



Street by Street

“Up Out of the Mud”

New lower cost options for
residential street improvements

November 29, 2012 City Council



Public Involvement Process

Stakeholders Advisory Committee

- Alan Delatorre/ Portland Commission on Disabilities
- Bonny McKnight/ Citywide Land Use Committee
- Dave Humber/ MGH homebuilder
- Marianne Fitzgerald/ SW Neighborhoods Inc
- Justin Wood/ Homebuilders Association
- Leah Dawkins/ SE Uplift District Coalition
- Lawerence Qamar/ Woodstock Neighborhood Assoc.
- Roger Averbeck/ SW Neighborhoods Inc
- Dan Dishongh/ Linnton Neighborhood Assoc.
- Nicholas Johnson/ Portland Commission on Disabilities
- Rob Sadowsky/ Bicycle Transportation Alliance
- Don Baak/ SW Trails
- Rob Merrick/ Pedestrian Advisory Committee
- Roberta Krogman/ Powellhurst Gilbert Neighborhood Assoc.

Technical Advisory Committee

- Portland Fire Bureau
- Bureau of Environmental Services
- Bureau of Planning and Sustainability
- City Treasurer
- Office of Management and Finance
- Portland Bureau of Transportation
 - LID Administration
 - Development Services
 - ADA Coordinator
 - Asset Management
 - Project Management
 - Planning

Public Involvement Process

2011

Public Works Appeals Panel
Citywide Land Use Transportation Subcommittee
Bureau of Planning & Sustainability
Accessibility in the Built Environment Subcommittee
SWNI Transportation Subgroup Meeting
Homebuilders (HBA) Group
City Wide Land Use Group
Planning & Sustainability Commission
SW Trails
City Planning & Development Directors Group
Pedestrian Advisory Committee
City Council Work Session - August 28
Development Review Advisory Committee (DRAC)
Neighborhood Public Meetings – September/October

2012

City Council Ordinance / Report – November 29 2012

2013

Program details, code, rules, procedures
Pilot Projects / Pilot Program



Public Involvement Process

Endorsements

- Brentwood Darlington Neighborhood Association
- Woodstock Neighborhood Association
- Cully Neighborhood Association
- East Portland Neighborhood Office & Land Use/Transportation Committee
- SW Neighborhoods Inc.
- Portland Pedestrian Advisory Committee
- SW Trails



*Ordinance 1 of 2 (summary)

185759 presentation

- Adopt Report
- Adopt Separated Residential & Shared Residential Street Standards
- Include pavement (shared or separated standard) under city maintenance
- Develop policy to guide residential street concept approval.

continued...



*Ordinance 1 of 2 (summary)

185759 presentation

- Develop a developer in lieu of street improvements fee.
- Offer deferral financing thru a Local Improvement District (LID) for streets designed and constructed as shared or separated standards.



*Adopt Residential “Up out of the Mud” Street by Street Report

I. History and continuing challenges.

2. The two (2) new standards:

- Base Design & Criteria
- Drainage

3. Program elements:

- Input and approval
- Maintenance
- Financing (LID Deferral; Developer In lieu of fee)



Street standards change

- 1988/1991 – Skinny Streets
- 1991 – Substandard Streets
- 1995 - Cheap and Skinny LID in Brentwood-Darlington
- 1998/2000 - LID Program modifications
- 1998 - Pedestrian Design Guide
- 1999/2000 – Stormwater Management Manual
- 2004 – Development design standards rule

