

ALTERNATIVE STREET STANDARD SELECTION PROCESS

This flow chart is intended to be used by Portland Bureau of Transportation (PBOT) and Bureau of Environmental Services (BES) staff when making decisions on the appropriate street standards and stormwater conveyance methods for local streets. Specifically, this flow chart was developed as part of the Neighborhood Streets Program, to be used when selecting capital improvements to fund with resources from BES and the Local Transportation Infrastructure Charge (LTIC). These alternative standards were adopted by the City as part of the Street-by-Street Initiative in 2012.



ENVIRONMENTAL SERVICES
CITY OF PORTLAND

STEP 1. Curbs, Zoning, Traffic Volume.

Does the street have curbs? Is the adjacent zoning low-density single-family residential (R5 or lower density)? Will traffic on the street exceed 500 vehicle trips per day?

- 1. ■ Has curb?
- Not a Single-Family Zone?
- More than 500 vehicles/day?

STEP 2. Destination. Is there a school or park located on this block?

STEP 3. Pedestrian/Bicycle Network. Is the street designated as a City Walkway, City Bikeway, Safe Route to School, or Southwest Trail?

STEP 4. Environmental Constraints. Are there medium or high value natural resources (designated on the Natural Resource Inventory) in or adjacent to the right-of-way?

STEP 5. Obstacles to Motor Vehicle Access. Are there physical constraints that make the street inaccessible for motor-vehicle access, such as streams, wetlands, large trees, or very steep slopes?

STEP 6. Pavement Width. Does the street have pavement that is more than 18 feet wide?

STEP 7. Visual Barriers. Are there sharp turns or steep hills that provide visual barriers for vehicles and pedestrians?

STEP 8. Street Standard. What street standard applies?

STEP 9. Safe Infiltration. Is there a safety issue to infiltrate considering landslide/slope, contamination and setbacks?

STEP 10. Infiltration Rate. Can you infiltrate a 10-year storm event on site (3.4 inches of water in 24 hours)?

STEP 11. Shoulder width. How wide is the road shoulder?

STEP 12. Parking. Is on-street parking required? Where on-street parking is required, check with BES staff to see if a surface curbless conveyance option is still possible.

STEP 13. Steep slope. Is the longitudinal slope greater than 5%? On streets with steep slopes, a surface curbless conveyance option may be possible, based on site-specific engineering.

