



CULVER DOWNTOWN STREETScape PLAN STREETScape IDEAS REPORT

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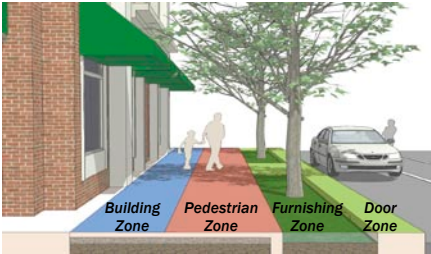
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Portland, OR



Walla Walla, WA



Portland, OR

STREETSCAPE IDEAS

The following are general ideas and concepts for creating safe and inviting street for pedestrians, cyclists, and drivers. Following these ideas are a series of illustrated pages showing examples of streetscape elements from around the region and the US, as well as some specific Oregon streetscapes.

Sidewalks within a commercial / mixed-use zone should be a minimum of 10' wide, with 12' to 15' preferred. Sidewalks are generally divided into four zones:

- *Building Zone*: ~1' to 4' immediately adjacent to a building; often used for outdoor displays or cafe seating
- *Pedestrian Zone*: ~6' to 8' unobstructed zone for pedestrians to walk
- *Furnishing Zone*: ~3' to 4' for street trees, furniture, plantings, and lights
- *Door Zone*: ~2' to 3' for people to get into and out of parked vehicles

Sidewalk Paving Materials can vary widely. Concrete is the least expensive, yet can still be versatile. Concrete can be smooth, brushed, stamped, engraved, or colored depending on a community's preferences. Specialty pavers (of concrete, brick, or stone, for example) can be used for entire sidewalks, or can highlight certain areas (such as tree wells, public art, driveways, building zones, or planters). Pavers are generally more expensive, but can make for easier maintenance.

Street Furniture can include benches, planters, trash cans, bike racks, water fountains, and public art. These elements often work best when their designs are coordinated, thus giving a streetscape a unified appearance.

Street Trees can provide shade and color while softening the often harsh feeling of a city streetscape. Depending on species and placement, trees can also help visually narrow a roadway and contribute to traffic calming.

Street Lights can illuminate either the roadway (cobra-head fixtures) or the sidewalk (pedestrian-scale fixtures) to define a streetscape and improve the perception of safety at night.

Safe Crossings are an important feature in any streetscape, but are especially important where children, the elderly,

and/or the disabled need to cross. Pedestrian crossings can be improved by slower speed limits (15 to 25 mph), clear crosswalk markings, special crosswalk or intersection paving, clear and consistent signage, curb extensions, and pedestrian refuge islands.

Green Streets is a term used to describe on-site stormwater management systems that employ natural systems to handle stormwater run-off. Current designs generally utilize some combination of plantings and infiltration systems, and are often supported by a more traditional storm sewer or culvert system. Because local conditions vary widely, green street systems must be tailored for specific environments and weather patterns.

Parking must be provided in order for commercial areas to thrive. Parallel parking is standard in many commercial zones. Where right-of-way width allows, angled parking can help to maximize parking supply. (Back-in angled parking is generally safer, especially when bicyclists are present.) Centrally-located off-street parking can be a great way to both meet customer needs and share parking between complementary uses. Surface lots should be well-landscaped, especially where parking areas abut a sidewalk or public space.

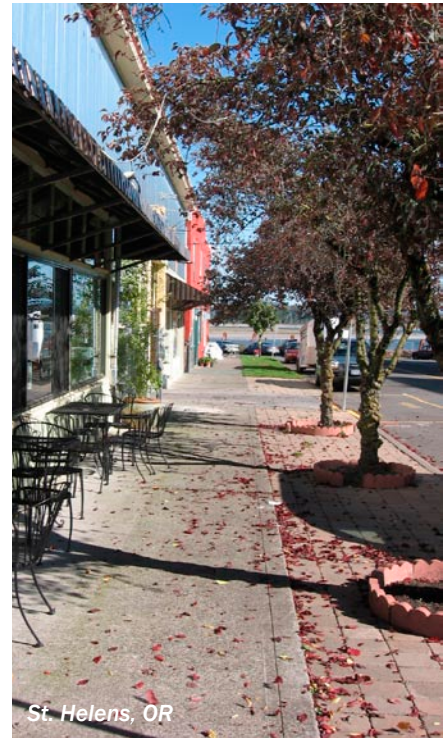
Bike Facilities are important for promoting bicycle use and for meeting the needs of those who cannot drive or who choose not to drive. Designated bike lanes are a standard treatment, but other improvements (such as a shared lane, a "sharrow" or nearby bicycle boulevard treatment) may also be appropriate. Adequate bike parking should be provided.

