

**Shared Street Implementation Fund
TR_04, \$400,000
FY 14-15 PBOT Requested Budget**



Background

In 2012, City Council recognized the need to provide affordable solutions to address the miles of unimproved roadways and complete Portland's local street network. To this end, Council adopted the Street by Street Initiative which established lower cost design standards for local streets. Council also recognized a need to develop more financing options for residential property owners. One option explored for Local Improvement Districts (LIDs) was financing deferrals. The deferral program was targeted to low income property owners.

In Fall 2013, PBOT and BES began a project to pilot these new street and stormwater design standards. The Errol Heights Community within SE Portland's Brentwood-Darlington Neighborhood was selected due to its (1) extensive network of unimproved roadways, (2) identification as an area of high risk to BES' stormwater system and (3) guaranteed LID participation by Portland Parks and Recreation, the largest property owner within the project area. PP&R was planning to develop the Errol Heights Park and construct half-street improvements adjacent to their site.

This one-time \$400,000 request for a pilot program will help PBOT expand the City's residential street options and explore different funding and City-backed financing approaches. Completing the network in this community will help improve safety and livability, improve access and connectivity for bicyclists and pedestrians, and support the Comprehensive Plan's 'Complete Neighborhoods' goal.

Project Objectives

- Begin to reduce the number of unimproved local streets in the City for a relatively small investment
- Provide an opportunity to test the shared street concept and refine design and construction processes for future projects
- Partner with neighborhood where there is a strong desire for improvements but is limited by financial constraints
- Improve access for pedestrians, bicycles, cars, and emergency vehicles
- Improve access to schools, park, community centers
- Increase non-motorized trips and reduce auto dependency
- Improve safety and livability

- Increase property values
- Maintain low traffic volumes and speeds
- Provide opportunities for placemaking and building community

Funding

Potential funding sources include property owner funded LID, grants, and capital funds from BES and PBOT. The one time \$400K request will help offset the costs of the LID and/or subsidize LID costs for low-income participants.

Project Schedule:

Design Development: spring/summer 2014

LID formation: fall/winter 2014

Preliminary and Final Engineering: winter/spring 2015

Construction: summer 2015