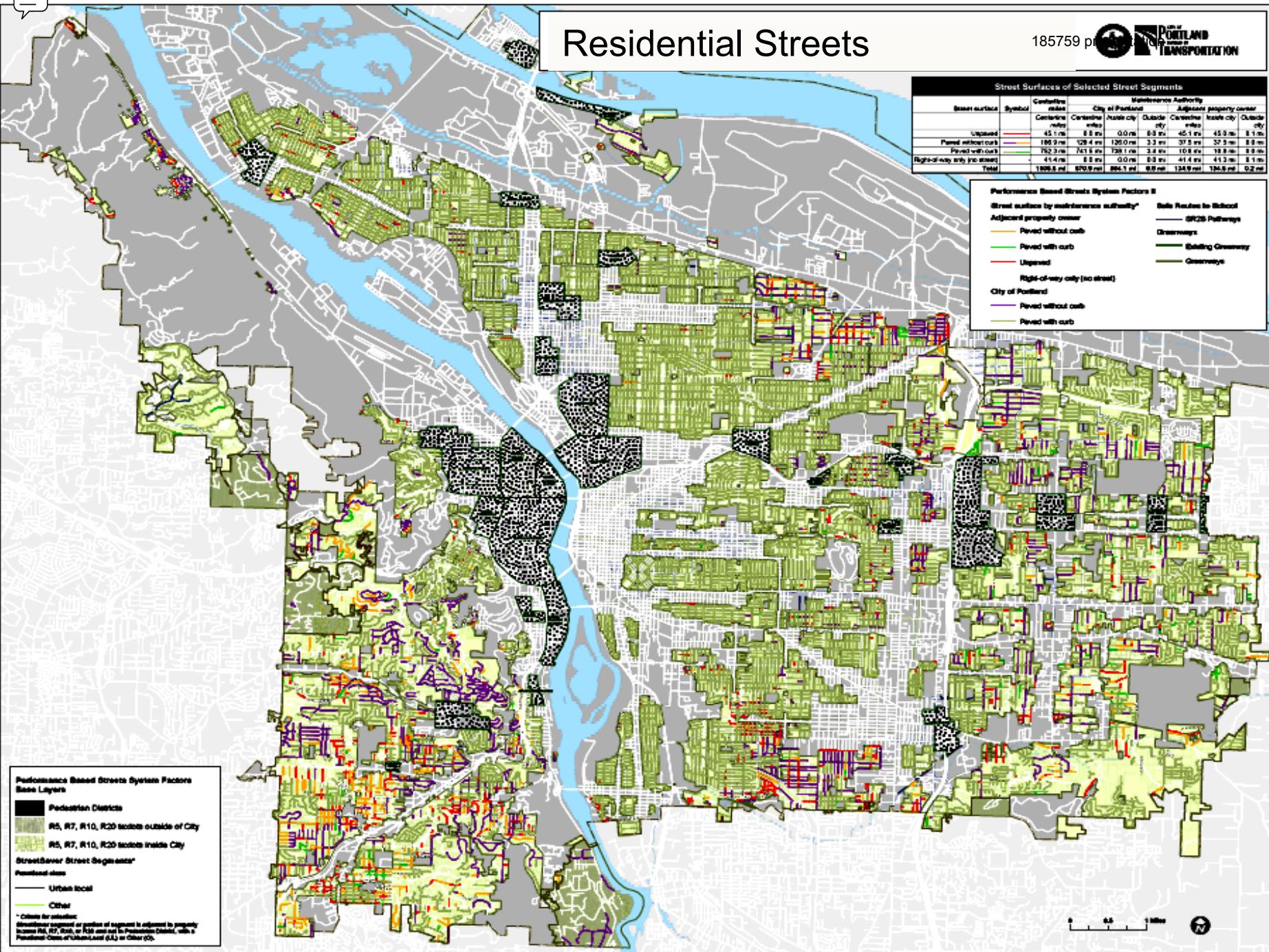


Street standards change

- 2005-2009 – Complete Streets emerge in nation
- 2009-2012 – Neighborhood Greenways/20mph
- April 2012 – Portland Plan
- August 2012 – Cully Neighborhood Transportation Plan

Residential Streets

185759 pl
City of PORTLAND
TRANSPORTATION





22% of Residential Streets could benefit

Residential Streets:

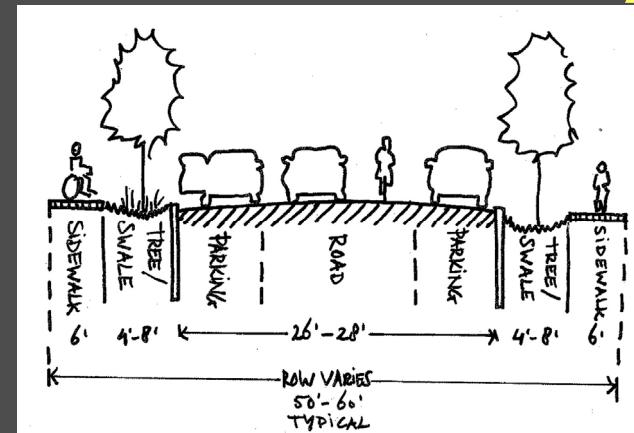
Single Family Zoned Local Service Streets