Other Amenities. Streetscapes can often be enhanced by the addition of flags, banners, hanging flower baskets, and holiday decorations. The integration of such elements must be considered during the streetscape planning effort, to ensure that street lights, etc. will be able to accommodate them. Such amenities are often provided by local community organizations (a business or neighborhood association, for example) or private business or property owners through an agreement with the City or governing agency. clear crosswalk markings, special crosswalk or intersection paving, clear and consistent signage, curb extensions, and pedestrian refuge islands.

SIDEWALKS



Portland, OR



St. Helens, OR



Vancouver, BC



Boise, ID



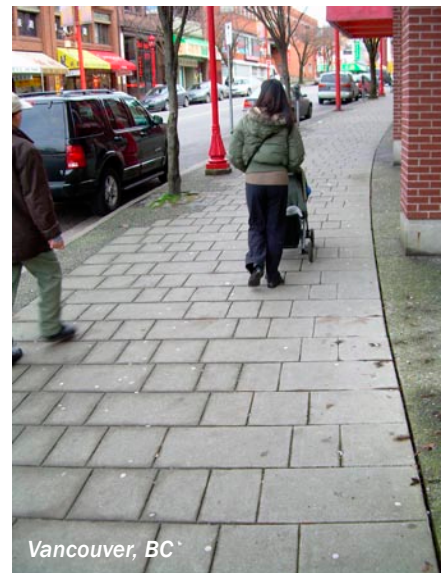
Portland, OR



Walla Walla, WA

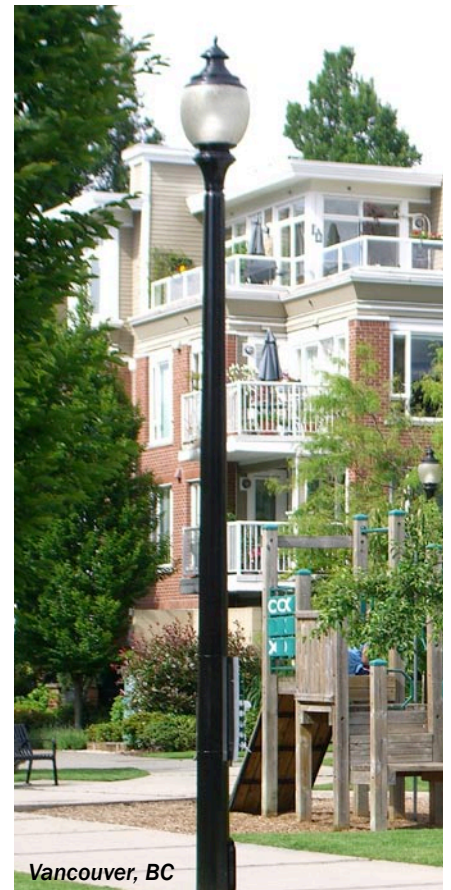
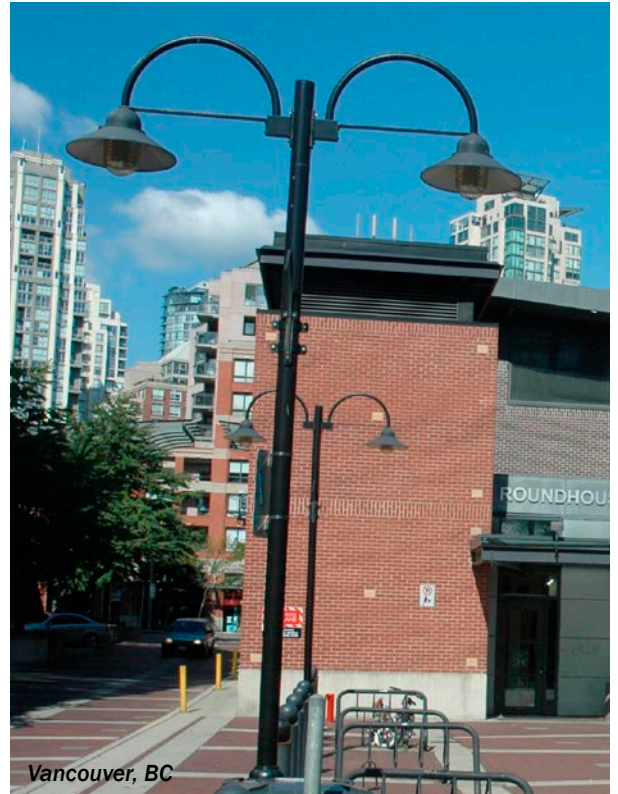


