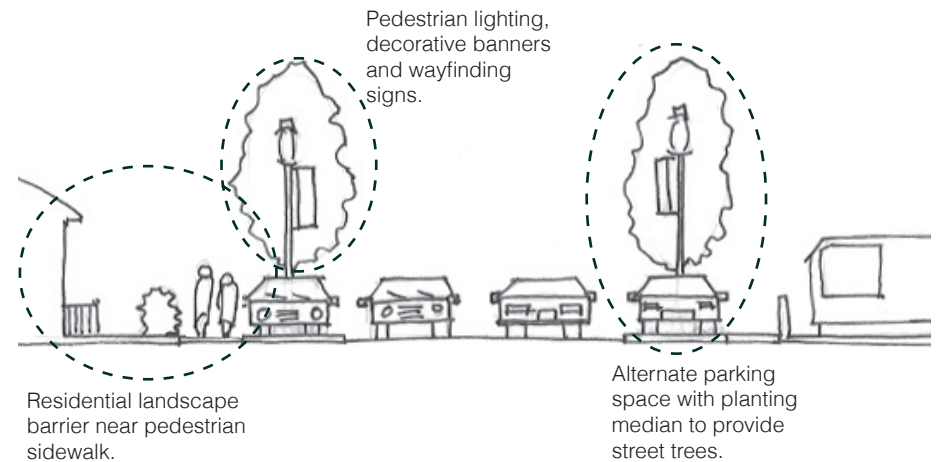
Long term (10 + years)

1. Construct pedestrian overpass at 75th Avenue or pedestrian median refuge.
2. Construct street connections and improvements: South of Killingsworth on 74th, 75th Avenue & Roselawn. (PBOT) (*Cully Commercial Corridor and Local Street Plan*).
3. Construct improvements at intersection of Killingsworth Street and Old Portland Highway. (*Cully Commercial Corridor and Local Street Plan*).

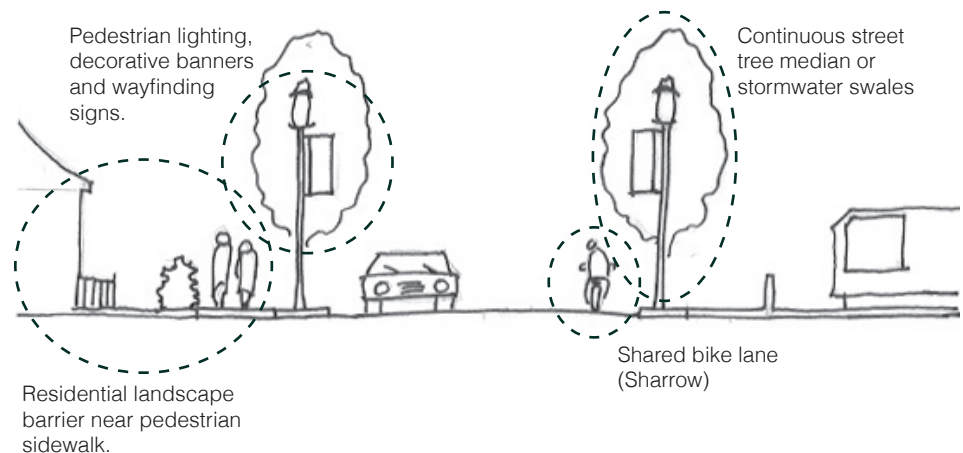
Community Priority Setting and Technical Advisory Recommendations

Based on the list above, the second community open house allowed community members to discuss these project options and prioritize within each time horizon. In addition, the Project Team met with the Technical Advisory Team to review the community priorities. The Technical Advisory Team provided advice to the project team on how to move the projects/programs forward with their agencies with community advocacy. The table below provides a summary of recommended actions.