- 45 miles unpaved (5%)
- 167 miles paved without curb (17%)
- 752 miles paved with curb (78%)



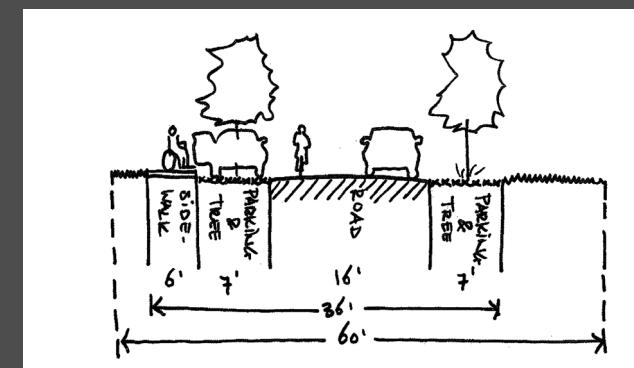
Residential Street Styles

Traditional Residential Street:



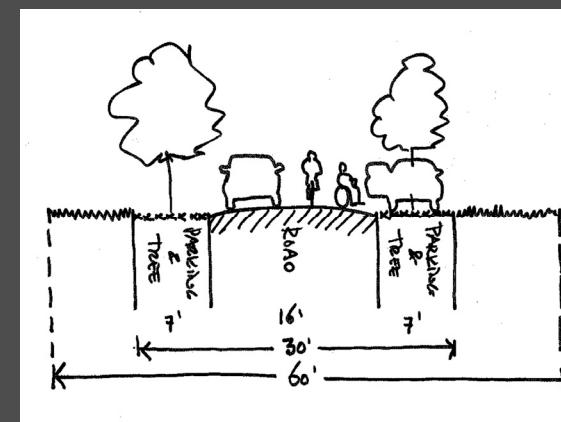
~\$300/month

Separated Residential Street:



~\$85/month*

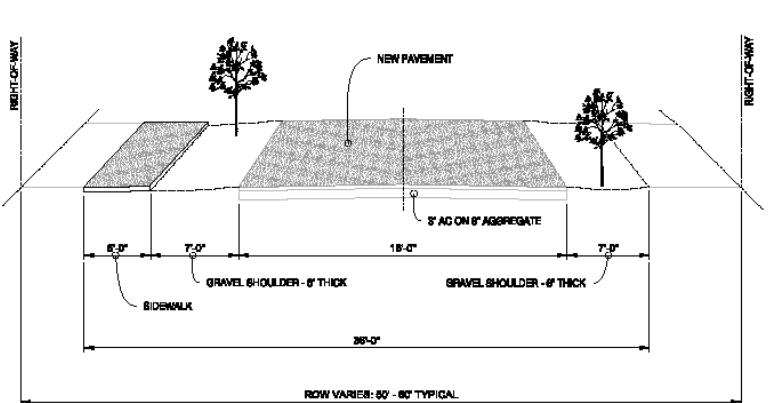
Shared Residential Street:



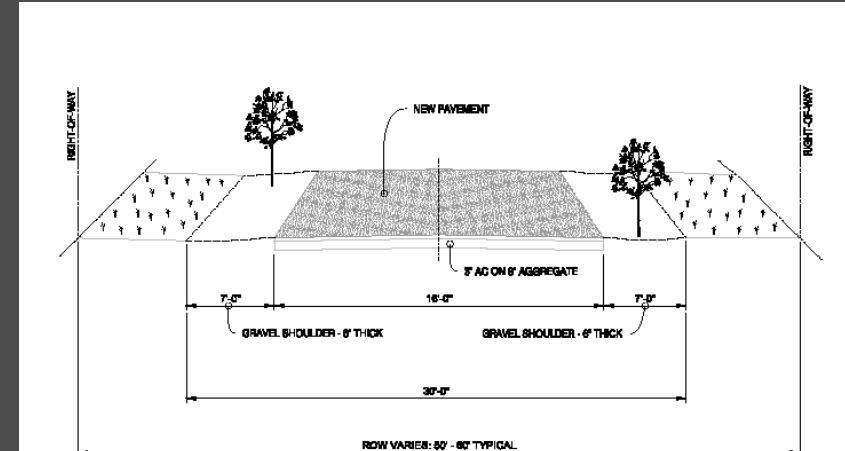
~\$65/month*

*without public stormwater disposal systems

*Adopt Separated Residential Street and Shared Residential Street



SEPARATED RESIDENTIAL BASE STREET DESIGN STANDARD
WITHOUT PUBLIC STORMWATER SYSTEM



SHARED RESIDENTIAL STREET BASE DESIGN STANDARD
WITHOUT PUBLIC STORMWATER SYSTEM



Shared Street Example



SE Mill Street, Portland



Shared Residential Street Criteria

- Operate as local access street
- Low speed 15 mph
- Low volume <500 vehicles per day
- Designed for use
 - (A) Safety (line of sight, signed, marked)
 - (B) Detectable (edge)
 - (C) Cross-section (cross slope)
 - (D) Material (meets criteria)
- Design includes traffic calming



Separated Street Example



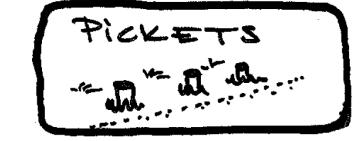
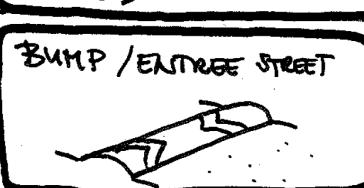
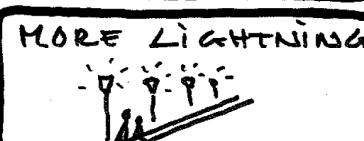
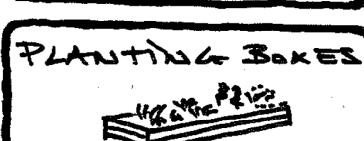
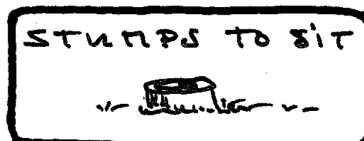
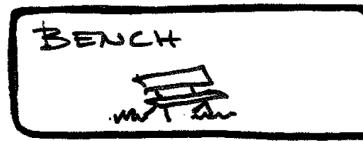
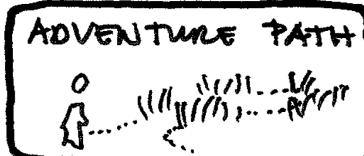
Lake Oswego, OR