Portland, OR

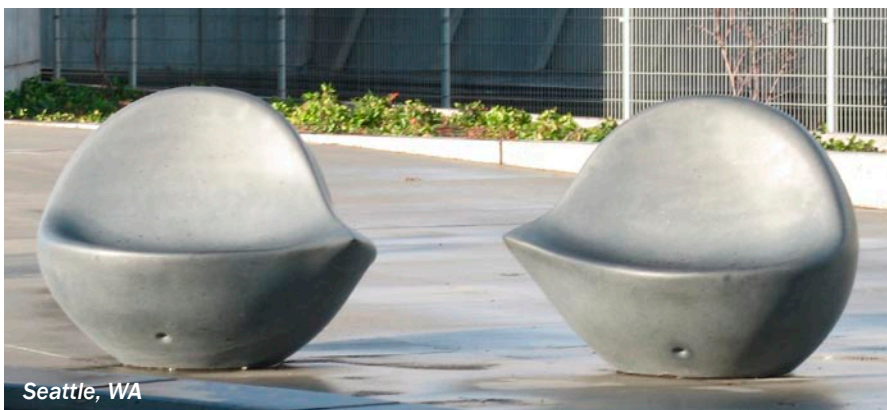
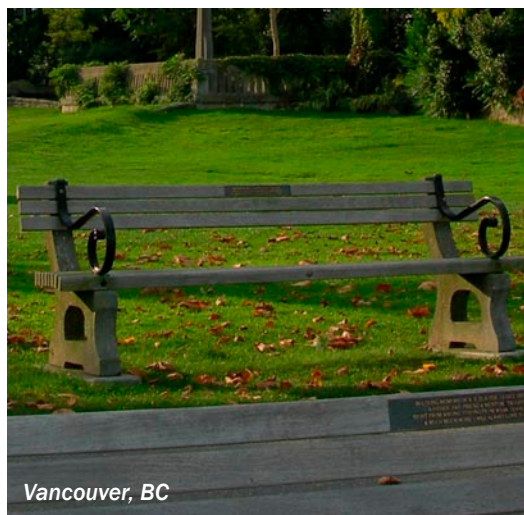