Examples of recommendations for 72nd Ave. streetscape improvements



Example 1: Two-way traffic lanes with on-street parking

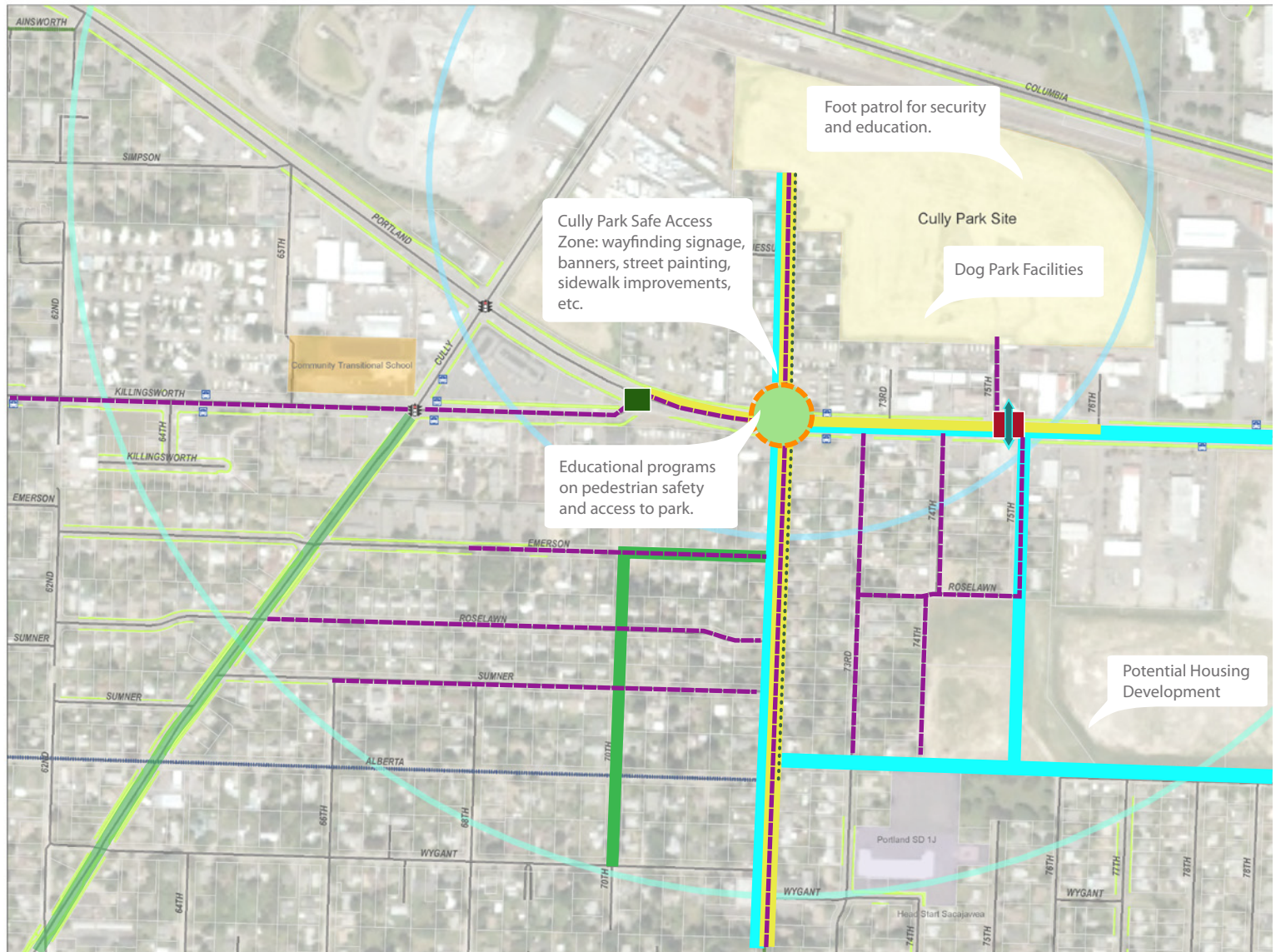
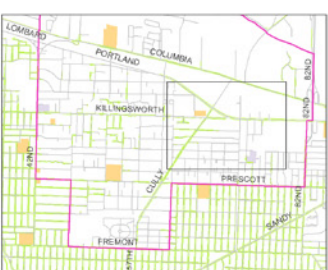