Design Enhancements

ADDITIONS



- Active street elements: bench, picnic table, basketball hoop, planter boxes

- Alignment
 - serpentine
 - chicane

- Asphalt driveway approaches

- Pervious pavement* parking area





Drainage – Base Design

Each street has stormwater runoff

- Infiltrate through gravel shoulders





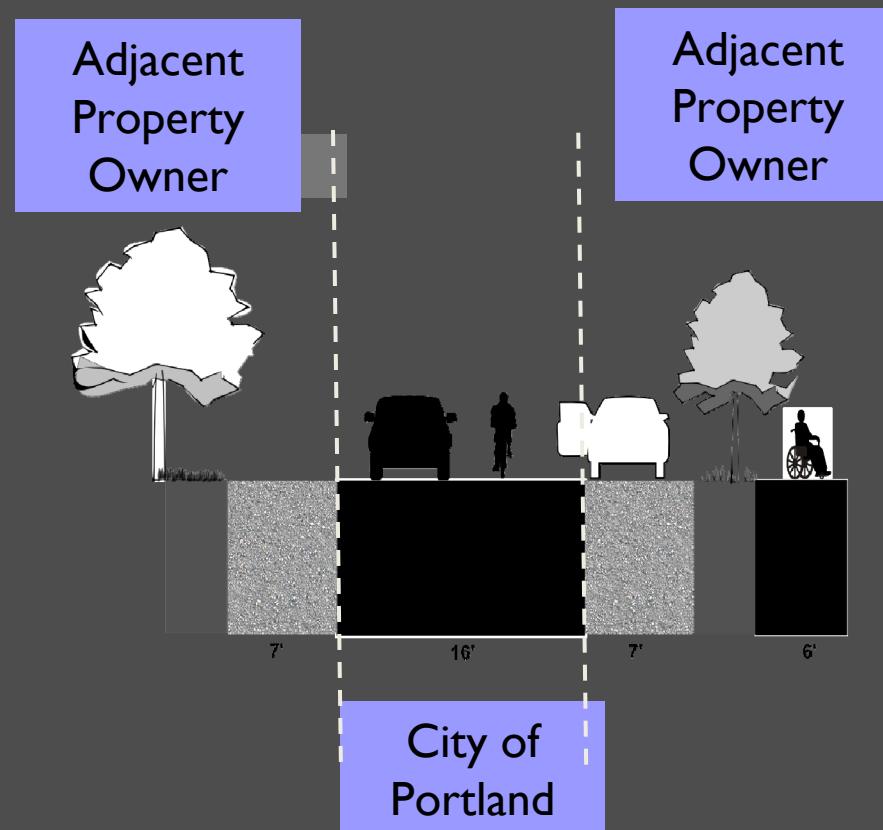
Drainage – May be Required

- Infiltrate and treat at source in swale, planter, curb extension
- Convey to a collective stormwater area