Vancouver, BC

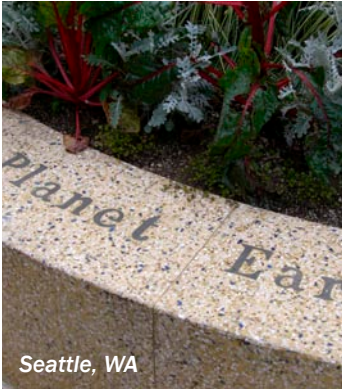
PEDESTRIAN-SCALE LIGHTS



BENCHES



TREES/LANDSCAPING



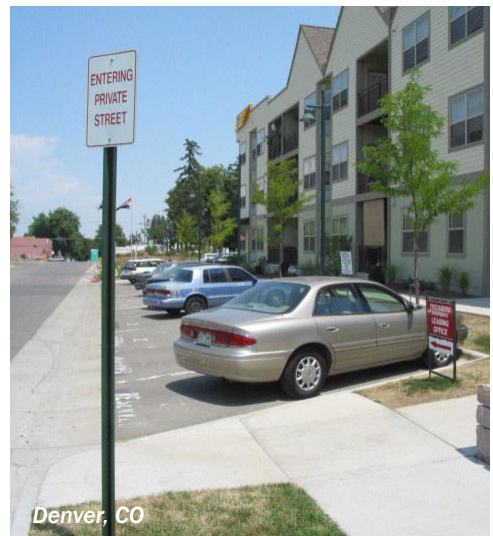
ANGLED PARKING



Portland, OR



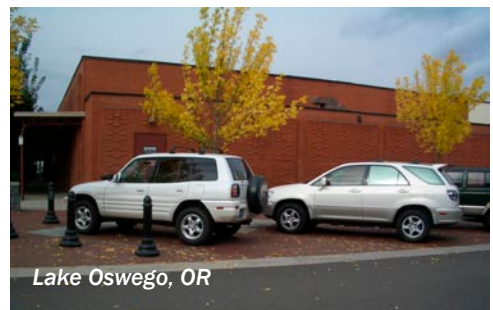
Ashland, OR



Denver, CO



Portland, OR

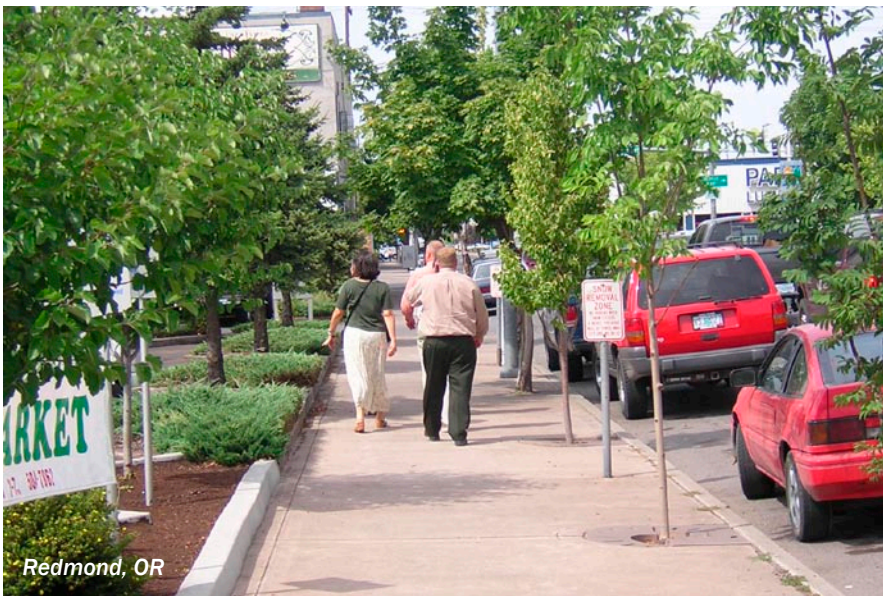


Lake Oswego, OR



Government Camp, OR

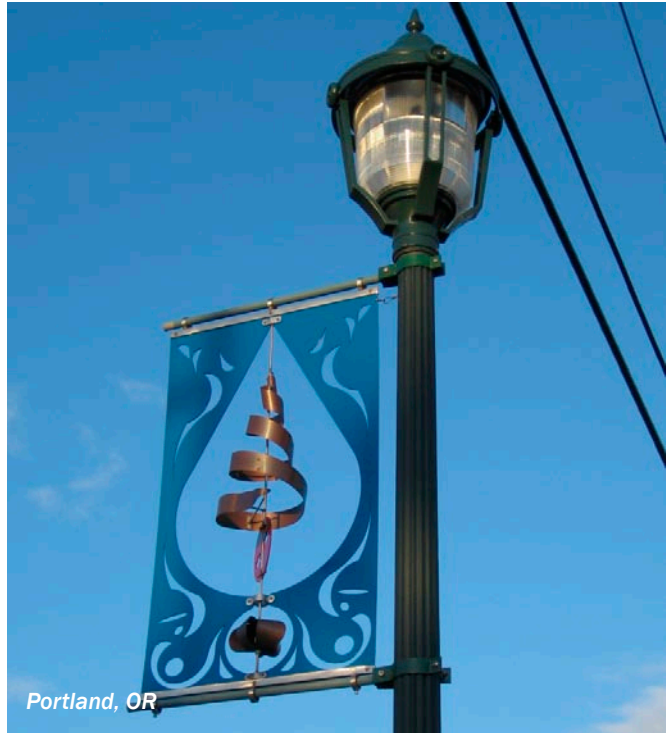
PARKING BUFFERS



BANNERS



St. Helens, OR



Portland, OR



Redmond, OR



Portland, OR

FLOWER BASKETS



Redmond, OR

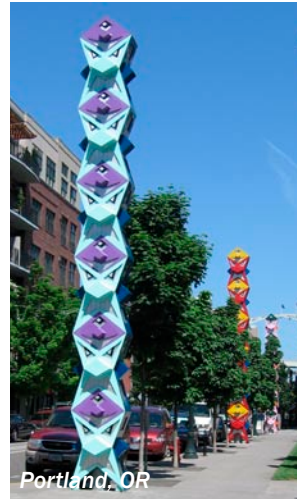


Portland, OR



Seattle, WA