Example 2: Two-way traffic with shared bike lane

Thomas Cully Park Safety Access Project Recommendations

- **72nd & Killingsworth Improvements Include:**
Adjust signal timing,
Improved striping at crosswalk,
Street and Sidewalk improvements N+S of 72nd,
Catalyst project, and
Pedestrian improvements: pedestrian island, photo camera, etc.
- **Gateway Feature: Cully Park Arch**
- **Killingsworth/Portland Hwy. Intersection Improvements**
- **75th St. Signalized Intersection or Pedestrian Crossing Amenity:** planted median, flashing crossing, striping, etc.
- **75th St. Pedestrian Bridge Crossing**
- **Sidewalk and Street Improvements:**
traffic calming, add sidewalks, improve pedestrian connection, signage, etc.
- ⋯ **Bike Route Improvements:**
traffic calming, striping, signage, etc.
- **Pedestrian Scaled Lighting Improvements**
- **Cully Park Safe Access Zone**
- **Neighborhood Greenway (Future)**
- **Neighborhood Greenway (Existing)**

- Existing Conditions Legend**
- Traffic Signal
 - Bus stop
 - Streets
 - Bike boulevard
 - Low traffic through street
 - Sidewalk
 - Cully Neighborhood
 - 5 min. walkshed from park entrance
 - 10 min. walkshed from park entrance
 - School
 - Developed/future use



Source: Metro; RUS Live; Geographic Information System data
February 2013

Figure 4: Map of Project Recommendations

PROJECT TEAM RECOMMENDATIONS

Based on the community-led process and the support of the Stakeholder Action Team and the Technical Advisory Team, the Project Team recommends a unified approach to implement recommendations. Using a strategic approach to develop projects in an incremental, but highly visual and community supported process, is essential for continued support and engagement in the neighborhood.

The following three concepts and projects will provide a solid focus for ongoing project development, potential public/private partnerships and continued capacity building in the community.

Create a **Cully Park Safe Access Zone**. Based on frequent pedestrian and bicycle access routes from the neighborhood to the park, a pedestrian safety route could be created. Similar to the Safe Routes to School concept, specific routes to Cully Park could be branded to develop a community identity and safety focus on the routes. Concepts in addition to sidewalks could include:

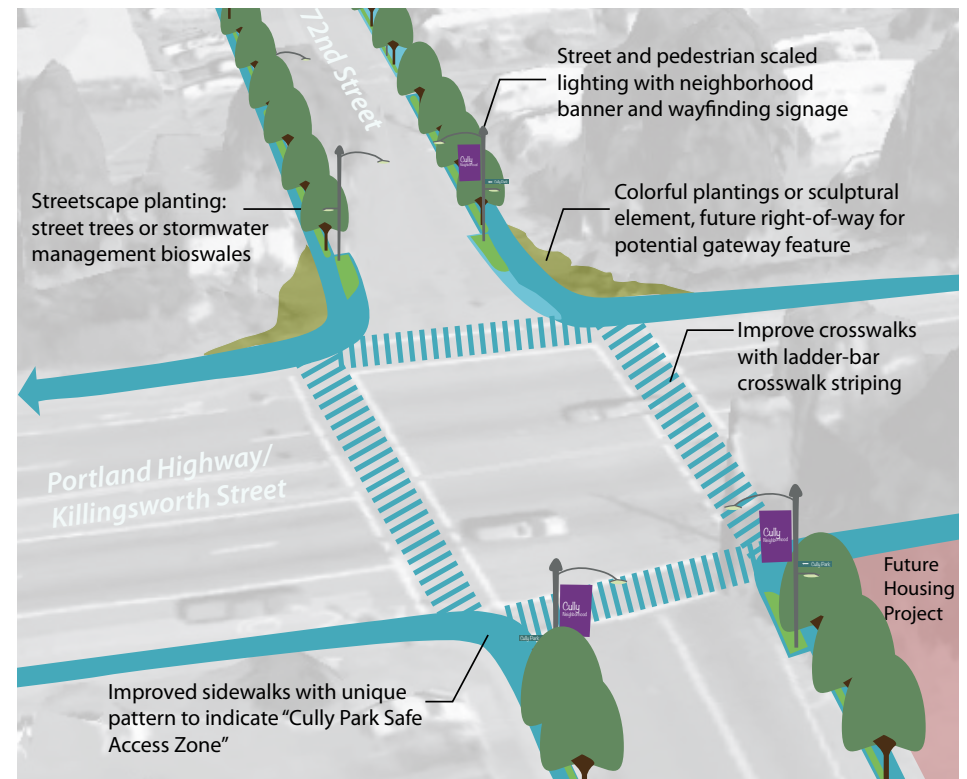
- Bilingual wayfinding signage;
- Pedestrian scale lighting;
- Painted or stamped concrete or decorative street tree grates or catch basins;
- Landscaping incentives for property owners to create a uniform theme;
- Business owner and residential owner incentives to create public/private partnerships to increase pedestrian activity;
- School and community-led bilingual educational programs and events to encourage and educate about safe access to the park;