* Pavement under city maintenance





*Develop a policy to guide residential street concept approval

- Residents

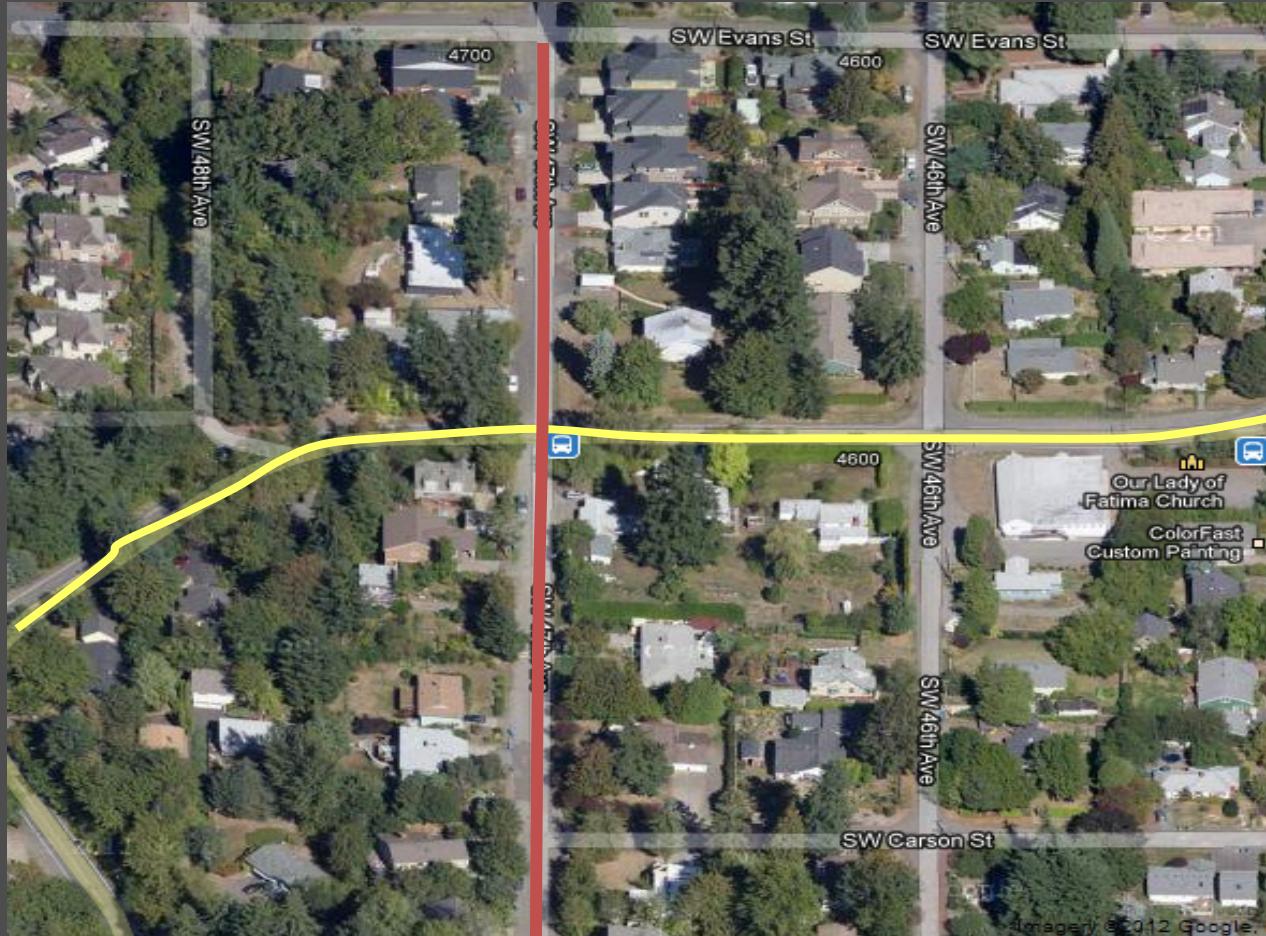
AND

- Developer

(proposed development submitted for a building permit, land use action, or early assistance, and public street improvements are required)



*Develop a proposal for a developer in lieu of street improvements fee



SW 47th Ave / SW Garden Home Rd



Above - SW 47th
Ave north of
Garden Home Rd

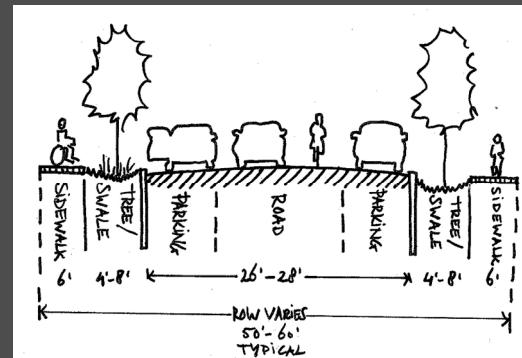
SW 47th Ave to the
south of Garden
Home Rd



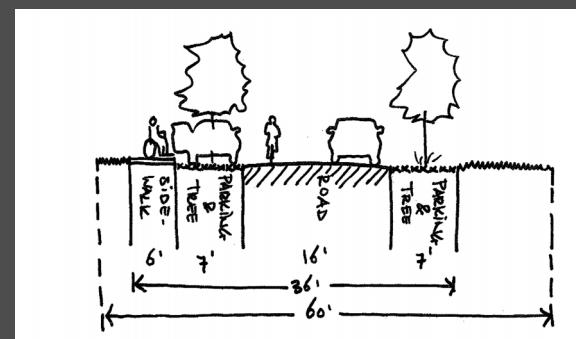


Residential Street Styles

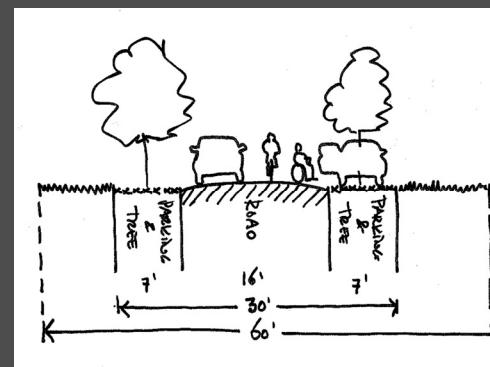
Traditional Residential Street:



Separated Residential Street:

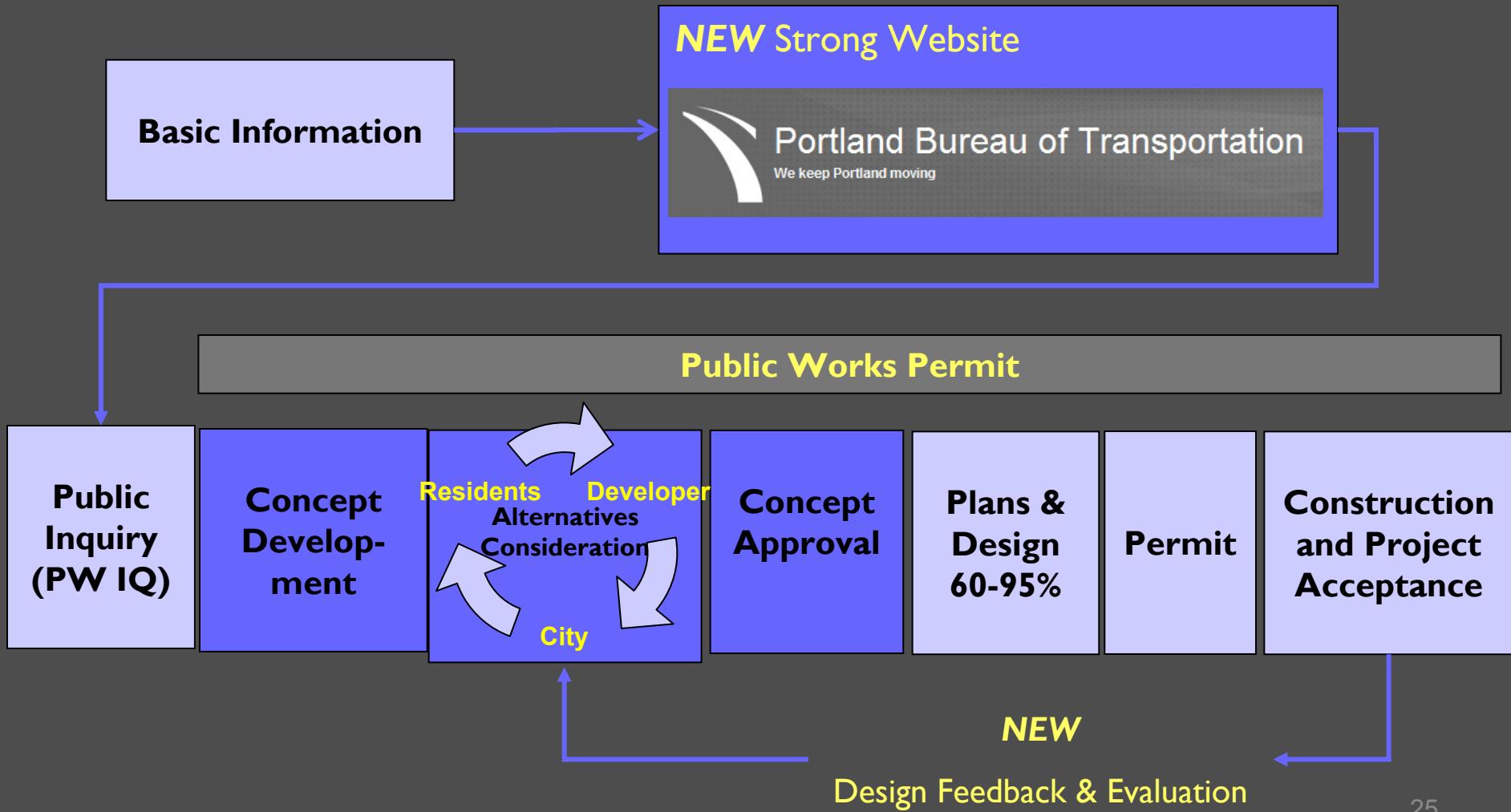


Shared Residential Street:





Developer and Resident





185759 presentation

Residential Street – Infill Development



SW 31st Ave before



SW 31st Ave after
(enhanced)



* Offer financing thru a Local Improvement District (LID) and to the extent an LID is available, allow for deferral program



*Ordinance 2 of 2 (summary)

- a. Authorize development of an LID financing contract option with a 5-year deferral for eligible LIDs.

- b. The deferral option is offered to all property owners within an LID if:
 - 51% within an LID earn less than 80% MFI
 - LID not eligible for tax-increment, CDBG, or other subsidies
 - A funding source to support implementation of the deferral option is identified by Dec 2014



Public Involvement Process

Endorsements

- Brentwood Darlington Neighborhood Association
- Woodstock Neighborhood Association
- Cully Neighborhood Association
- East Portland Neighborhood Office & Land Use/Transportation Committee
- SW Neighborhoods Inc.
- Portland Pedestrian Advisory Committee
- SW Trails