PUBLIC ART



SAFE CROSSINGS



Gresham, OR



Bend, OR



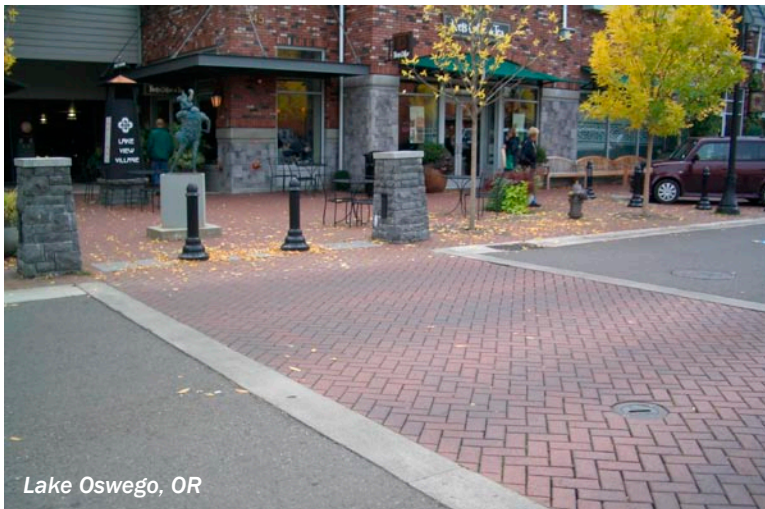
Lincoln City, OR



Portland, OR



Boston, MA



Lake Oswego, OR



Portland, OR

BIKE FACILITIES



Troutdale, OR



Portland, OR



Seattle, WA



"Sharrow" symbol, Portland, OR



Portland, OR



Portland, OR

BIKE PARKING



Portland, OR



Portland, OR



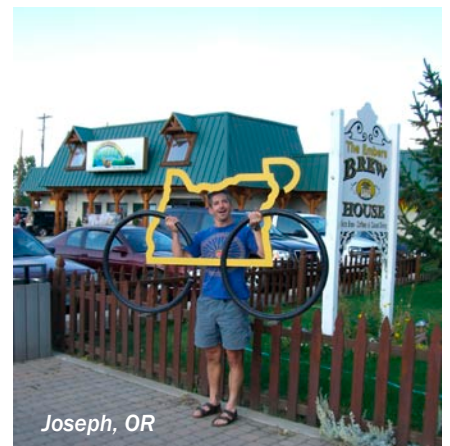
Portland, OR



Vancouver, BC



Portland, OR



Joseph, OR

GREEN STREETS



Portland, OR



Bend, OR



Bend, OR

Bend photos courtesy of GreenWorks, PC; San Francisco photos courtesy of PlantSF.org