Cully Park Safe Access Zone: Identified streets to begin building framework for high capacity pedestrian routes that identify safe routes to Cully Park.

Develop a **Catalyst Project** at the intersection of NE 72nd Avenue and NE Killingsworth Street. The project would focus the community's identification on the current access to Cully Park Community Garden and provide a visual landmark for park. The project would include the following elements:

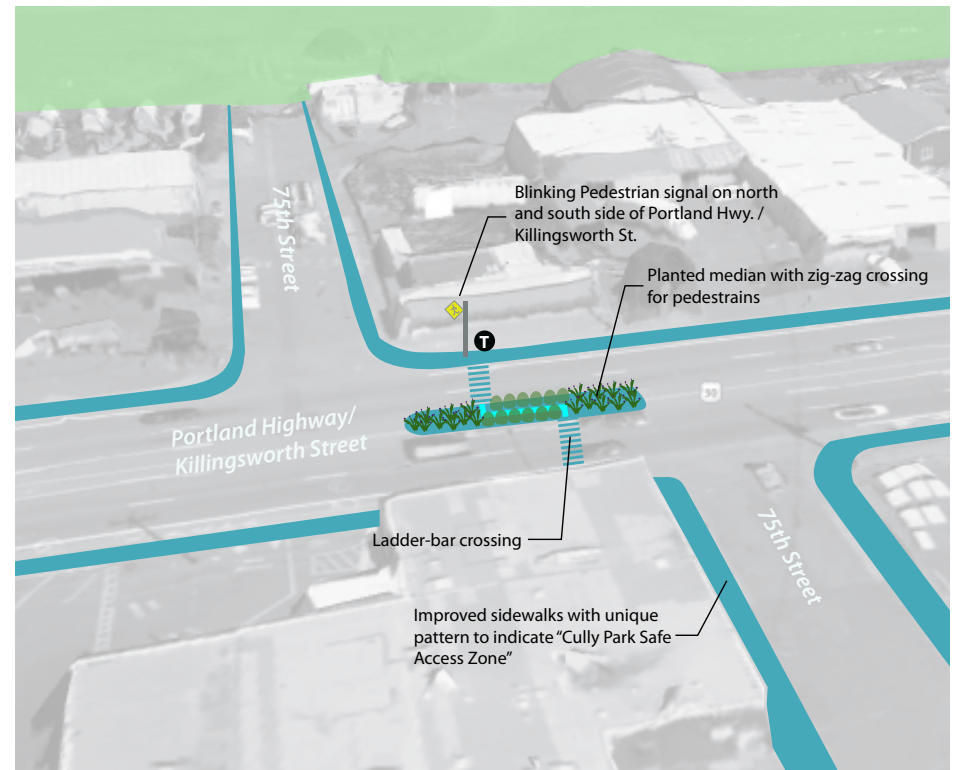
- New ladder-bar crosswalk striping;
- Extension of the walk time across Killingsworth and enhanced crossing signal technology, including bilingual signage;
- Repair of the bike lane and enhancement of curb ramps and sidewalks to include decorative concrete designs, such as stamped and/or colored concrete;
- Demonstration project for new pedestrian scale lighting retrofit of existing street lighting to focus on pedestrians;
- Banners and bilingual wayfinding and crossing signage;
- Bilingual community education and promotional events for safe access to Cully Park, working the City's Crime Prevention coordinator to further refine safety issues relating to lighting, neighborhood watch programs and foot patrol.
- Enhanced improvements at nearby bus stops to include improved lighting and shelters.
- Change out existing streetlights to LED lighting along Killingsworth Street from NE Cully Boulevard to NE 76th Street.
- Curb extensions on 72nd Avenue street to shorten pedestrian cross time, stormwater facilities, and potential on-street parking.
- Coordinate these projects and activities with the Metro Regional Travel Options grant.