Portland, OR



San Francisco, CA

PRINEVILLE

Highway 26 (3rd Street) • Main Street • Belknap Street • Court Street



PRINEVILLE

Highway 26 (3rd Street) • Main Street • Belknap Street • Court Street



angled parking on side streets can help increase overall parking supply



vegetated tree wells can be an inexpensive but attractive option



angled parking on side streets can help increase overall parking supply



furnishing zone with brick pavers in a herringbone pattern



decorative tree grate



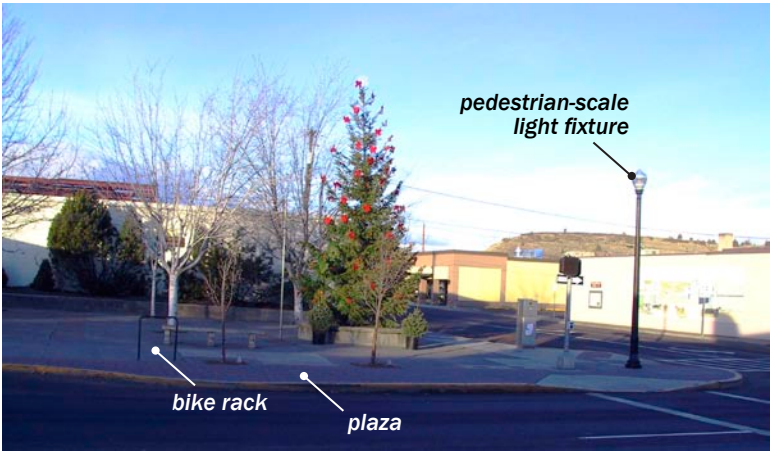
custom bench



permanent hole for mounting decorative flag

MADRAS

Downtown / SW 4th



REDMOND

Highway 97 (6th Street) • 7th Street • SW Evergreen Avenue • SW Deschutes



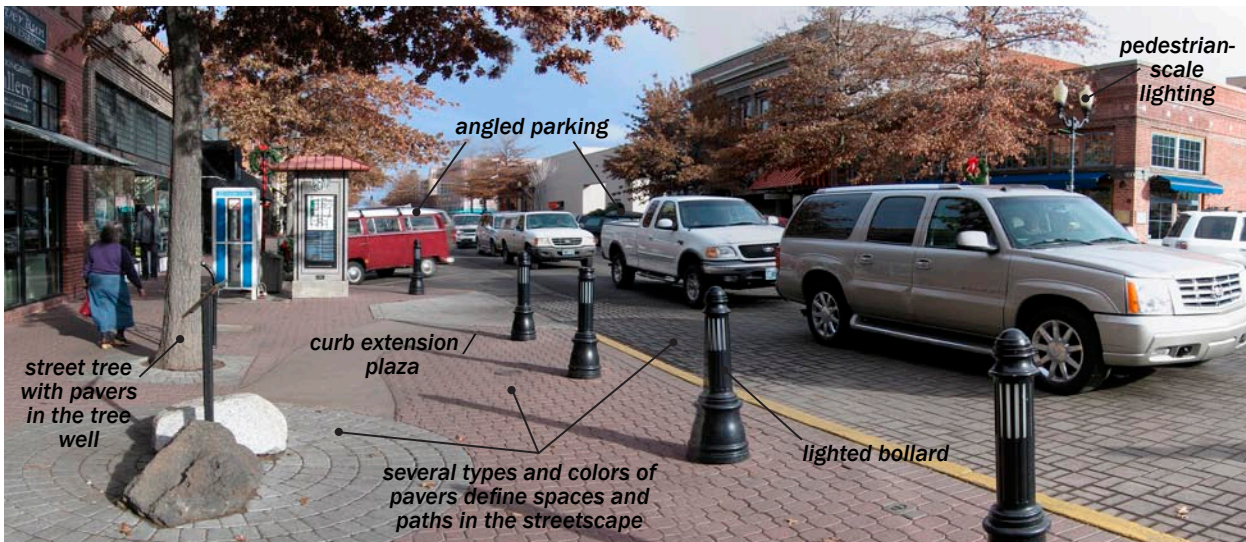
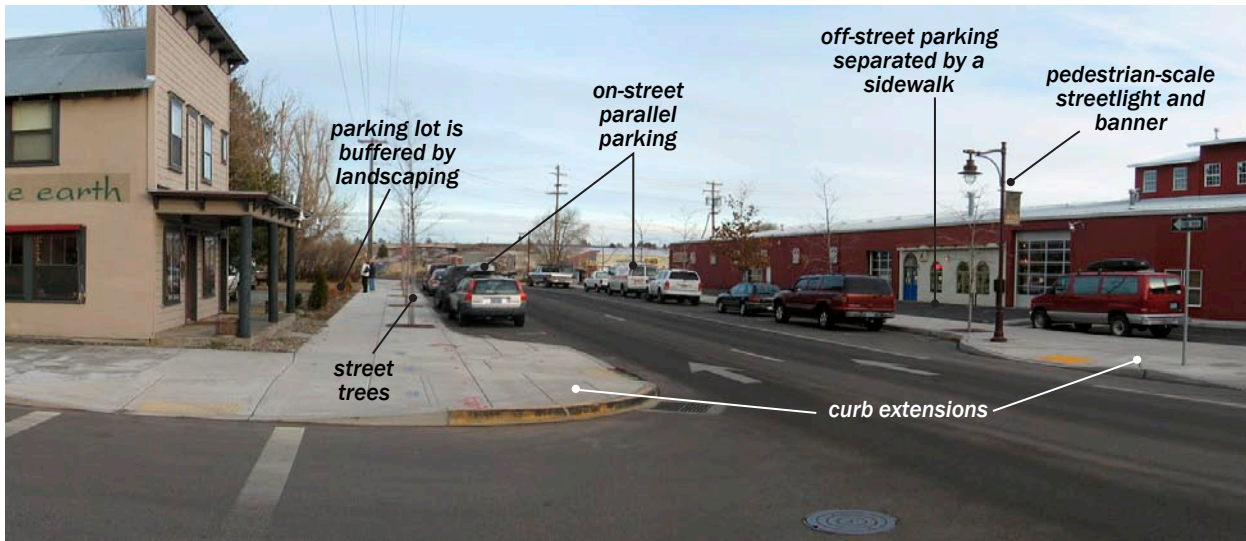
REDMOND

Highway 97 (6th Street) • 7th Street • SW Evergreen Avenue • SW Deschutes



BEND

Mill District • Downtown • Colorado Avenue • Wall Street

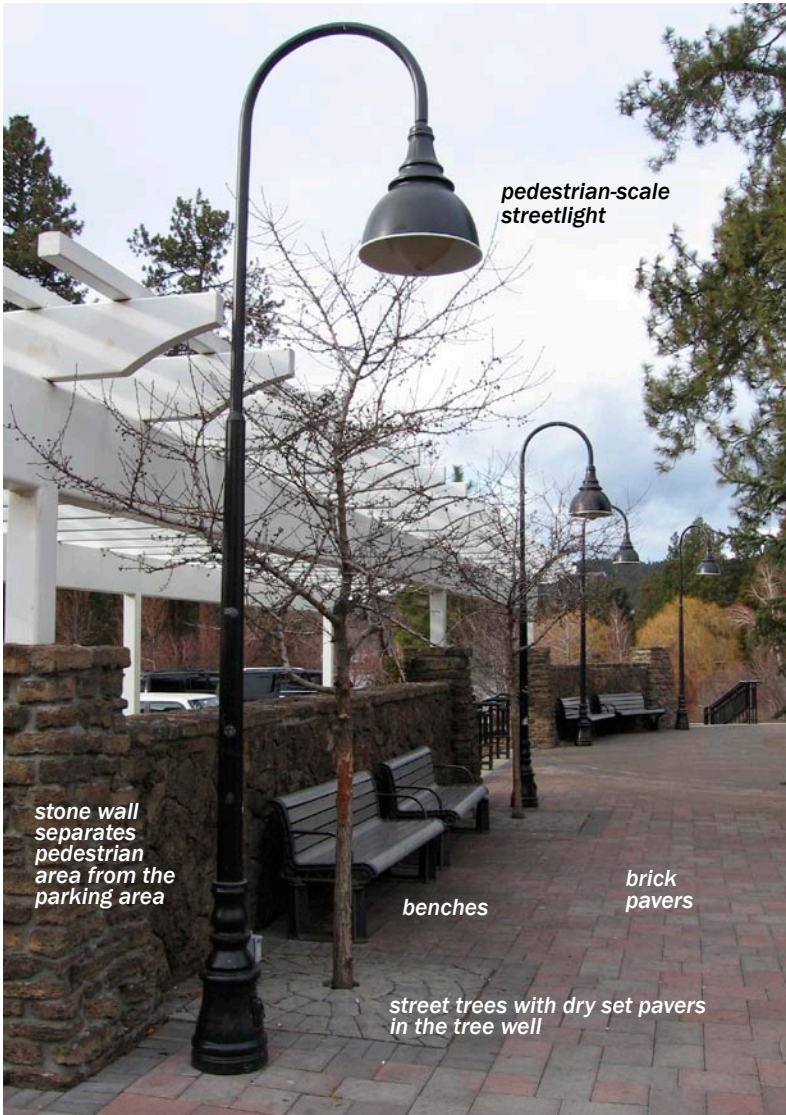




small pieces of art add an element of interest to the



metal tree grate: custom-made, ornate, locally-manufactured



pedestrian-scale streetlight

stone wall separates pedestrian area from the parking area

benches

brick pavers

street trees with dry set pavers in the tree well



art can be integrated into the building faces



continuous pervious landscape strip

JOSEPH