Cully Park Safe Access Zone: Catalyst project at 72nd Street.

Consider planning a **Catalyst Project: Phase Two** improvement at the second entrance on 75th Avenue and NE Killingsworth Street to build on to the catalyst project. These improvements would focus on getting pedestrians safely across NE Killingsworth Street as the park develops. The project would include the following elements:

- Rapid flash beacon with ladder-bar crosswalk striping to signal pedestrian crossing.
- Planted pedestrian refuge with zig-zag crossing. Low plantings can offer a comfortable buffer to pedestrians from high speed traffic.
- Improved sidewalks: repair cracks or uneven paths, widen where possible, and provide streetscape plantings.
- Wayfinding and signage to park.
- Enhanced improvements at nearby bus stops to include improved lighting and shelters.



Future pedestrian median with zig-zag crossing for safe crossing at 75th St.

Chapter 6. Project Next Steps

Cully Park construction is underway and will continue into 2015. Implementation of recommendations in the immediate category is critical to creating safe access to Cully Park as it opens. One recommendation is already being implemented by Verde - street improvements on NE 72nd Avenue north of Killingsworth Street are underway and construction is slated for 2014/2015. Additional funds are needed to complete construction. Verde and the Let Us Build Cully Park! coalition should work with agency partners to complete the immediate term recommendations by 2015. Several of these may be able to be completed under annual maintenance funds from the city, state and TriMet. Combining these improvements forms the basis of the Catalyst Project as referenced in the report.

Verde and LUBCP! should continue to support partner efforts to secure funding for projects like PBOT's *Connected Cully* proposal to ODOT for funding to improve pedestrian access in Cully.

The pedestrian scale lighting needs additional investigation and evaluation by ODOT and PBOT. A pilot project should be immediately evaluated for street improvements to NE 72nd Avenue north of Killingsworth.

Verde secured funding from Metro's Regional Travel Options program to empower the community to address poor access to existing and new environmental assets like Cully Park in Cully. Project activities should dovetail with development of the Cully Park Safe Access Zone as referenced in the report and include appropriate agency partners.

The recommended infrastructure improvements in Cully should create concurrent benefits in the form of opportunities for low-income residents and minority- and woman-owned firms to get job training, jobs and contracting opportunities. The improvements should also create opportunities for local youth to gain real-world science, technology, engineering and math (STEM) educational opportunities.



Demonstration project: Scaled pedestrian lighting example



There are some great examples implemented throughout the Cully neighborhood that have been successful. It will be important to build on these successes and create better connectivity between projects to insure there is a continuous linked system that will get pedestrians and bicyclists safely from destination to destination.



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Appendices

- A. Public Outreach Materials**
- B. Public Open House Presentations and notes**
- C. Technical Memos**

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Appendix A

Public Outreach Materials

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Appendix B

Public Open House Presentations and Notes

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Appendix C

Technical Memos