Downtown / N Main Street



Joseph photos courtesy of the Oregon Department of Transportation

INDEPENDENCE

Downtown / S Main Street



GRANTS PASS

Downtown / N Main Street



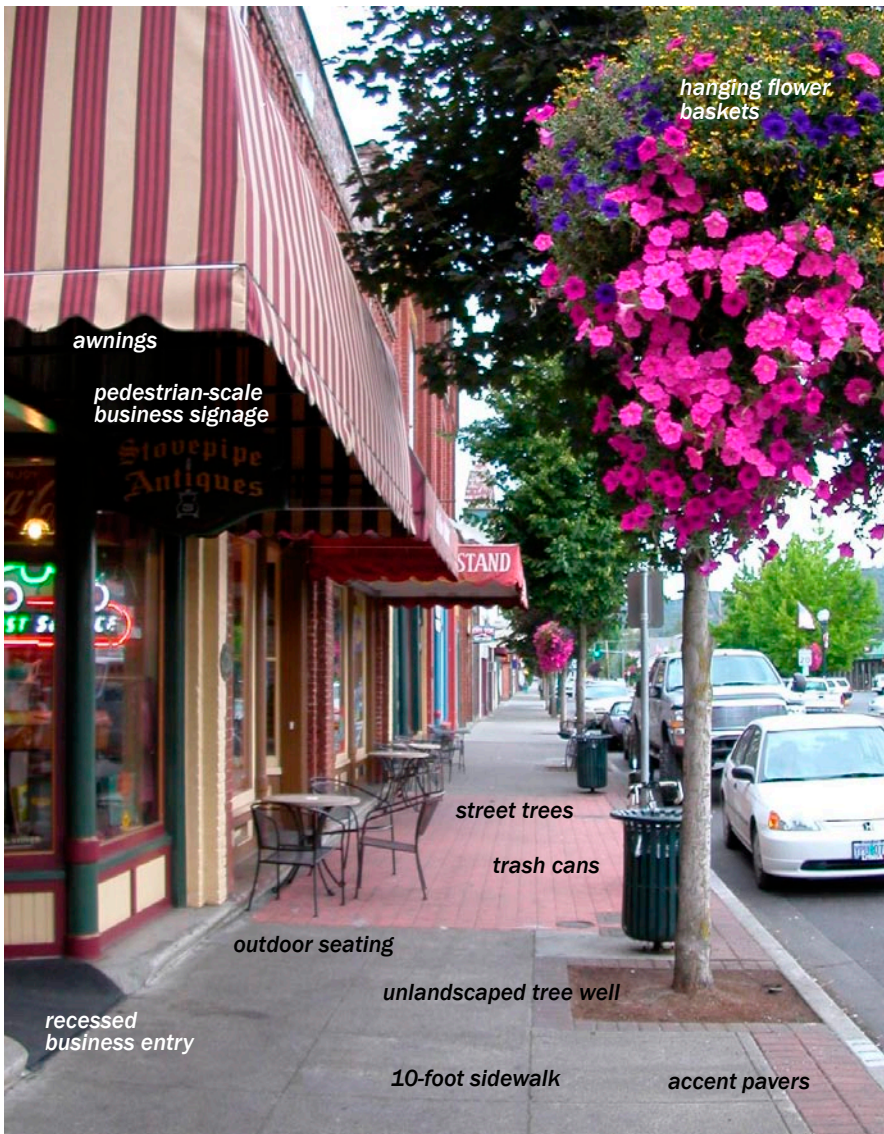
pedestrian-scale streetlights, banners, hanging baskets and flags

street trees

on-street parallel parking

accent pavers

accent pavers



hanging flower baskets

awnings

pedestrian-scale business signage

Stovepipe Antiques

street trees

trash cans

outdoor seating

unlandscaped tree well

recessed business entry

10-foot sidewalk

accent pavers

